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STC 8-26

"Let the Maritime Provinces Flourish by Their Industries."
BORDEN FACTORY-TRURO, N.S.

CENTRAL KINGSCLEAR.

Central Kingsclear, N. B., Aug. 3—The farmers in this vicinity have been busy gathering in their hay crop, and it will take two or three weeks before they will be done.

Robert Miller who has been in very poor health for a number of months, was slightly improved yesterday.

Mrs. W. G. Usher and two children Ronald and Willie of Grand Bay, Kings County, spent last week with her parents Mr. and Mrs. Hedley Kilburn, returning home on Saturday by motor with her husband.

Miss Kathrine Young who has been visiting her grand-parents Mr. and Mrs. H. W. Kilburn, left for Grand Bay Kings County on Saturday.

Mrs. Robert Grey and infant son are very much improved in health.

Mr. and Mrs. Charles Poor and children of Marysville spent Sunday with friends here.

Mrs. Frank Good and son of Fredericton have been visiting relatives and friends in this vicinity.

Miss Aramantha Kilburn of Fredericton visited her brother Isaac Kilburn yesterday, returning to the city by auto last evening.

Mrs. Alfred Ballard of Sandyville called on friends here on Monday.

John Webster of Fredericton made a flying visit to friends in this place yesterday.

AUGUST.

(From The London Mercury)

The cows stood in a thunder cloud of flies

As lagging through the field with trailing feet

I kicked up scores of skipper butterflies

That hopped a little way, lazy with heat.

The wood I sought was in deep shelter sunk

Though clematis leaves shone with a glossy sweat

And creeping over ground and up tree-trunk

The ivy in the sun gleamed bright and wet.

Songs brief as Chinese poems the birds sung

And insects of all sheens, blue, brown and yellow

Darted and twisted in their flight and hung

On air that groaned like hoarse sweet violoncello.

From that small sun patching the wood with light—

O strange to think—hung all things that have breath

Trees, insects, cows, even moths that fly by night

And man, and life in every form—and death.

—A. J. YOUNG.

FREDERICTON CORRESPONDENT OF TORONTO SATURDAY NIGHT DISCUSSES MARITIME UNION

The Editor of Saturday Night, Sir:—

Several times, in your excellent paper you have put forward the suggestion of the amalgamation of the three Maritime Provinces as one of the necessary steps for the betterment of these provinces. A good many years ago the writer contributed an article to the University Quarterly, Montreal, on his subject. It was copied or noticed, and commented upon by the Toronto Globe, but as at that time Canada happened to be in one of its few periods of prosperity in consequence of a large influx of immigrants, the subject was little more than an academic one.

If, in this letter some of the expressions in that article be repeated, it will be because they represent fundamental facts common to any rational view of the matter.

In a general way it may be said that the provinces in question, since Confederation, have been the only white portions of the Empire, except Ireland, that have not shown marked progression. This fact while not conclusive of the inimical effect of Federal Union upon them, is yet highly significant. Assuming that this union with Canada has been, at least, a principal cause of deterioration, it becomes of interest to ascertain why it has been deleterious. The answer can be given in two words—geographical situation. These provinces are not naturally placed for political union with the valley of the St. Lawrence. A political isthmus of some thirty miles width between the north of Maine and the St. Lawrence river, alone connects them with the bulk of the territory of the valley of that stream, and to go by land from all but the northern rim of New Brunswick requires a circuitous detour around the eastern and northern border of Maine, if one is to maintain the journey upon Canadian territory. This is evident from the fact that of all the railroads connecting the St. Lawrence with the provinces, the only successful one has been the C. P. R. which ignores international divisions and pursues its way, almost as the crow flies, due westward from St. John to Montreal. It is true that from almost all parts of the three provinces access can be had to the St. Lawrence by sea, but this involves a still longer detour than by land and is possible only for a half year at a time. To one, therefore, who looks upon this matter of nation-building from the stand-point of its most important factor, geography, it will be plain that this defect of situation may ultimately be a fatal one, so far as Canadian union is concerned and one quite beyond the scope of any Canadian government to remedy.

Having, shown as succinctly as possible, the chief reason for the non prosperity of the Maritime provinces, it remains to demonstrate the futility of a legislative union between them.

Designed By Nature.

Nowhere in Canada or the United States is there a province or state more definitely intended by nature to be a separate local political unit than is each of the Maritime provinces. New Brunswick is entirely continental; Nova Scotia a decided marked peninsula and island, while Prince Edward Island is wholly insular. These traits of situation are so marked and practical, as already to have produced during the relatively brief time of their settlement, noticeable differences in the character of their peoples. A legislative union would but result in a continuous wrangle, disagreement and finally another separation.

