



CANADA

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LEARNING TO BE A CANADIAN

The following is a partial text of an address by the Minister of Trade and Commerce, Mr. Mitchell Sharp, on November 23 to the Canadian Club of Montreal:

...The title is personal; it refers to me. Although I was born in this country over half a century ago, I am still learning to be a Canadian. The chances are I shall not complete my education before I die.

So far as I can observe, the nearly 20,000,000 other inhabitants of this country are attending the same school. We are all learning to be Canadians, whether we have recently immigrated, whether we are the sons and daughters of immigrants, or whether our ancestors came to New France or were United Empire Loyalists. And we are all teaching one another.

CANADIAN PENCHANT FOR INTROSPECTION

I venture to say that the citizens of no other country spend so much time in self-examination. We love introspection. We delight in parading our self-doubts and our confusions not only before ourselves but before the world....

We talk about the search for national identity. It seems to me that we should make the assumption that we have a national identity, even if we cannot find the words to define it. Englishmen do not seem to find it necessary to explain themselves, or Frenchmen, or Americans, or Australians, or Swiss. They are what they are; we are what we are; and I see no reason to think that we suffer by comparison....

Other countries have more than one official language, but how many are blessed, as we are, with

two of the great universal languages of the Western world — French and English? To know both of these languages is an invaluable asset in this rapidly contracting world. To live in a country where both languages are not only taught but spoken should be considered a great privilege, not a hardship....

A LAND WHERE REASON CAN PREVAIL

The people of Canada are in fact a remarkably compatible group in terms of race, colour, language and culture. They should be able to get along with one another if any people can. Moreover, while our history lacks drama in the sense that it is not filled with accounts of repression, bloody civil war and insurrection, it is for that very reason free from the remembrances that embitter the politics of so many countries. Canada is the prime example in the modern world of peaceful evolution from colony to full independence and political freedom.

Nor is any outside power seeking to exacerbate our internal differences for its own purposes. Britain does not champion the cause of "les anglais" or France the cause of French-Canadians. The United States has abandoned its doctrine of "Manifest Destiny" in favour of the "Good-Neighbour Policy". We are being left strictly alone to solve our own problems as we see fit. Even the Communists find disappointingly little with which to foment internal trouble and seem to have abandoned us to our fate — for which we are truly grateful.

In short, we live in a land where reason has every opportunity to prevail in the conduct of our affairs. We are not cursed by a history of slavery or

(Over)

tyranny. Civil war has not been of such dimensions as to set family against family. No one seriously threatens our borders or conspires with our citizens against the authority of the state. There is no religious persecution, no widespread destitution. We have no colonies....

It is only when we seem to abandon reason and to let violence and extremism take over that we make the headlines of the world press. A bomb in a post-box — threats of violence against the Queen. These events, however unrepresentative they may be, are good copy....

Travelling abroad as a younger man I wondered why there was so little news of Canada in the local press, even in world centres like New York, London and Paris. It annoyed me when these same newspapers carried despatches from other smaller and what I considered less-important countries. Now I recognize the truth of the saying that no news is good news....

BACKGROUND OF AN ENGLISH CANADIAN

...I propose to put forward briefly the convictions I have formed in the process of learning to be a Canadian. Like the French philosopher Descartes, while still searching I have reached a number of conclusions. First, my credentials and background. I speak as an English-speaking Canadian, second generation, of Scottish percentage, a representative of one of the so-called founding races. I was educated and lived the first 30 years of my life on the Prairies. Until I moved to Ottawa I had virtually no contact with French-speaking Canadians, and knew little about them. I knew a good deal more about my fellow-Canadians who had immigrated from the Ukraine, from Poland and from Germany, and more about my fellow-Canadians from the Maritimes. I lived in the heart of one of our two solitudes....

If this were a unique personal experience, I should not bother to describe it. I have found that, far from being unique, it is typical of my generation of English-speaking Canadians living outside the Province of Quebec, including many of my fellow Members of Parliament.

TWO CANADIAN SOCIETIES

From this experience and observation, I draw a simple and obvious conclusion; there are two societies in Canada, an English-speaking society comprising various ethnic groups, to which I belong, and a French-speaking society. I prefer not to talk about two "nations" as my French-Canadian friends do, because nation is an ambiguous word in the English language, unfortunately with an emotional content that inhibits rational discussion....

The second simple and obvious conclusion is that the existence of these two societies is fully compatible with the development of our nation-state. Canadian history is there to prove it. Under its federal constitution and with its two societies, Canada has grown, prospered and taken its place among the other nation-states and does not suffer by comparison with any.

