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CANADA'S MANY SOLITUDES

The following is a partial text of an address to the Canadian Council of Christians and Jews in Montreal on April 9 by the Minister of Citizenship and Immigration, Mr. René Tremblay:

...There has been considerable discussion in recent months on the values of inter-group relations - and there is likely to be even more in coming months. I do not propose at this time to add to the spate of words that have been spoken and written on the topic of biculturalism and bilingualism but to discuss group relations more broadly.

I am sure that many here tonight remember that old Indian saying: "Do not criticize your brother until you have walked a mile in his moccasins". It is good advice. Greater understanding of, and sympathy for, the viewpoints of others offer the best solutions to all our difficulties. Prejudice, discrimination and, to a great extent, indifference, are our principal adversaries, just as tolerance, courtesy and the "golden rule" are our most effective allies.

Cynics would have us believe that the world is not growing better. I am not one of those pessimists, for I firmly believe that the world is infinitely kinder and more understanding than it used to be, that there is more co-operation among peoples and nations, and more concern for the rights and privileges of individuals.

Montreal is an admirable setting for a study of inter-group relations. It is not only the largest city in Canada but also one of the most cosmopolitan. It is the largest French-speaking city outside France and has the second largest Jewish community in the British Commonwealth. In addition, there are in

the population thousands of individuals who are referred to as "New Canadians". Nearly half a million immigrants reported on arrival in post-war years that they intended to settle in the Province of Quebec. The majority live in or near Montreal because they like the tempo of the city and the opportunity to mingle with their countrymen.

The other day I received a letter from a school teacher of the Province of Quebec. She said that the students were anxious to know if people from every country of the world had settled in Canada. There must be few, if any, countries that are not represented here by at least a few nationals.

VARIETY OF ORIGINS

Last year 19,650 immigrants declared their destination to be Montreal. Their countries of last permanent residence varied from Ceylon to Iceland, from Saudi Arabia to Argentina. The largest group - 3,712 - came from Italy. There were also 2,533 from Britain, 2,287 from Greece, 2,018 from France, 1,210 from Germany, 1,121 from the United States, 1,062 from Egypt, with lesser numbers from the Philippines, Rhodesia, Syria, Tunisia, Lebanon, Mexico, India, Hong Kong, Israel, Iran, Malta, Norway, Pakistan, Portugal, Spain - and a whole host of other countries. Every continent is represented here. Whether it was choice or force of circumstances which induced such immigrants to settle in our midst, the result has been beneficial. They have contributed their talents and their culture to the advancement of the community; they have established hundreds of new businesses which have given employment both to new and native-born Canadians.

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The effect of this influx is seen in the gaiety, vibrancy and charm which characterize the City of Montreal. It is no wonder that visitors flock here; it is no wonder that the community is so popular with immigrants.

It is natural for newcomers to a strange city to seek the companionship of people who speak their own language and are familiar with their customs and traditions, to establish ethnic societies, to publish newspapers and magazines in their own languages. In Montreal alone there are publications in ten languages - Portuguese, German, Polish, Ukrainian, Dutch, Italian, Greek, Lithuanian and Hungarian. Foreign-language programmes are also broadcast from several local (radio) stations.

By these means newcomers are kept in touch with the developments in their homelands, as well as with news of the Canadian scene. They are important bridges between the immigrant's old life and his new.

The average wayfarer finds it exciting to contemplate the diversity of Montreal, the multilingual character of the city, the variety of cuisine and other forms of culture, and the gaiety which has made it famous.

DARKER SIDE OF PICTURE

However, the discerning eye notes many other facets as well - the lack of inter-group relations, the tendency to congregate in ethnic groups, the bewilderment and loneliness of newcomers, the misunderstandings about Canadian ways and customs, discrimination because of race, religion and colour. After hundreds of years of settlement, some of our oldest ethnic groups do not feel at home in their own country; many of our newest citizens still feel isolated and lonely.

These "many solitudes" are a challenge to our good citizenship. They are also a reflection of the times in which we live.

The close association of peoples which was essential for survival in pioneer days is no longer necessary. The result has been that newcomers have gravitated more and more toward their own ethnic groups and have had little opportunity to become acquainted with native-born Canadians. As contact was lost through the years, misunderstandings arose, prejudices developed, and discrimination followed. This was well expressed by Benet in these lines:

I will have none of this exile and this stranger, for his face is not like my face and his speech is strange.

