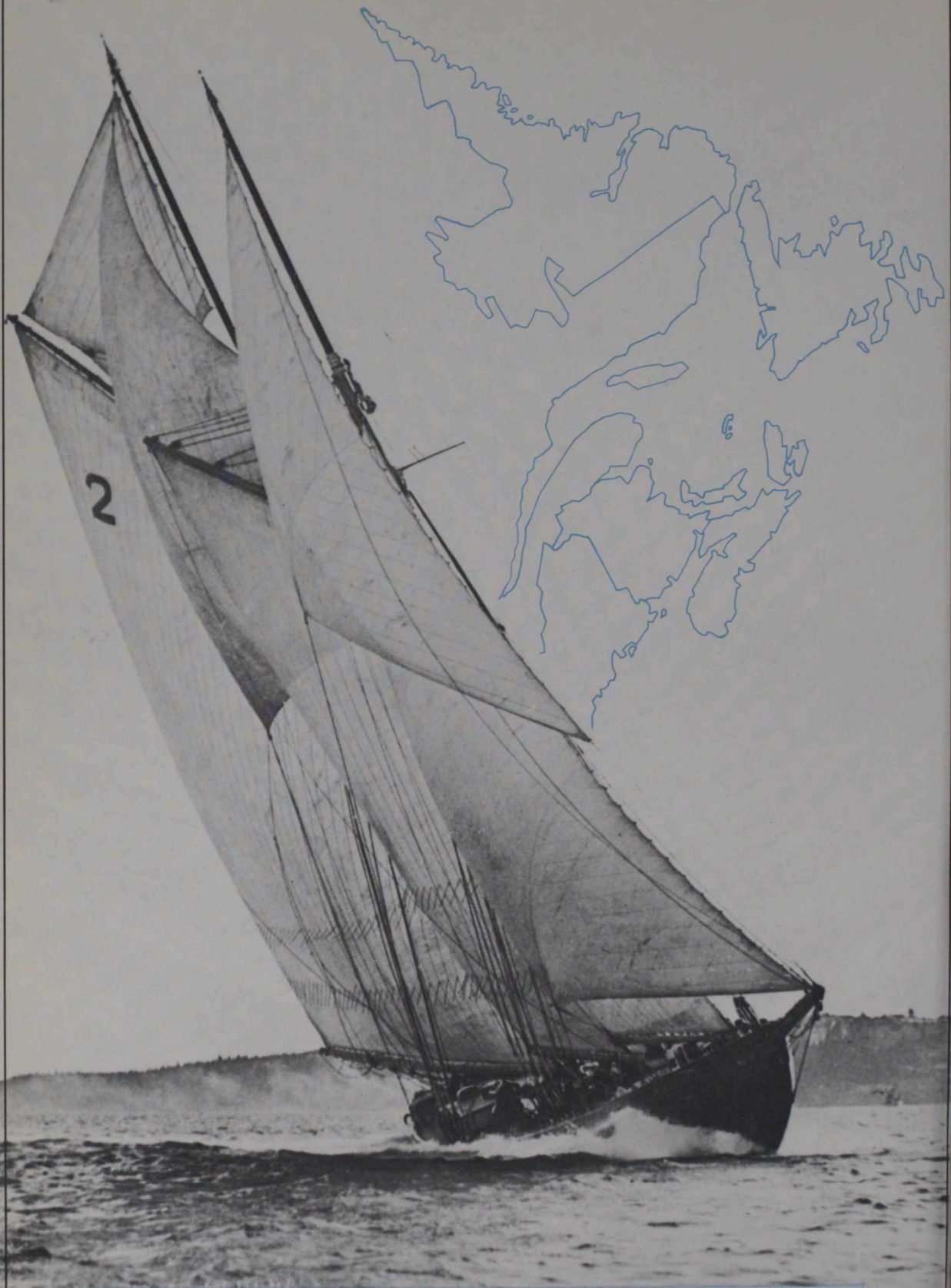


CANADA
TODAY / D'AUJOURD'HUI

VOLUME ELEVEN NUMBER SIX JUNE/JULY NINETEEN EIGHTY



*Cover photo:
Two men are building a ship
in Lunenburg, Nova Scotia.*

Bluenose, the last and most famous of the great Nova Scotia clipper ships, was built and launched in Lunenburg in 1921. She won the International Fishermen's Trophy five times before sinking off the coast of Haiti in 1946.

The Atlantic Provinces

Canada is a country of regions, and outsiders may assume that within each of them people and places are pretty much alike. The people of Newfoundland, Nova Scotia, New Brunswick and Prince Edward Island have more in common than a view of the sea, but their differences are equally striking. In this issue of CANADA TODAY/D'AUJOURD'HUI we consider the pasts, presents and futures of the Atlantic Provinces, collectively and individually.

The Once and Future Prosperity of the Atlantic Provinces

Once they were shipbuilders to the world. The Royal Commission on Dominion-Provincial Relations, looking backwards in 1940, said that in the mid-19th century the Maritime Provinces* had mastered the techniques of wood, wind and water. On the basis of forest products (including hardwood for masts and hulls) and fish they had made a place for themselves in world industry and trade. Their secondary occupations were nicely geared to support and develop their leading industry.

The years between 1860 and 1869 were the golden age when the Maritimes turned out annually 90 wooden vessels, each displacing 250 tons. Most were loaded with valuable cargo and sailed to Great Britain, where they were sold with their cargo. Then steam replaced sail, and it's been hard times ever since.

The Atlantic Provinces* have produced shrewd men with eyes for business opportunities large and small. Max Aitken of New Brunswick became Lord Beaverbrook, the most powerful press tycoon in the British Commonwealth, and the Ganong Brothers made the world's first chocolate bars in St. Stephen, in the same province, in 1906. Today the provinces have the highest unemployment rates in Canada, and their per-capita incomes are forty per cent below Ontario's and sixty per cent below Alberta's.