This is but one, though a principal one, of the many objections to Maritime union. It would not increase the total population by a single soul. It would not anywhere make two blades of grass to grow, where only one now flourishes. It would not increase the representation of these provinces at Ottawa, but rather tend to decrease it by reason of the clause in the B. N. A. Act permitting each province, after each census, to retain a member previously held, if but half the required number of people are present sufficient for such member. By such an arrangement the more provinces there are the greater the chance of this rule becoming effective. Thus while it would be possible for three members, one from each province, to be so retained under separate conditions, under union as one province, only one could be forthcoming. Moreover Prince Edward Island, by sole reason of its individuality as a province is now granted a Federal representation and it is most certain that in case of amalgamation, no such liberal arrangement would be permitted to be maintained.

Cost Would Be Heavy.

The cost of such a union would be

almost overwhelming to the present financial status of the provinces. A new capital would be required, for it must be sufficiently clear that neither Charlottetown, Halifax nor Fredericton would be acceptable as such. Hence the scrapping of three provincial plants at an almost total loss would be inevitable, and the institution of a new and vastly larger and more expensive one than any one of the former three would prove necessary, in some centrally located town as Moncton or Amherst.

It is conceded that the total number of legislators and government civil servants would be somewhat less under union than now obtain in the three separate units together. But if the number would be less the individual salaries would be more. At present, for instance, the N. B. Legislature sits for about six weeks in the year, with a somewhat proportionally restricted indemnity. But both length of service and amount of indemnity would be necessarily and notably increased in a legislature governing 1,000,000 people instead of an average of one-third of that number and it is, at least a debatable question if any reduction of actual expenditure in this connection would be had.

The Civil Service.

What has been said respecting purely legislative costs applies with equal cogency to an amalgamated civil service. The only unmistakable economy effected by union in this connection would accrue to the Federal Government inasmuch as it would pay but one, instead of three Governors. But even here, the saving would not be in that proportion as, undoubtedly the salary of the governor of the united province would be something more than that of either of the three present ones. But such a saving is so small as not to be worth of consideration and is quite without the scope of this letter.

Sentimental objections would not be among the least of the hindrances to union. Would Nova Scotia, the oldest provincial name in Canada, by far, be willingly sent to limbo by its people for the sake of the vain notion of unity and nominal bigness? Or, if not, would the people of New Brunswick be content to be again known as a part of Nova Scotia, or would the people of the Island be glad to assume a name never before applied to them? A new name would be necessary and, of course, "Acadia" leaps to the mind of very sentimentalist to whom Longfellow's "Evangeline" appeals with its questionable historical accuracy. But to three-fourths of the present population such a name and its connotations would be anything but a taking one.

A Grave Objection.

A graver objection, founded upon deep-seated and reasonable sentiment, remains. In New Brunswick, at present, almost one-half the children born are of French parentage, and a few years alone are necessary to see that proportion largely increased and the influence of a French extracted people probably paramount over more than one-half of Maritime territory. Would such a laudable ambition be readily given up by the descendants of the first colonial proprietors of all this territory, and would they be content to be irretrievably overwhelmed by the united Anglo-Saxondom of the three provinces? The writer, if he were of French descent, would resist such a proposal to the furthest extremity and he is sure the present French would not be inferior to him in such respect.

Have we been so tame in these Maritime provinces that such a thing as "provincial loyalty" is unknown? It is not so to be expected. New Hampshire and Vermont are but poor states, alike insignificant as regards both size of territory and number of people. Does it then follow that they would quietly submit to forego these honored names and be known merely as westerly fragments of the state of Maine? Why not annex Rhode Island to Massachusetts or Connecticut, or Delaware to Pennsylvania? Would such changes be possible in the adjoining republic? Everyone, worthy of consideration, will say no.

Such a nation as is here deprecated is unworthy of British statesmanship. It is a counsel of despair. It is a mere new shuffle of the cards attractive only to him who is not thoughtful or to him to whom "union" and novelty possess, for their own sake, irresistible allurements.

MARITIME.

Fredericton, New Brunswick, July 8, 1926.



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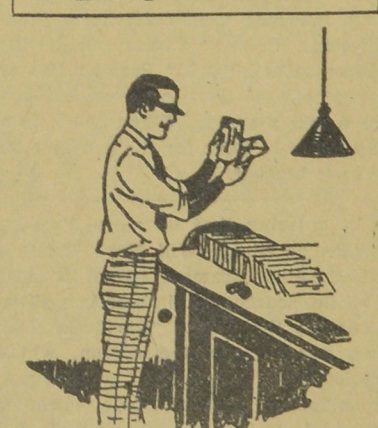


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