Discrimination is much like an iceberg; nine-tenths of it is hidden. We see signs of its presence in housing developments which attempt to exclude certain races, in unfair employment practices, in "exclusive" societies, in derogatory epithets, in a general lack of appreciation of the cultural and economic contributions of various peoples...

What, then, can be done to foster better and closer relations among our peoples, to develop a greater understanding of each other's viewpoints, to promote greater integration?...

One of the most useful ways in which we can help minorities is to be informed concerning laws that protect their interests, and active in seeing that such regulations are not violated with impunity.

ANTI-DISCRIMINATION LAWS

Canadian laws against discrimination are all fairly recent. In 1944, Ontario enacted the Racial Discrimination Act, making it an offence to display or publish any notice, sign, symbol or other representation expressing racial or religious discrimination. In 1947, Saskatchewan passed a Bill of Rights Act which asserted certain civil rights to be enjoyed by all persons without discrimination because of race, creed, religion, colour or ethnic or national origin. These included the right to secure and retain employment.

Between 1950 and 1960, Parliament and six provincial legislatures passed fair-employment practices acts prohibiting discrimination in employment on grounds of race, colour, religion or national origin. During the same period... Parliament and eight provinces enacted legislation to prevent economic discrimination against women workers solely on grounds of sex. The Canadian Bill of Rights was passed in 1960.

In 1954, Ontario passed the first Fair Accommodation Practices Act. It was followed by similar legislation in Saskatchewan, New Brunswick, Nova Scotia, Manitoba and British Columbia. All the acts provide that the facilities, accommodation and services of places customarily open to the public - hotels, restaurants, barber-shops, theatres, etc. - must not be denied to anyone because of his race, creed, colour, nationality, ancestry or place of origin.

MEASURES CODIFIED

In 1962, Ontario codified existing anti-discrimination legislation in the fields of employment, public accommodation and multiple dwellings into Ontario Human Rights Code. In 1963, the Province of Nova Scotia also codified its existing anti-discrimination legislation. Last year Royal Assent was given to the Quebec Hotels Act prohibiting discrimination in hotels, restaurants or camping grounds.

In the light of all these statutes, therefore, one may well wonder how acts of discrimination can possibly occur. The answer lies in loopholes, in evasion of the regulations, in the reluctance by individuals to make an issue of humiliating refusals of service; and in the indifference by the general public to the problems confronting minority groups...

Individuals can foster inter-group relations on the family level. Newcomers to this country are anxious to meet native-born Canadians. Indeed, acceptance by the native-born and integration into community life are important goals for immigrants. These cannot wait until individuals are thoroughly conversant with the language, schooled in the customs of the country and settled in their new environment.

Newcomers need advice and friendship from the time of their arrival and for many months afterwards. It is also well to remember that the invitation must come from the native-born Canadians. Lacking social contact, they have no other resources for companionship than to turn to the people of their own homelands....

ANOTHER KIND OF DISCRIMINATION

Curiously enough, we often find discrimination practiced by immigrants on minority groups from their

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CANADA'S EASTERN SEAL FISHERY

Canadian newspapers have during recent weeks carried numerous reports of public concern about the methods allegedly employed by the hunters of harp and hood seals off the East Coast and in the Gulf of St. Lawrence. The following statement on the subject was issued on April 3 by Mr. H.J. Robichaud, the Minister of Fisheries:

The seal fishery is one of the oldest pursuits of Canadian fishermen along those sections of our Atlantic seaboard where the fishermen are in a position to harvest the resource. It goes back over 200 years. Traditionally, the hunt is carried on from ships and by landsmen who either walk out on the ice when it is tight to shore or use small boats to reach the ice when it is lying offshore. For quite a number of years, land-based planes have been used to locate the seal herds and relay this information to the sealing vessels.