In recent decades the federal government has become the principal source of income for the Atlantic Provinces through equalization payments, and the provincial governments have tried various schemes to lift the economy. Some have succeeded. The Cape Breton Development Corporation in Nova Scotia has engendered small factories turning out remarkable varieties of elec-

tronic, wood, metal, fiberglass and leather products. Other ideas have not worked as well. The New Brunswick government poured millions into the production of a sports car, the Bricklin, with plants at St. John and Minto. The enterprise began in 1973 and collapsed in 1975.

However, the overall effect of government intervention has been positive. According to Garfield Pymm, head of the P.J. Gardiner Institute for Small Business Studies at Memorial University in St. John's, Newfoundland, "There's a new sense of entrepreneurship around." The demand for loans from the Federal Business Development Bank—most below \$50,000—has risen sixty-three per cent. Two major traditional industries, fishing and fox farming, have been greatly expanded.

The Atlantic Herring Fishermen's Marketing Co-operative has brought spectacular profits to one group of fishermen. With the help of the federal government, in 1976 nine fishing boat cap-



Early photo of Max Aitken who became Lord Beaverbrook.



Fiberglass has replaced wood in the building of many boats.

* Nova Scotia, New Brunswick and Prince Edward Island have been called the Maritime Provinces historically. The term Atlantic Provinces was coined by Premier Joey Smallwood to include Newfoundland when it joined Canada and became a province thirty-one years ago.

tains bought the fleet of Sealife Fisheries Ltd., a Scottish firm, paying around \$600,000 for each vessel. The co-op has fifty-one large licensed seiners, now worth \$1.5 million each, and the co-operative sold \$17 million worth of herring last year. Some crew members reportedly earned \$60,000, and a few captains are said to have paid more than that in income tax. Pierre Comeau, chairman of the herring management committee, would like to see at least "3,000 to 4,000 inshore participants" sharing in the prosperity.

Silver fox farming has also made impressive headway recently. The fox breeding industry

flourished in the Maritimes at the turn of the last century but collapsed in the Depression and took a long time to recover. In the 1950s pelts sold for as little as \$7. Today premium ones bring \$700, and the number of breeders in Prince Edward Island, for example, has risen from ten to sixty in five years.

The rising price of fuel has even raised hopes that a sailing ship industry could revive. Last summer Ned Ackerman of nearby Maine launched the *John F. Leavitt*, an eighty-three-ton schooner with 6,441 square feet of sail, that can carry five trailer trucks.

Newfoundland

Newfoundland became part of Canada relatively recently, in 1949. Before that, over one thousand years or so, it was at various times the site of a Viking settlement, a fishing ground, a clutch of illegal villages, a colony, a dominion and a bankrupt land in receivership run by a Commission of the Crown.

Jelly-Fish

L'Anse-aux-Meadows (L'Anse-aux Méduses, the Bay of Jelly Fish), a flat, shallow depression seventeen miles north of St. Anthony on the extreme northern tip of the island of Newfoundland, is the site of the oldest known European settlement in the New World. It was probably the wintering place of the Karlsefne expedition of Icelanders around 1005 AD, but one piece of charcoal dug up by archaeologists at the site of a smiddy has been carbon dated back to 650 AD.



The tiny fishing village of L'Anse-aux-Meadows is the site of the oldest known European settlement in North America. The grass mounds are the remains of sod houses built 1,000 years ago.

The Land and People

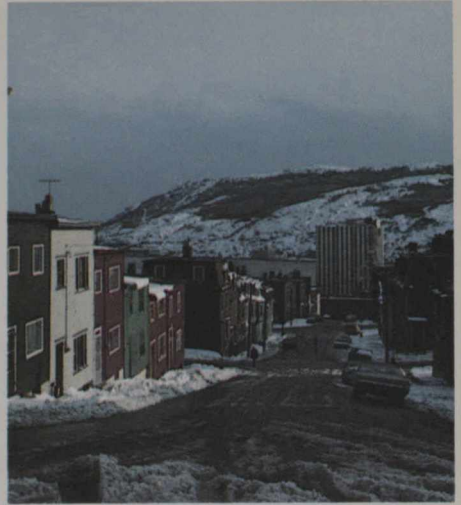
According to the map Newfoundland consists of two separate territories, an island, the tenth largest in the world, and the Labrador mainland, above Quebec. Labrador is almost three times as big as the island, 112,826 square miles to 43,359. It supports few people but it does have Churchill Falls, where the Churchill River cascades 1,080 feet over a series of slides and sheer drops. Located in a mountain there is one of the world's largest power stations, 1,000 feet underground, generating 7 million horsepower.

A third hidden part of Newfoundland exists off the coasts, the Grand Banks, an underseas plateau about twice the size of the island. The most





Almost twice the height of Niagara, Churchill Falls provides the energy for the largest hydro electric generator plant in the world, located underground.



St. John's was built on steep, rocky slopes rising up from the harbour. The brightly coloured buildings add to the city's considerable charm.

fruitful fishing ground in the world, it has been fished by fleets from Newfoundland, Europe and elsewhere since 1583.

Almost all of its 600,000 people live on the island, in St. John's, the capital, and in the outports, isolated fishing villages along the great bays. Until recently the outports were connected only by the sea, but a 550-mile semi-circular section of the Trans-Canada Highway now runs from St. John's in the southeast to Port-aux-Basques in the southwest.

The people have been in place a long time, and they speak a pleasant and distinct form of English with echoes of the Ireland, Cornwall and Scotland of long, long ago. To biver is to shiver; a bawn is a beach; and the light is duckish just before dark.

Through the centuries Newfoundland has been a difficult place for most of its hardy inhabitants, but they have always had beauty, charm, and an ability to survive. It now seems possible that Newfoundland may soon enter an era of prosperity.

Since Canada took jurisdiction over fishing in the waters 200 miles out in 1977, the Grand Banks has brought new income to the local fishermen. It may soon provide oil as well. In 1964, J.R. Smallwood, the first Premier, sent a scuba diver down to the Virgin Rocks, the shallowest part of the Banks, to deposit a plaque proclaiming Newfoundland's ownership. The federal government, however, does not agree that Newfoundland (or any other province) owns offshore oil and gas.