I have learned a fact that is commonplace to you who live in Montreal: French-speaking Canadians are determined to preserve their peculiar heritage

and unquestionably will do so. This "French fact" is commonplace to you here in Montreal. I can assure you from personal experience it is by no means fully understood and accepted in all parts of Canada....

CANADA NOT A MELTING-POT

As I learned these simple facts, I abandoned any ideas that I might have absorbed from my youth about Canada being a great melting-pot which in due course would produce unhyphenated Canadians, as much alike as possible. Instead, I began to catch a glimpse of the true destiny of Canada as a country in which diversity is something to be preserved and nurtured, a model for the many multi-national states that have recently emerged and are now emerging, and a counterpart of the movement towards political consolidation in Europe and elsewhere....

A bilingual, bicultural Canada I have come to accept and to value. I have not become reconciled to the existence of two solitudes, of two societies that live apart, unable to communicate effectively and easily, strangers to one another. I have no sympathy whatever with those who want to keep French-Canadians, or for that matter English-speaking Canadians, to themselves uncontaminated by contact with their fellow Canadians.

Learning to be a Canadian not only involves learning to accept and to value diversity, it also means learning to communicate with those who belong to the other society and to share in common experiences and common enterprises, to live side by side anywhere in Canada. It includes learning to be a member of both societies. Impossible? Impractical? Not any more impossible or impractical than the survival of the French-Canadian society in the North American continent must appear to those who have not witnessed this miracle.

I can think of no better place to begin learning to be a member of both societies than in the Parliament and Government of Canada. One day, I believe, the capital of Canada will be claimed by both societies, a truly bilingual, bicultural community.

THE UNIQUENESS OF QUEBEC

This leads me from the question of the relationship between the two societies to the relationship between Quebec and the rest of Canada. As the homeland of French-Canadians, Quebec has a special place in Confederation; as such it is not, and cannot be, a province like other provinces of Canada. For historical reasons, Quebec has a special responsibility for the preservation and nurturing of the peculiar heritage of French-Canadians.

As a result, I have come to expect the Province of Quebec to be more jealous of its rights under the British North America Act than other provinces, and my expectations have not been disappointed. When Quebec insists upon exercising its constitutional rights and responsibilities, in the pension field or otherwise, I see no reason to think that the country is breaking up.

Nor, on the other hand, is Quebec failing to discharge its responsibilities by agreeing to continue to participate in existing cost-sharing programmes or to join in new cost-sharing programmes with the Federal Government, if it considers this to be in the interests of the people of Quebec.

HIGHWAY OF THE "VOYAGEURS"

Before the coming of the railways, a 3,000-mile canoe route known as the "voyageurs" highway carried vital traffic from Montreal to Fort Chipewyan on Lake Athabaska. Spur lines and extensions linked it with Hudson Bay and the Arctic and Pacific Oceans. Today this historic route is virtually unchanged along most of its length, much of which parallels the Trans-Canada Highway.

Signs, provided by the National Parks Branch of the Department of Northern Affairs and National Resources, are now being erected at roadside points along the old traders' route. In Ontario, 37 of these are being put up for the Federal Government by the provincial highways department. Measuring 48 by 18 inches, they show a black northern canoe bearing the words "Historic Trans-Canada Canoe Route" in white letters.

The "voyageurs" highway, which was the life-line of the old North West Company, remained important even after Confederation. Until the Canadian Pacific Railway was completed in 1885, it was still the fastest way to cross Canada.

Some 150 years ago, in the heyday of the Montreal fur trade, "brigades" of heavy Montreal canoes set out from Lachine, P.Q. about the beginning of May. Eight weeks later, the Eastern "voyageurs" rendezvoused at the head of Lake Superior with parties from Lake Athabaska and other inland points who arrived in the lighter northern canoes. (The Montreal "canot de maitre", which carried up to three tons of cargo, was paddled by ten or more husky voyageurs. The high-ended northern canoe, with half the capacity, was manned by five or six.)

ROUTE WEST TO LAKEHEAD

From Lachine, at the junction of the Ottawa and St. Lawrence Rivers, the Montreal brigades ascended

the Ottawa as far as Mattawa. They followed the Mattawa River to its source in Trout Lake, portaged to Lake Nipissing and descended the rocky French River to Georgian Bay.