INCREASED USE OF AIRCRAFT

In the past two or three years, however, helicopters and light fixed-wing aircraft have been used in actual seal hunting, that is, in ferrying sealers to the seal herds on the ice and in transporting their catch back to shore. The extraordinary interest which has been evidenced in the seal fishery this year in the main results from the considerable expansion that has occurred in the use of these aircraft in seal-catching operations. Presently available information indicates that there may have been 50 or more airplanes and 15 or so helicopters in use in the seal fishery this spring. However, their period of operation was severely curtailed by weather and ice conditions, which in every year are a natural deterrent to this method of sealing. I might add that these aircraft operations were conducted in the Gulf of St. Lawrence.

The sealing operation is an extremely important one in the lives of thousands of fishermen and their families along our northeast coasts, for whom it represents a source of income at a time when other forms of remunerative employment are not available. These are generally depressed areas, dependent mainly on the fishery in other seasons as well, and where the level of income is on the average quite low. For these Canadian fishermen, the seal fishery is a way of life which is of great importance to their livelihood.

VALUE OF SEALING OPERATIONS

In 1963, Canadian sealing operations yielded a total of 189,293 pelts with an estimated landed value of \$1,511,000. The figures by region were as follows: Newfoundland, 77,767 pelts with an estimated value of \$664,000; the Maritimes, 65,729 pelts valued at \$496,000; Quebec, 45,797 pelts valued at \$351,000. It should be remembered that the catch of seals may vary substantially from year to year, depending on such factors as the effort expended and weather and ice conditions.

Several other nations besides Canada engage in sealing operations on the "Front", which is the

term given to the area off the east coast of Newfoundland and Labrador. In the Gulf of St. Lawrence, the seal fishery has been traditionally Canadian, with the exception of the operation of one Norwegian vessel in that area during the years 1938 to 1963 and four Norwegian vessels in the current year.

The seal fishery is an extremely hazardous operation, as the record down through the years shows. Scarcely a year goes by that one or more of the vessels engaging in the seal fishery is not lost or damaged - in fact, already this year one Canadian sealing ship has been sunk and a number of others have suffered serious damage. Fortunately, in recent years we have not had the great loss of life that once occurred as the result of this dangerous pursuit, but it still remains an arduous and risky one.

NEED FOR INTERNATIONAL REGULATION

An important point to remember is that the harp and hood seals off our East Coast constitute an international resource which is of interest to sealers from Canada as well as from Norway, Denmark and the U.S.S.R. For this reason it is essential that international agreement be reached regarding appropriate conservation measures if the herds are to be managed effectively.

I might say that in this, as well as in past years, the sealing operations and the animals themselves have been under close surveillance by officials of my Department. Extensive scientific studies have been conducted, and are being continued, to determine such factors as migration, behaviour, reproductive rate and the recommended harvest. Our objective is an effective management programme which will permit a sustainable annual harvest. However, as I said, this cannot be done by Canada alone; the co-operation of other countries with an interest in, and a right to take, these seals is required.

KILLING SEASON SHORTENED

For many years we have had an informal agreement with these other countries whereby the taking of seals on the area known as the "Front" is not permitted before the tenth of March. In the Gulf of St. Lawrence, sealing operations for harp and hood seals may not begin before March 5. In 1961, the first action was taken to shorten the killing season, when the sealing countries accepted Canada's proposal of May 5 as the closing date for operations. Last year, again at Canada's urging, the season was further shortened to April 30, and it is felt that this action has been beneficial in reducing the catch of the older, breeding seals.

As I mentioned earlier, the international aspects of this particular fishery make the question of management an involved one. We are intensively pursuing further conservation measures and have taken up the matter in the International Commission for the Northwest Atlantic Fisheries. The reaction to our proposals within this body has been such that we expect that within a short while a protocol amendment to the Convention under which the Commission

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operates will be ratified by the governments of all the Contracting Parties, thus bringing the conservation of this resource within the responsibility of the Commission.

ALLAYING PUBLIC MISGIVINGS

I might say that the widespread public interest in the welfare of the seal herds displays a sense of alertness and concern that speaks well for the individuals and groups concerned. However, I should like to allay their misgivings that the seal herds may be exterminated. This operation, like others of a commercial nature, can only continue as long as the returns from it warrant. The outfitting of ships and the chartering of aircraft are extremely expensive and if there is a reduction in the seal herds to the point where it is no longer profitable to hunt them it will inevitably follow that these operations will cease. Thus, the resource would not find itself in danger of being depleted completely. These seals have, in fact, been more scarce at some periods than in recent years.