The Economy

The economy of Newfoundland has been in trouble for centuries. At the best of times in the 19th century, it supported a few families in relative

wealth—the “fishocracy”—but for most of the hardworking fishermen and their families, the next age of affluence, if it arrives, will be the first.

The island's lowest ebb came in 1934 when the fishing industry went bankrupt and, at the request of the Dominion's leaders, Great Britain took over administration of the government. During World War II the fisheries revived, and the Allied armed forces established bases and airports at Gander and Argentia, helping to bring better times. In 1949, under the persistent urging of Joey Smallwood, the Newfoundlanders voted to join the Canadian Confederation as the tenth province.

The infusion of Canadian medical care and economic assistance programs had immediate impact, and income and education levels began rising steadily. There were bumps along the road, however; a notable one was the concerted government effort to move people out of the outports into St. John's and to Canadianize the society. “I hated it here then,” Canon George Earle, Provost of Queen's College of Memorial University, said later. “I was tempted to leave. I didn't know where they were going and they didn't either.” When it became clear in the early 1970s that the outport people would not be moved, the government abandoned the notion and adopted a counter policy of preserving the traditions.

Oil

In the summer of 1979, after twenty years of unsuccessful drilling off Canada's east coast, oil was discovered at Hibernia, located 168 nautical miles southeast of St. John's, on the Grand Banks. A series of tests conducted last fall indicated a total producing capacity in excess of 20,000 barrels per day. Three more wells have since been drilled in the Avalon Basin.

It is hoped that production from the Hibernia structure could begin as early as 1985. Although it is too early to determine the reserve potential of the Basin, oil company officials have expressed



optimism that several major commercial oil fields will be discovered.

This self-propelled semi-submersible is used in offshore drilling at Hibernia.

Fish

In recent years a rising market for fish has greatly strengthened the economy. Ferryland, an Irish village fifty miles from St. John's, may be the last place in Canada where you can see an acre of fish curing on the flakes (or drying in the sun). The fishermen there gross \$20,000 to \$30,000 in a good summer, and they've had three good summers in a row. The value of Newfoundland's fish landings is expected to triple to \$200 million by 1985, and export values are expected to increase five-fold. The provincial Department of Industrial Development is actively encouraging private outside investors to build processing plants for canning, smoking and vacuum packing.

Seals

Newfoundlanders have been sealing for generations, and the seal hunt is strongly attached to the cultural traditions of the province.

In the 1850s more than 15,000 men in 400 ships sailed from Newfoundland to the ice each spring and brought back 500,000 seals. Of the first fifty steam vessels that went out between 1863 and 1900, forty-one were lost at sea. More than a thousand Newfoundlanders have died hunting seals.

Today, sealing is still the mainstay of many outport communities, and for some fishermen, the



It was the lure of cod, above, drying in the sun, which first brought fishermen to Newfoundland 450 years ago.

revenue from the three-to-five-week sealing season represents as much as one-third of their annual income.

About 6,000 licensed fishermen participate in the hunt every year. The quota for the catch is set by the government; in 1979 it was 170,000 for the entire northwest Atlantic, including Greenland.

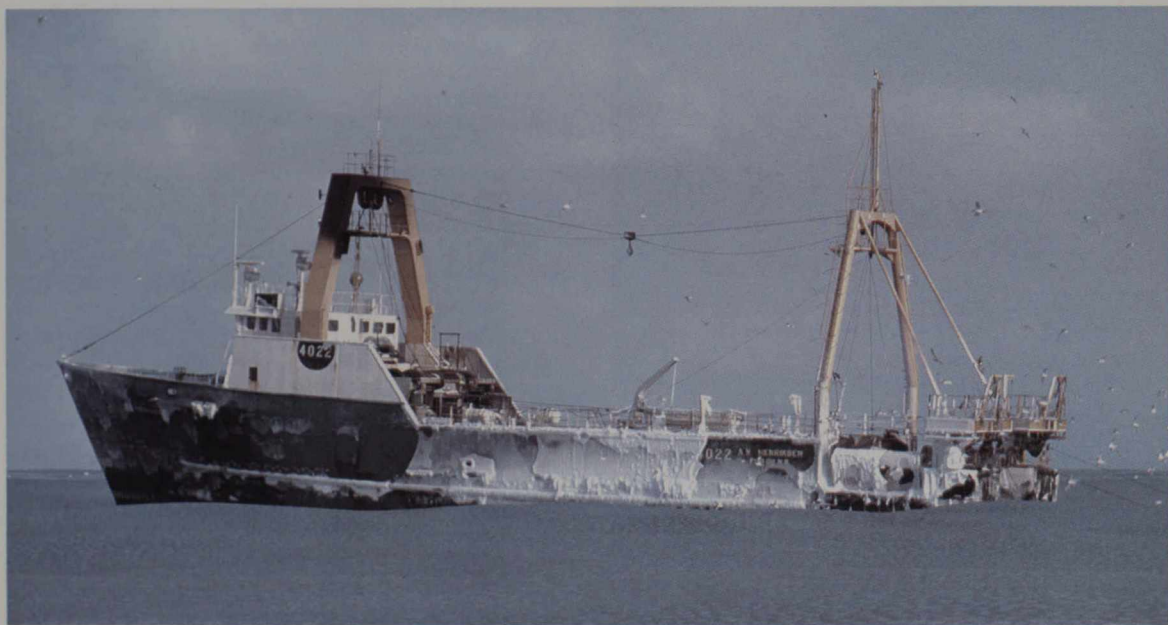
Trees

Newsprint production and export have been

growing. Some 75 million acres of productive forest land are available for development, enough to sustain a cut of 2.6 million cords of softwood and 100,000 cords of hardwood annually.

Mining

Newfoundland has untapped resources of copper, lead, gold, zinc, silver, gypsum, limestone, cadmium, barium, silica, asbestos, pyrophyllite and iron.



Fishermen on this deep sea trawler are looking for cod off the coast of Labrador.



Newfoundland can be a raw and lonely place in the winter when the wind howls off the ocean.