Skirting the north shore of Georgian Bay, they passed through the North Channel above Manitoulin Island and paddled up the St. Mary's River to Sault Ste. Marie. Then, after a portage past the rapids, they pushed on to Lake Superior, hugging its treacherous north shore for 450 miles until they reached Fort William.

Here they met the canoes from the interior, receiving furs in exchange for other goods. Earlier, their rendezvous depot was at Grand Portage, ten miles south of the present international boundary along the Pigeon River; this was shifted to Fort William in 1803 after Grand Portage was ceded to the United States.

ROUTE EAST

From Fort Chipewyan, the western traders paddled 200 miles up the Athabaska River, leaving it at Fort McMurray to ascend the Clearwater River another 80 miles. Then they crossed the 13-mile Methy or LaLoche Portage in Saskatchewan to the headwaters of the Churchill River.

They followed the Churchill some 400 miles to Frog Portage north of Cumberland House, Saskatchewan, and crossed to the hazardous Sturgeon-Weir River. This took them down to the Saskatchewan River, which they descended to storm-tossed Lake Winnipeg.

From Lake Winnipeg they journeyed up the Winnipeg River to the Lake of the Woods, up the Rainy River to Rainy Lake, then over the divide to the Kaministiquia River and Fort William, where they met the traders from Montreal.

organizations, employment outlook and seeking employment.

SERIES AS A WHOLE

This is the tenth occupational booklet to appear in the new format of the CANADIAN OCCUPATIONS series, which now contains the following titles: "Metal Working Occupations" (1964); "Printing Trades" (1964); "Mining Occupations" (1963); "Careers in Engineering" (1964); "Technicians in Science and Engineering" (1962); "Electrical and Electronic Occupations" (1962); "Careers in Drafting" (1962); "Office Occupations" (1964); "Careers in Library Service" (1962); "Careers in Natural Science" (1961). These booklets are prepared by the Economics and Research Branch of the Department of Labour in co-operation with provincial government agencies, including departments of education and labour, and are published primarily with the needs of secondary-school students, their teachers and their parents in mind.

METAL-WORK VOCATION BOOKLET

A new vocational-guidance booklet, "Metal-Working Occupations", No. 8 in the CANADIAN OCCUPATIONS series, has been released by the Department of Labour. The 76-page illustrated booklet deals with a broad range of occupations in forging, welding, foundries, machining, sheet-metal working and iron and steel making. It replaces information previously available only in separate booklets, under the titles "Sheet-Metal Worker," "Machinists and Machine Operators (Metal)," "Foundry Workers," "Forge Shop Occupations," "Tool and Die Maker," and "Welder", which are now out of date.

Brief, simple descriptions of the various industrial processes used in metal working help to depict the role and duties of each worker. Consideration is given to working conditions. A full-page chart outlines the avenues of entry and advancement. Other sections deal with preparation and training,

SPECIAL SERVICE FORCE

The composition and organization of the new Special Service Force of the Canadian Army forecast in the White Paper on Defence was announced recently by Canadian Forces Headquarters in Ottawa. The headquarters and most of the units will be formed from the 2nd Canadian Infantry Brigade Group, which has its headquarters at Camp Petawawa, Ontario. Infantry units will be the 1st Battalion Canadian Guards, Camp Picton, Ontario, 1st Battalion Queen's Own Rifles of Canada, Victoria, British Columbia, and 1st Battalion, Royal 22nd Regiment, Camp Valcartier, Quebec. On regular rotation to the NATO brigade in Germany during the summer of 1965, the Royal 22nd will replace the 2nd Battalion of the Black Watch, which will return to Camp Gagetown to assume the Special Service Force role. The 1st Canadian Guards is now in Cyprus. The 1st Queen's Own Rifles is now Canada's UN standby battalion.

The Special Service Force will be commanded by Brig. J.A. Dextraze, who now commands 2 CIBG. It will be specially trained and equipped for service anywhere in the world and will be "air-portable", with the capability of "air-dropping" a portion of its equipment. Its strength will be about 4,000, including support elements.

FORCE COMPONENTS

Each unit of the Force is being reorganized to fit the White Paper conception of instant readiness and "air-portability". Units, provided from the Camp Petawawa, will be a light-artillery regiment, an engineer squadron, a signal squadron and one service unit composed of a army service corps, ordnance, medical, dental, electrical and mechanical engineers and provost elements. In their new role, the infantry battalions will have a strength of about 650 instead of their former 850.