Misgiving has also been expressed in various quarters about the method of killing seals, particularly the young. It is the opinion of our experts that the method presently used is effective when properly executed and the animals are not subjected to undue pain or indignity. I would not say that there are not some abuses and such happenings may be attributed, partly at least, though not excusably, to the conditions under which the sealers work. I would suggest, however, that in this industry, as in others where the slaughter of animals is involved, there is always bound to be public concern. Killing of animals is at best not for the sensitive and most of us would probably not enjoy our steaks or chops immediately after visiting a slaughter house.

The idea of killing the young is, of course, distasteful to all of us. It is nevertheless true that it does more harm to the seal stock to kill a young mature animal than a pup. Because of death from natural causes, it would take several pups to result in one mature female. Since, on the average, over the years the pups have been more valuable on the market, it has been beneficial both to the industry and to the maintenance of the resource to harvest pups rather than adults.

As I have stated in the House of Commons on Thursday, March 26, the whole matter of sealing operations on the Atlantic Coast is under serious consideration and it is expected that before the opening of the 1965 sealing season more restrictive regulations will be in effect which I hope will take care of the situation.

AUTOMATIC CRASH INDICATOR

In a strong bid to improve flight safety and reduce costly air searches, the Department of Northern Affairs and National Resources has announced that all aircraft chartered by its Northern Administration Branch will in future be required to carry automatic crash-position indicators, in addition to the other emergency and survival equipment carried by chartered aircraft.

Northern Affairs employees each year log hundreds of thousands of miles of northern flying in the course of their normal duties. Most of this is over some of the most sparsely-settled land on earth, where downed aircraft may be lost for long periods. The automatic crash-position indicator provides the means for such planes to send out automatic signals by which can be found with relative promptness.

The automatic crash-position indicator might be described as an automatic distress radio beacon, used for locating aircraft that have crashed in unknown areas. It was designed by the National Research Council after many years of research work, to make air search and rescue work more effective. Government contract charters provide, in effect, for payment for the equipment over three years.

OPERATION

With the automatic crash-position indicator, air searches can be undertaken day or night under most weather conditions. Although the beacon is normally released automatically, it can be deployed manually in special circumstances if required. When released, it begins to transmit a distress signal as it flies away, curving sharply to slow down for a gently landing at a safe distance from the aircraft. The frequency of the signal, 243 MC, is the standard search-and-rescue frequency.

A continuous signal can be transmitted by the beacon for about four days. At a search height of about 9,000 feet, the signal can be picked up over a radius of 20 to 40 miles. On the rare occasions when it is desired to shut off the beacon after deployment, an emergency shut-off is possible. The system has been designed for permanent mounting on aircraft.

A number of portable beacons have been purchased by the Department for use on aircraft which have not had crash-indicator systems installed.

MINISTER VISITS LAKEHEAD

Mr. Mitchell Sharp, Minister of Trade and Commerce, visited the Lakehead cities of Port Arthur and Fort William on April 9 to study at first hand the 1964 programme for grain handling at the Twin City ports.

Mr. Sharp's visit came early in the new navigation season on the Great Lakes - a season that may see a record volume of grain moved through the Lakehead. During the latter half of the 1963 season, from August 1 to the close of navigation, 227 million bushels of grain were handled at the two ports, the highest post-war total for the fall shipping period.

Mr. Sharp met members of the Lakehead Harbour Commission, representatives of the elevator companies, pools and the grain trade, local federal Members of Parliament and officials of the Canadian Wheat Board and the Board of Grain Commissioners. This group was joined for lunch by the mayors of Port Arthur and Fort William and representatives of the Dominion Marine Association and the two railways. During the afternoon, Mr. Sharp toured Lakehead port facilities and met with local union leaders.

NATO - AN OUTSTANDING SUCCESS

The following statement was released by the Department of External Affairs on April 4:

Fifteen years ago today, the North Atlantic Treaty was signed in Washington. Canada on that occasion was represented by her present Prime Minister, the Right Honourable Lester B. Pearson.

The NATO alliance has been an outstanding success, for its aim was to seek security and preserve freedom through collective effort, and this aim has been accomplished. NATO has proved itself in the past; it must now learn to deal with the changing problems of today's world. It is not enough to deter war, vital as this is; NATO must take advantage of all serious opportunities to explore ways of establishing a new and more settled relationship between the East and West.