Newfoundlanders have been sealing for generations, as seen in this old photo from the provincial Archives, left.

Joey Smallwood



When Newfoundland voted to join Canada in 1949, Joey Smallwood became a Father of Confederation fifty years after the other Fathers were dead. He was elected the first premier and re-elected five times, serving until 1971. Now vigorous and busy at eighty, he believes Newfoundland's economic prospects are the best in 500 years, that the oil field off the southeast coast is "the greatest in the world, next to Mexico's" and that the province he nurtured is entering a new era of general prosperity.

He speaks of the benefits of Confederation in a boisterous, young man's voice: "We're better off in transportation, airports, highways, in education, in public health and in just about every aspect of life."

He has great faith in the future of the fishing industry and is not concerned that the province's claim to the Grand Banks is still not recognized by the federal government.

"The fisheries are Canadian, but the people doing much of the fishing and processing are and will be Newfoundlanders. There are four billion people in the world and a continuing need for

protein to feed them. Most of the people in the world can't afford beef or pork. We can provide fish in abundance."

Homestead

The family home of Joey Smallwood, Russwood Ranch, 5,500 acres, is the largest farm in Newfoundland. Five hundred acres are under cultivation, five thousand are rough pasturage. The Smallwoods have raised pigs, mink, cattle, sheep, poultry and pheasants.

Come-by-Chance

One project with which Joey Smallwood is closely identified was built in the early 1970s but never became a profitable operation. It is a town and an oil refinery with an appropriate and very Newfoundlandish name, Come-by-Chance. At the moment the refinery lies idle and the gamble does not appear to have paid off, but there is still a long-shot chance that it will.

The stakes at the beginning were, in theory, \$30 million from the provincial government and some \$90 million from John Shaheen of New York and his friends. The plan was to build an oil refinery that would convert a poor village of fifty-six tired frame houses into a prosperous industrial centre with power stations, plants and mills. Mr. Shaheen had made a fortune selling coin-in-the-slot insurance at airports and then diversified into oil. Together he and Smallwood worked out a complicated plan involving a provincial crown corporation that would not pay federal income taxes. Shaheen, the principal fundraiser, would have a fifteen-year option to buy the whole operation for \$2,000.

The option and other aspects of the deal were greatly criticized by other politicians, and many people complained that Shaheen could hardly fail to make millions. Smallwood replied that the benefits to Newfoundland would greatly outweigh the benefits to Mr. Shaheen. In fact, there were few benefits to be balanced. The refinery never made a profit and went bankrupt in 1976, with a total debt estimated at \$600 million. The government-owned Petro-Canada oil company recently acquired an option to buy the facility from the British banks which are its principal creditors and is studying the possibility of an economically sound revival.



Come-by-Chance has lain idle since 1976, but there is now a possibility that it will be rehabilitated.

The engraving, opposite, shows the distress caused by the expulsion of the Acadians in 1755.

New Brunswick

(The following poem celebrates the place names and natural beauty of the province.)

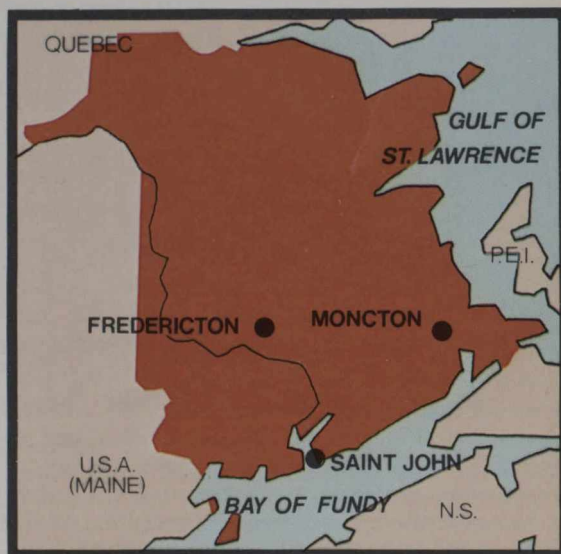
Let others sing loudly of Saca
of Quoddy and Tattamagouche
of Kennenecosis and Quaco
of Merigomishe and Buctouche
of Nashwaak and Magaquadaque
or Memmerimammericook—
There's none like the Skoodoowabskookis
Excepting the Skoodoowabstook!
James DeMille, 1870

People

New Brunswick has a significant French-speaking population—thirty-five per cent of its 701,000 people are Acadians—and this has had a significant effect on its laws, economy and culture.

In 1966 Louis Robichaud, the first Acadian to be elected Premier, eliminated county governments and divided their powers. The province took over education, public health and other social services and the administration of justice; and the towns assumed such matter-of-fact responsibilities as supplying water, removing snow and putting out fires. The changes improved the health and educational services in the poorer counties on the north and east coasts where most of the Acadians live.

In 1969 the Official Languages Act made French an official provincial language as well as English, and the Acadians achieved something like parity. There are now public schools with French as the language of instruction. (Since Quebec made French the sole official language of that province, New Brunswick is the only officially bilingual province in Canada.)



French speakers have lived in what is now New Brunswick since it was part of Acadia, founded in 1604 by the French and destroyed during the Seven Years' War by the British. Most of the settlers were expelled, many going far south to Louisiana. Some stayed in the area, escaping to the back country, and others returned when things calmed down.

Acadians are distinct from the Québécois, differing in their points of origin and times of settlement, in the French they speak and in their traditional occupations (the Québécois farmed the rich St. Lawrence valley; the Acadians were fishermen and farmers of drained marshes). They even differ in their principal feast days: the Québécois celebrate St-Jean-Baptiste Day, the Acadians the Feast of the Assumption, the ascent of the Blessed Mother to heaven. (Mary is the traditional patron of fishermen and other farers of the sea.)

In 1881 the Acadian leaders met at Memramcook where they decided to make efforts to preserve their own culture and remain distinct from the French Canadians in Quebec. Some eighty years later Premier Robichaud reaffirmed the Acadians' separate sense of destiny.