The new light-artillery regiment, formed from the 4th Regiment, Royal Canadian Horse Artillery, will consist of one battery of light-weight 105-mm howitzers and one battery of heavy mortars. The engineers, from the 1st Field Squadron, Royal Canadian Engineers, will consist of elements for formal field-operation works and road and airfield construction. The signals squadron, formed from the 2nd Signals Squadron, Royal Canadian Corps of Signals, will be specially designed to support the Force.

IMPROVED FISHERY INSPECTION

An expanded programme of inspection by the federal Department of Fisheries to ensure consistently high standards in Canadian fishery products was forecast recently by Fisheries Minister H.J. Robichaud. Opening the sixth biennial meeting in Ottawa of senior field and headquarters inspection officers of his Department, Mr. Robichaud said it was necessary for Canada to have uniform standards for its fishery products, to guarantee fish of the best quality to consumers at home and abroad. Only

in this way also, he said, could Canada compete successfully in world markets.

Steps already taken to maintain the high quality of fishery products, from catch to consumption, were outlined by H.V. Dempsey, Director of the Department's Inspection Service, who presided over the four-day meeting. New draft regulations were already in the hands of the provinces and the industry, he said, and it was hoped that these might be discussed further during the next few weeks, when the provinces and the industry would have an opportunity to make their observations.

CANADA AND WORLD STANDARD

Mr. Dempsey also drew attention to the part Canada was playing in bringing about uniform world standards in fishery products through the Codex Alimentarius Commission, under the joint auspices of the Food and Agriculture Organization and the World Health Organization on the United Nations. Indicative of the interest shown in Canada's inspection activities was the presence at the opening sessions of Poul F. Jensen, Director of Inspection, Department of Inspection, Department of Fisheries, Copenhagen; W.R. Mottram, Assistant Director, Bureau of Standards, Pretoria; James Brooker, Chief of Inspection, U.S. Fish and Wildlife Service, Washington, and Dr. Perry Lane and Phil McKay of the Gloucester Technological Laboratory, Massachusetts.

CANADA AT IA-ECOSOC

The Canadian Government is represented by observers at the third annual ministerial meeting of the Inter-American Economic and Social Council (IA-ECOSOC, which opened in Lima, Peru, on December 5 and will end on December 14. Canada was represented by observers at the two previous meetings.

The Canadian observer group is headed by Mr. F.M. Tovell, Canadian Ambassador to Peru, who is assisted by Mr. R.E. Gravel, Commercial Counsellor at the Canadian Embassy in Santiago, Chile, and Messrs K.G. Ramsay and D.J. McEachran of the Canadian Embassy in Lima.

TAX-PAID CIGARETTE WITHDRAWALS

Tax-paid withdrawals of cigarettes for consumption in Canada, as indicated by the sale of excise revenue stamps, rose 8.6 per cent in October, to 3,727,866,000 from 3,432,223,000 in October last year, while withdrawals of cigars increased 22.8 per cent, to 46,901,000 from 38,199,000, it is reported in a special statement issued by the Dominion Bureau of Statistics. The month's withdrawals of cut tobacco decreased 6.3 per cent, to 1,604,000 pounds from 1,711,000 a year earlier, plug tobacco by 7.8 per cent, to 95,000 pounds from 13,000, and snuff by 9.4 per cent, to 77,000 pounds from 85,000, while consumption of raw-leaf tobacco rose slightly, to 85,000 pounds from 84,000.

NATIONAL ARDA CONFERENCE

A federal-provincial conference on ARDA, the Agricultural Rehabilitation and Development Act, was held in Montreal on November 26 and 27 to negotiate the terms of an agreement that would govern the direction of the \$175-million programme from April 1965 to April 1970. The ministers responsible for ARDA and their supporting staffs totalled about 75.

The new ARDA agreement is intended to replace the first general agreement, which came into effect in the autumn of 1962. Like its predecessors, the new agreement includes provision for programmes of alternate land use, soil and water conservation and rural development, all aimed at improving income levels in rural areas and improving resource development and use. It differs from the previous agreement mainly in that it makes more specific provision for the kinds of project that can be undertaken. Some sections are also intended to aim federal-provincial ARDA programmes more directly toward the many areas and regions of Canada where serious problems exist of rural unemployment, under-employment, low income and poor opportunity.

SOURCES OF FUNDS

During the five years of the new agreement, a maximum of \$25 million will be available annually from the Federal Government to carry out diverse projects of rural improvement. The provinces may provide approximately the same amount as their share of the joint federal-provincial programme. The initiative for introducing, carrying out and administering all ARDA projects rests with the provinces.