FUTURE OF ALLIANCE

NATO members must soon decide what type of alliance is best suited to the '70's and '80's. Canada, for its part, considers that the present alliance must be continued, that it must remain a strong but outward-looking coalition, and that its members must work for closer links between Europe and North America.

Canadian forces in Europe, North America and the North Atlantic are playing an important role in contributing to the deterrence of war. The Canadian Government has every intention of continuing to make this type of contribution to NATO, in the belief that through collective defence we can preserve freedom and, some day, achieve a real and lasting peace.

RECORD YEAR FOR NATIONAL PORTS

The total cargo tonnage handled by Canada's national harbours during 1963 exceeded that for all former years and eclipsed the previous record of 1961 by 8 per cent. The twenty-eighth annual report of the National Harbours Board, tabled in Parliament by Mr. J.W. Pickersgill, the Minister responsible for the Board, showed that the unprecedented pace of port business at these harbours was accompanied by a new high in operating income. It also indicated that the heightened activity of traffic was experienced by all harbours under the jurisdiction of the Board, which administers the ports of Halifax, Saint John, Chicoutimi, Quebec, Trois-Rivières, Montreal, Churchill and Vancouver, as well as grain elevators at Prescott and Port Colborne.

Business done by NHB harbours and elevators in 1963 brought revenues of \$27.3 million, up 9 per cent over the figure for the previous year, while the expense of doing this business rose less than 2 per cent. This left a net operating income at year-end of \$9.3 million, and represents an improvement of nearly \$1.9 million over the 1962 figure. Income from investments and other sources brought total income to \$11.3 million.

After making provision for replacement of capital assets in the amount of \$4.5 million and providing for over \$9 million in interest to the Government, the operations of the ports showed a net loss of \$2.3 million in 1963, down \$1.1 million from the 1962 deficit.

The operations of the two bridges over the St. Lawrence at Montreal resulted in a deficit of over \$2 million in 1963. When this loss is added, the deficit for all units was \$4.5 million in 1963, against \$3.6 million the previous year.

CAPITAL OPERATIONS

At the end of 1963, the capital assets of the National Harbours Board at cost or estimated cost stood at nearly \$404 million. Capital expenditures during the year amounted to \$13.4 million and were financed by \$7.3 million for Government loans, \$5.5 million from revenues and \$600,000 from the Board's replacement funds. The 1963 capital programme included new and improved wharves, new transit sheds and shed enlargements, and additions and improvements to grain-elevator facilities. Uncompleted work on major contracts at year-end amounted to approximately \$6.8 million.

Payments to the Government totalled \$4.5 million, of which \$3.4 million were interest on loans and \$1.1 million were principal. Reserve funds for replacement, fire and general insurance, workmen's compensation and special maintenance were increased by \$2 million.

All NHB establishments contributed to the improvement in the net operating income of the harbour and elevator system, except for Churchill, Prescott and Port Colborne. Final figures show an improvement in the net profit position of Vancouver, Trois-Rivières and Chicoutimi, and a decrease in the net profits of the elevators at Prescott and Port Colborne when compared with 1962. The net loss reported at each of the ports of Halifax, Quebec and Montreal was over 30 per cent lower than in the previous year, while net losses increased at Saint John and Churchill, reflecting in the main the impact of interest and depreciation charges on recently constructed improvements to those harbours.

RECORD CARGOS

Canada's busy national ports handled slightly more than 66 million tons of cargo, up 10 per cent from 1962, surpassing all previous records. The major commodities that registered gains were grain, fuel oil, raw sugar, pulpwood, asbestos, cement, wheat flour, phosphate rock, lumber, sand and gravel, logs, anthracite coal, woodpulp, hog fuel, potash, sulphur, chemicals, salt and iron and steel products. Decreases were shown in crude oil, gasoline, newsprint, bituminous coal, iron ore, crude gypsum, motor vehicles and parts, machinery and parts, ores and concentrates and fertilizer.

Exports increased by nearly 24 per cent over those of the previous year, while imports remained comparable with those of 1962. Domestic traffic inward increased by 12 per cent and domestic outward movements were up by nearly 1 per cent.