Robichaud, a Liberal, was succeeded by Richard Hatfield, a Conservative, in 1970. Hatfield is still in office and the senior elected official sitting without interruption in Canada. He is not an Acadian, but he has shown a positive appreciation of the French-Canadian point of view. In 1970, when René Lévesque's Parti Québécois first ran candidates in Quebec, Hatfield made a personal reconnaissance tour of that province. The *Atlantic Insight* said Hatfield "has stood out like a beacon of broadminded reason" whenever relations between French and English speakers are officially discussed. His daily concerns, however, focus more on economics.

Economics

Dalton Camp, the New Brunswicker who once led the Progressive Conservative Party's national association and who is now the prolific author of books, newspaper columns and magazine pieces, says New Brunswick and the other Atlantic Provinces continue to be tails on the national economic kite. "We get yesterday's Toronto weather today," he says, and he notes that the Atlantic Provinces occupy the bottom four rungs of the national income ladder.

Trees

Among New Brunswick's problems, the spruce budworm nibbling away at the basic pulp and paper industries may be the most formidable. Extensive and expensive efforts to eliminate it have failed. The moth lays its eggs in clusters in mid-summer and after a metamorphosis and a winter's rest, the eggs emerge as leaf-cutting caterpillars in the spring. Both Nova Scotia and New Brunswick are afflicted and both began fighting the pest with DDT sprays. When environmentalists complained of the toxic results, Nova Scotia stopped all spraying and New Brunswick switched sprays. Nova Scotia hopes that the budworm will die out after it has eaten the available wood in a limited area, a passive method that has worked in the past.

Despite the worm there are still plenty of trees in New Brunswick—eighty-eight per cent of the province is covered by them and 15 1/2 million acres are productive forests—but the industry is not booming. The Conference Board in Canada, a non-profit organization which attempts annual economic forecasts, believes that logging and the associated construction industry will decline in the 1980s.



Louis Robichaud



Richard Hatfield

Mining

Another major New Brunswick industry, mining, is looking up. It became a significant part of the economy rather recently: in the 1950s students from the University of New Brunswick analyzed sulphur deposits in the Bathurst area and found in addition to the iron and sulphur anticipated, substantial amounts of zinc, lead, copper and silver. Within a year 50,000 mining claims were filed. After the initial excitement, things calmed down and two major mines were developed, Brunswick Mining and Smelting on the Nepisiquit River, and Heath Steel to the southwest. Together they produce nearly all the base metals as well as silver, with zinc the most valuable commercially. In the 1970s deposits of antimony, an extremely rare and valuable metal, were discovered. Zinc production



Lobsters make a substantial contribution to the economy of the Maritimes.



New Brunswick is covered with trees, but the market for forestry products is expected to decline in coming years.

went up thirty per cent in 1979 and markets remain strong, but a similar increase this year is unlikely. The total value of mineral products is well over \$300 million, and the industry employs more than 5,000 people.

Fish

The New Brunswick fishing fleet is small in size and few in number compared to those of Nova Scotia and Newfoundland, but it does provide basic income for the families of 6,076 fishermen and 9,360 persons working in processing plants. Fifty kinds of fish and shellfish are taken, with lobster accounting for twenty-seven per cent of the market, though only three per cent of the catch. Exports total over \$100 million annually.



A lot of potatoes get peeled at McCain's french fry factory.



Potatoes

The province grows apples, strawberries, blueberries and green vegetables, but its basic export is still potatoes, particularly seed potatoes and frozen French fries. McCain's of Florenceville, N.B., (with branch factories in England, Australia, Quebec City and Vancouver) was started in 1957 by two brothers, Harrison and Wallace McCain, with help from the federal and provincial governments. The former gave \$8,846,322 in grants, and the latter guaranteed \$8,510,500 in loans and made a direct loan of \$1.5 million. Payments have been made on time, and the enterprise now has a \$20 million payroll and buys \$40 million worth of goods and services. The starting pay last year was \$3.30 an hour, fifty cents above the provincial minimum wage, and the average was \$5. The firm had \$350 million in sales in 1979 and may be the largest producer of frozen French fries in the world.

Tourism

Some four million visitors spend more than \$190 million in New Brunswick each year. There are two national parks and sixty provincial ones.

Scenic Points

Franklin Delano Roosevelt's fifteen-room cottage at Campobello sits in a 26,000-acre international park, opened by Queen Elizabeth in 1967. There are guided tours of the Island (which lies close to the coast of Maine), picnic areas and nature trails.

The Acadian Village, which opened in June 1976 at Caraquet on the north shore, is a restoration of the settlement that existed between 1780 and 1880, with forty-six buildings on 800 acres. The drained marshland is protected with dykes or aboteaux and includes a fishing complex, five farming complexes, ten restored houses, a general store, a tavern, a school, a chapel and a blacksmith's forge.

Pélagie-la-charrette

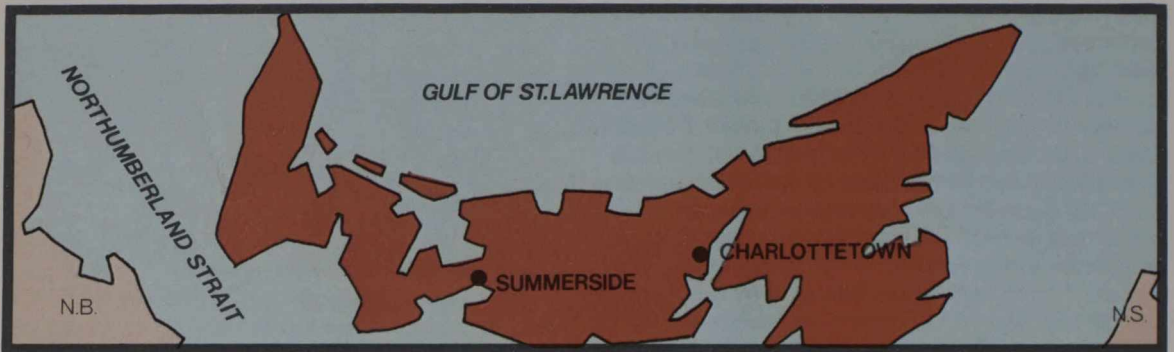
Antonine Maillet, born in Bouctouche, N.B., and writing in Acadian French, won France's most prestigious literary award, the Prix Goncourt, last year.

Her novel *Pélagie-la-charrette* tells of the return of an Acadian woman exiled by the British in the great expulsion of 1755, who made her way home from Georgia in a ten-year odyssey.

The book is written in her native tongue, which is quite different from the French of France as well as the French of Quebec. Mme Maillet, who teaches Canadian and French literature at the University of Montreal, says that to the Parisian, Acadian French is a preserved antique: "Speaking Acadian French is like speaking Chaucer as a modern English tongue."

She has written nine other books and seven plays, including the celebrated *La Sagouine*.

Prince Edward Island



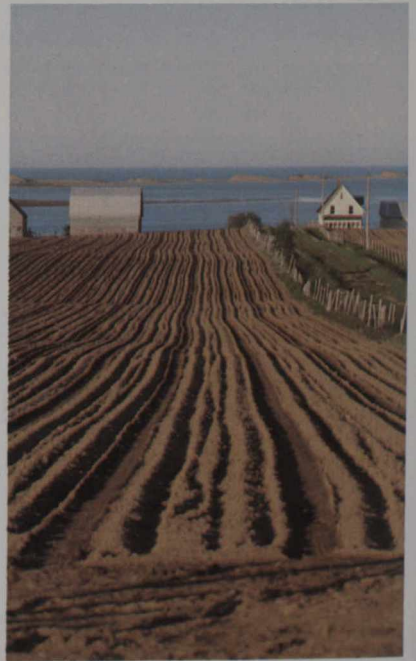
The smallest of Canada's provinces, Prince Edward Island is one of the country's most scenic areas and a popular tourist destination. At 145 miles long and up to 34 miles wide, it is almost twice as big (2,184 square miles) as Rhode Island (1,245 square miles).

During the 19th century it was trilingual—English, French and Scottish Gaelic—and it enjoyed relatively good times. In the words of A.H. Clarke, "The texture of the soil and the climate were almost ideal for the cultivation of hay, oats and potatoes."

P.E.I. didn't join the Canadian Confederation until 1873, and there are still those who say that the Confederation's National Policy encouraging east-west railroads and north-south tariffs caused the province's later economic slump. Then, as now, the Island's principal trade exchange was north-south, to and from the United States.

It may be more realistic to blame the passage of time, technological change, and the Island's remoteness from markets. Whatever the reasons, there has been a century of hard times. The young men and women of the Island have emigrated to other places (it is said with accuracy that the principal export of the Atlantic Provinces is brains), and the people who stayed behind have often found life difficult. In 1947 the provincial government took over the Island's meat-packing plants during a national strike, and one public official is reported to have said, "If labourers are not satisfied to work eight hours a day for pay and four hours out of loyalty to his employer, they should seek employment elsewhere."

Things got better after that but not spectacularly so, and in 1966 the federal government designated the whole island as an undeveloped area. In recent years there has been an intensive and suc-



A thriving industry in Prince Edward Island is tourists, who are drawn by the lovely beaches, such as this one, left, at Cavendish on the north shore. Right, a plowed field in French River. Agriculture has been declining in relative importance economically but is still a major occupation of Islanders.

cessful effort to promote tourism; and fox breeding, a mainstay of the Island seventy years ago, has become profitable again. Keith Milligan of Tyne Valley, whose father once worked for the Milligan-Morrison Ranch, a huge concern before the Depression of the thirties, bought fifteen silver foxes for \$250 each in 1974. He now has 150, worth between \$1,200 and \$1,500 each, and a lot of other people have gone into the business.

The economy is looking up, at least a bit, but short-term prospects are at best uncertain. The market for potatoes, the principal cash crop, is shaky, and lobster prices appear to be softening. John Palmer, Director of Planning and Statistics in the Department of Finance, says that on the bright side, the federal government is moving the Department of Veterans Affairs from Ottawa to Charlottetown, bringing 750 permanent jobs. Tourism is buoyant, and the dairy and poultry industries are thriving.



P.E.I.'s principal cash crop is potatoes.

Nova Scotia

Nova Scotia is a peninsula entirely surrounded by fish. An early travel writer.

In the mid-19th century Nova Scotia had a quarter of the world's shipping and a good portion of the world's kilts.

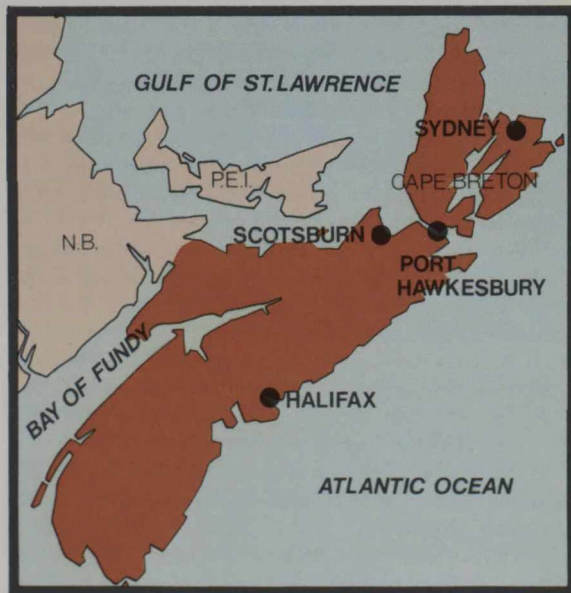
It has lost rank in both cases, but Halifax remains the largest ice-free, deep-water port in North America, and thirty-five per cent of the population still have a boastable Scot connection.

It is the most populous of the Atlantic Provinces (900,000 people) and the most prosperous, though that is a relative term. It depends heavily on federal assistance and has received more than \$400 million in aid. Equalization payments, in the words of Premier John Buchanan, are "the lifeblood of Nova Scotia. Without them we'd be dead ducks."