NRC SCHOLARSHIPS FOR 1964-65

The National Research Council of Canada has granted 971 scholarships for 1964-65, with a total value of \$2,357,400.

Eight hundred and ninety of these scholarships are for graduate work at Canadian universities. They include 319 bursaries worth \$2,000 each and 571 studentships worth \$2,400 each.

Awards for study outside Canada include 28 special scholarships worth \$3,000 each. Sixteen of these are to be held in Britain and 12 in the United States.

OVERSEAS FELLOWSHIPS

Fifty-three postdoctorate overseas fellowships, valued at \$5,000 for married and \$4,000 for single fellows, have been granted for work in the following countries: 28 in Britain, 13 in France, three each in Germany and Switzerland, two in Sweden, and one each in Australia, Brazil, Hong Kong, and Israel.

PROGRESS AT DOUGLAS POINT

Construction of the nuclear power station at Douglas Point, Ontario, is in its final phase following the recent installation of major components such as the CANDU reactor vessel, or "calandria". Most of the equipment has been delivered to the plant and a construction force of 350 men is working in the reactor, service and turbine buildings.

The station, which will deliver 20,000 kilowatts of electricity to the Ontario Hydro system, will be completed at the end of this year and will go into service in 1965. The plant is being built by Atomic Energy of Canada Limited on a site owned by Ontario Hydro. It will be operated for AECL by Ontario Hydro, which will buy the power at rates comparable with those which Hydro pays for power from other utilities. When the plant has established itself as a dependable generating unit, Ontario Hydro will purchase it.

Douglas Point was designed jointly by AECL Power Projects, Toronto, and the Engineering Department of Ontario Hydro. AECL staff, with the help of many contractors, designed the CANDU reactor, the boilers, the fuelling machines, the control system, and all related auxiliaries and services. Ontario Hydro staff designed the buildings, the turbine-generator plant and the electrical systems. The maximum total engineering staff working on Douglas Point was about 500.

END OF A LONG JOURNEY

At the end of last January, the 60 ton calandria travelled the final 400 feet of a long journey. Built

in the Montreal shops of Dominion Bridge Company Limited, the calandria was carried last summer about 800 miles on a barge through the St. Lawrence River and the Great Lakes to the harbour at Kincardine, on the eastern shore of Lake Huron.

At the site, the calandria was placed in a temporary building where it was tested to ensure that no leaks had developed. When the vault in the reactor building was completed, the reactor was brought in on a carriage mounted on rails and then hoisted into position. The calandria is suspended from the vault roof by eight Invar rods which are cooled by heavy water. (Invar is a nickel-iron alloy that expands very little when heated.)

The calandria is about 17 feet long and 20 feet in diameter and is made of stainless steel. The 306 horizontal tubes between the ends of the vessel are made of Zircaloy-2, a zirconium-tin alloy that absorbs relatively few neutrons. In these calandria tubes will be inserted Zircaloy-2 pressure tubes that will hold about 61.5 tons of uranium dioxide fuel. The aluminum reactor vessel in the 20,000-kilowatt Nuclear Power Demonstration Station (NPD) has 132 calandria tubes, and the pressure tubes hold about 20 tons of uranium dioxide fuel.

CANADA'S MANY SOLITUDES (Continued from P. 2)

mutual homeland. We must impress upon newcomers the fact that they must not bring to Canada old prejudices and quarrels, that they must not discriminate against other nationalities. Whatever the wrongs suffered by their peoples at the hands of others in by-gone days, they should be prepared to forget such quarrels and start life anew in Canada. Racial or former political animosities have no place in the life of this nation and it is the duty of Canadians to make newcomers aware of this feeling.

Finally, if parents and teachers alike are careful never to cast aspersions on nations or races, children will not acquire the prejudices which lead to discrimination. Many a careless word or unkind jest on the part of adults has been translated by children into persecution of their school associates. One should also support these individuals who are trying to eliminate stereotypes of people from our cultural expressions. No one nationality or race has all the virtues - or all the vices.

Only a few weeks ago "Brotherhood Week" was celebrated in this country. During that period many expressions of esteem were voiced. I can only hope that the goodwill which was expressed at that time will be translated into positive action in our national life.