Depleted fishing stocks have been restored and the fishermen, like their colleagues in the adjacent provinces, are doing well.

The Cape Breton Development Corporation has a striking history of wins and losses. It began by attempting to create new and alien industries—the making of abrasives and pre-fabricated houses—which lacked accessible markets, and in 1972 it changed tactics, concentrating on more familiar goals. It pushed the expansion and modernization of mines, the encouragement of tourism and the upgrading of local cattle. (Nova Scotia pastures support a cow to an acre, compared to a cow to thirty acres in the prairies.)

These efforts did not have immediate positive effects. In the mid-1970s the province had its worst recession since the thirties, but the economy began to improve in 1977, and in 1978 manufacturing output rose by thirteen per cent and foreign exports



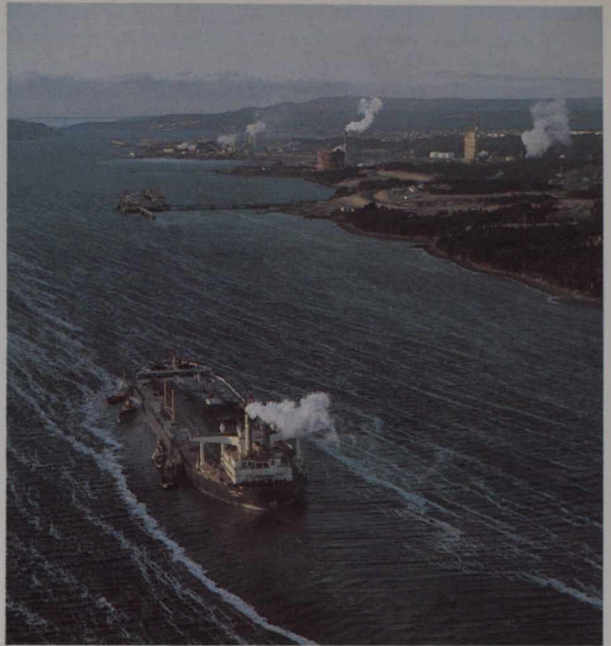
Unlike many ports in Canada, Halifax's harbour is busy the year round.



Fishermen reap their harvest from a fishing weir in the Bay of Fundy at low tide.



Apple blossoms fill Nova Scotia's Annapolis Valley in the spring.



Port Hawkesbury is a busy industrial centre, home of oil storage tanks and pulp mills.

by thirty-four. More than half of the exports go to the United States. The prospects this year are modest—the Conference Board anticipates a general economic growth rate of one per cent.

The province and the federal government signed a “general development agreement” in 1974, and since then expensive attention has been given to several areas of the economy.

An inventory of mineral resources found “very substantial” new coal reserves off Cape Breton and these have been developed, though some near-surface deposits have proved to have a high ash content. Mining in general has shown progress: the surveyors found lead and zinc in the Gays River area northeast of Halifax, and Exxon invested \$30 million in one lead-zinc mine.

Industrial parks have been laid out across the harbour from Halifax and in the corridor areas between Amherst, Truro, Halifax, Bridgewater and Pictou. A deep-water port is being developed in the Strait of Canso.

The Sydney Steel Company, which the province took over in 1968 when it was in serious difficulties, has been modernized to some degree, and in 1978 it signed a ten-year contract to supply 2.4 million tons of billets to Tree Island Steel Company in British Columbia.

The government is committed to a continuing program of badly needed forest research. The spruce budworm has damaged half of the accessible softwood, mostly mature balsam fir, and one major pulp mill at Port Hawkesbury employing 40,000 persons may run out of trees by 1985. The province has stopped spraying the budworm, concluding that spraying hindered but would never eliminate the pests, and is now contemplating a program of replanting devastated areas with a balance of worm-resisting woods.

An Immigrant Family

For generations in the Atlantic Provinces, the tradition has been for people to move out, not in. In a modest reversal of the trend, three young American couples from the Washington, D.C. suburbs bought a 228-acre farm together outside a tiny village in Nova Scotia and have settled in. Below are excerpts from an interview with one of the couples.

Patty and Don Hawken moved to Scotsburn, Nova Scotia, in April 1977 with their baby Emily. Since then another daughter Christianne (an old Nova Scotia name) has arrived and a third child is expected.

The Community

The village of Scotsburn is a quiet place ten miles away from their farm, with a co-op, post office, large volunteer fire station and a few houses. The town of Pictou, twenty miles away, has several stores. When they feel the need for a little culture, the Hawkens make the 100-mile trip to Halifax. Everything is a long distance away, and they have learned to survive on less. They have a large vegetable garden and raise goats, chickens and pigs in the summer.

Most of the young people who grew up in the area are leaving, but young people from other parts of Canada are moving in. The older people in Scotsburn have welcomed them warmly, and Patty feels that this is partly because they are glad to see young people in the area again.

Making a Living

Most people in the community make their living from farming. Many fish as well, and a few of their neighbours work in the Michelin Tire plant in New Glasgow, thirty miles away.

Don finds that, "Things cost quite a bit up here, but living on a farm we don't need as much."

A skilled contractor and carpenter, Don has not had much trouble finding jobs. He works about five months out of the year, just enough to make ends meet, and spends the rest of his time working on the farm.

He belongs to a "loosely-knit co-operative" in which people trade work—no money changes hands and they don't really keep track of the hours. He helps his neighbours with hay, cattle and grain, and gets help with his pigs. The neighbours pitched in when he was building his house.

Adjusting

Patty describes the land as "beautiful, like Scotland—tight valleys with rolling hills," but she finds that, "Life on a farm is a lot harder than we thought it would be. It's not idyllic." When they first visited the farm in the summer, while living in Washington, they enjoyed taking long walks, but since they moved they haven't had time. She and Don had a "Whole Earth Catalogue" image of living on a farm—baking bread, making soap, sitting by the fire—but she admits that it was very unrealistic. The animals take up a lot of time, and the summers are so short that there is an intense period of trying to get all the work done in a limited amount of time.

"You become less pure and buy an automatic washing machine. You take what you want from

modern technology and leave the rest behind."

For Don the hardest aspect was the move itself—picking up and moving a family from the city to an isolated farm. He also found the friendliness of people a little disconcerting at first; it was a change from Washington, where people more or less keep to themselves. "It's a different scene altogether up here."

People

Don: "We have good neighbours, that's for sure, very friendly. You don't meet many 'ornery' people up here."

Patty: "We know our neighbours very well and depend on them—for help in the summer and to pass the time during the long winter. Everything is an event here because you don't have the automatic social contacts you would in a city. People make efforts to see one another. When we have a party, people of all ages come."

"The area is very Scottish and very traditional—they take tea in the afternoon—and a few of the older people think we are doing some weird things." Patty works in the barn with Don, although traditionally women in Scotsburn don't do that—"if you have a good man, you shouldn't have to." People are not used to eating raw vegetables, and the Hawken's fondness for salads is considered a bit strange.

Patty: "They just roll their eyes and say 'that's kind of different' but accept what we do. We are very well accepted—everyone is very kind."

Their next-door-neighbour, Lloyd MacIntosh, a sixty-three-year-old bachelor, is daughter Emily's godfather.

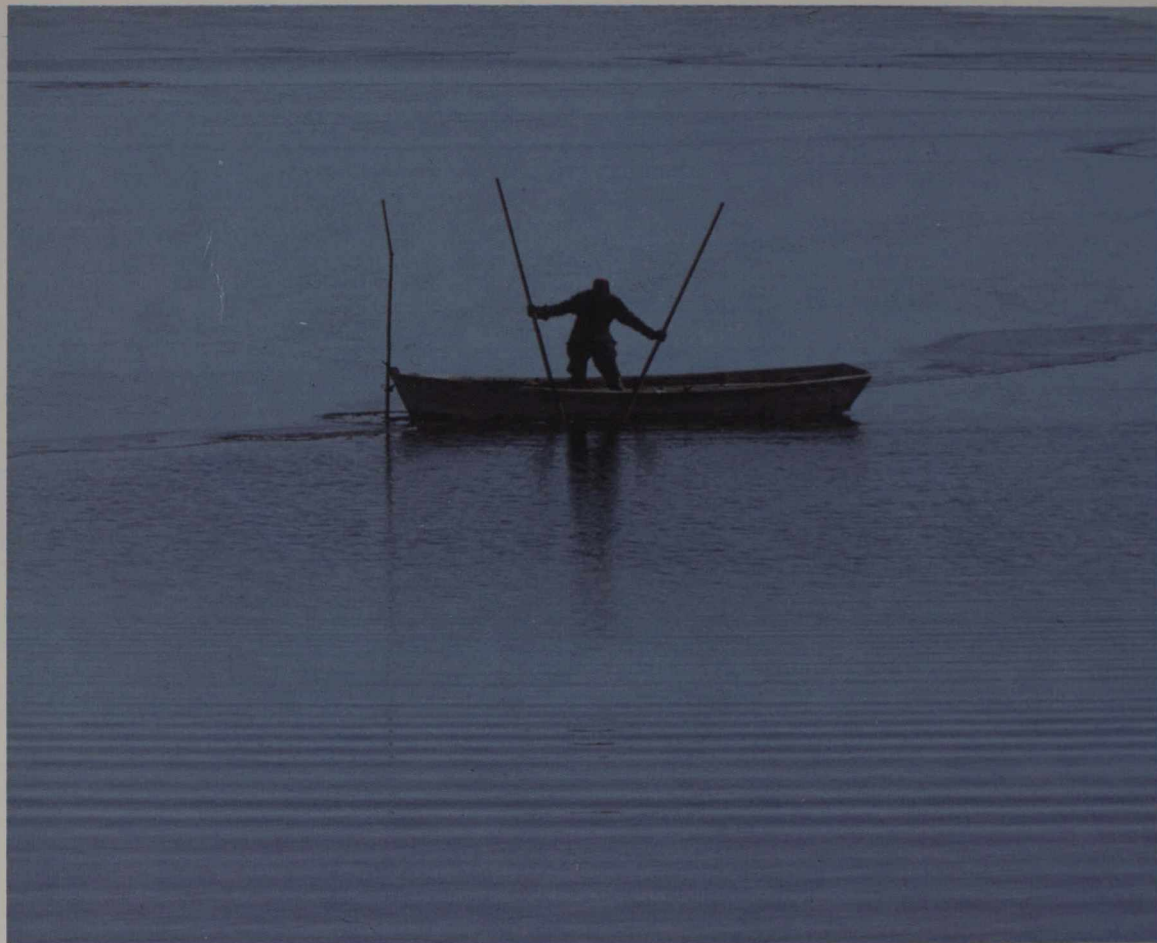
This is Home

Patty and Don are very enthusiastic about their new life. Don appreciates having time to spend with his children.

Don: "If we had searched around for years and years, I don't think we could have found a better place for us. The move was not well thought out or planned but it has worked out very well. This is home. Things may change, but right now I don't want to ever leave."

Patty: "We feel very safe up here. We don't regret it at all—oh no, not at all!"





This New Brunswick fisherman is raking oysters.

This newsletter is published monthly and available free upon request. The views expressed are not necessarily those of the Canadian Government. Unless specifically noted, articles are not copyrighted and may be reproduced. If you have questions or comments or wish to be added to our mailing list, please be in touch—address and telephone number below. If you wish to change your address, be sure to include the number on the top line of your mailing label. Written by Tom Kelly, designed by Baslaw, McCarney and Mann Limited, Ottawa, Canada, printed by K.G. Campbell Corporation Ltd., Ottawa, Canada.

CANADA

Today/d'aujourd'hui

Canadian Embassy
Ambassade du Canada
1771 N Street, NW
Room 300
Washington, DC 20036
202: 785-1400

Address Correction
Requested



BULK RATE
U.S. POSTAGE
PAID
OGDENSBURG, N.Y.
PERMIT NO. 266

ISSN: 0045-4257
PRINTED IN CANADA