A further \$50-million fund will be established to finance major programmes where need appears greatest. The fund will be of special use in regions where low income is particularly serious, and where budgets do not permit the large "inputs" needed for major rural rehabilitation and development programmes.

SEAWAY TRAFFIC

Cargo traffic on the St. Lawrence Seaway for 1964 will nearly double the 20,000,000-ton total for 1959, the year the Montreal-Lake Ontario section opened, Seaway traffic figures for November reveal.

As ships move to clear the system for winter, the April-through-November cargo tonnage amounts to 38,500,000 or 29 percent greater than for the same period last year. A few days of cargo movement, while closing operations continue, will add to the present total.

Traffic for November 1964 (4,800,000 tons) exceeded that for November 1963 by 650,000 tons or 15 per cent.

WELLAND TRAFFIC

It appears certain that cargo tonnage transiting the Welland Canal between Lake Ontario and Lake Erie will break through the 50,000,000-ton mark. This month it was 5,875,000 tons, greater by 760,000 tons, or 14 per cent, than last November. Welland tonnage

this season to the end of November totals 49,600,000 tons, 26 percent greater than for the comparable period in 1963. The official closing of this part of the Seaway system is not until December 15.

The 1964 figures to date show that more than 6,600 vessels have transited the Montreal-Lake Ontario stretch of the Seaway, an increase of nearly 600. Welland Canal transits exceed 8,000, a movement of 800 more ships so far this season than in 1963.

EMERGENCY HEALTH-SUPPLY MEET

Emergency health-supplies officers from all provinces met from December 1 to 3 to plan a uniform emergency health-supply service for Canada. The conference, which took place at the Canadian Civil Defence College, Arnprior, Ontario, brought together the federal, provincial and regional representatives responsible for planning a uniform emergency health-supply service. This system, said the Minister of National Health and Welfare, Miss Judy LaMarsh, aimed at meeting the needs of Canadians "in case of national emergency or natural disaster".

In addition to the provincial officers, the conference was attended by regional emergency health-supplies officers, representatives of the Department of National Defence and other federal departments. It was conducted by the Emergency Health Services Division of the Department of National Health and Welfare.

TOPICS OF DISCUSSION

During the three-day conference, there were progress reports on federal and provincial emergency health-supplies programmes, as well as discussion of the warehousing and distribution of supplies. Other topics of discussion were the role of the pharmacist, the training of pharmacists for emergencies, and the transportation of supplies during an emergency.

CANADIAN ICY ORGAN

The Secretary of State for External Affairs, Mr. Paul Martin, recently announced the awarding of a grant of \$25,000 to International Co-operation Year (Canada), a non-governmental organization, under the chairmanship of Dr. J.R. Kidd, set up to organize and co-ordinate the activities of all non-governmental organizations in Canada during 1965, the International Co-operation Year.

International Co-operation Year (Canada) has provided leadership in Canada in developing a comprehensive national non-governmental plan and programme for ICY, as well as showing the way to the formation of national committees in other countries. The Government of Canada, by means of its \$25,000 grant, wishes to recognize the important task undertaken by International Co-operation Year (Canada) and the able way in which it has been carrying out its functions as a national co-ordinating body for non-governmental activities.

CONFERENCE ON AUTOMATION

Leading economists, manpower experts and sociologists from the United States and Canada, as well as several Western European countries, are scheduled to participate in the Conference On The Manpower Implications of Automation, from December 8 to 10, at the headquarters of the Department of State in Washington, D.C. Mr. Allan J. MacEachen, Canada's Minister of Labour, will be an honorary chairman of the conference.

Sponsored jointly by the Organization For Economic Co-operation and Development (OECD), the U.S.A. and Canada, the meeting will examine the effects of automation on employment and unemployment, the nature of jobs being created and eliminated, and the steps required to ease the effect of technological change on workers.

Participants are being drawn from government, labor, industry and education. Formal papers will be received before the conference by those involved, as a first step toward its main feature - a free and open discussion by all participants.

Among the Canadians contributing papers will be Dr. W.R. Dymond, Assistant Deputy Minister of Labour, Mr. J.P. Francis, Director, and Dr. G. Schonning, Assistant Director, of the Economics and Research Branch, Department of Labour, and Mr. G.G. Brooks, Director of Manpower Consultative Services, Department of Labour.

LEARNING TO BE A CANADIAN

(Continued from P. 2)

Perhaps one of the most important lessons I have learned, particularly during my years in government as a civil servant and as a minister of the Crown, is that there are many ways, direct and indirect, of achieving a given Canadian objective. I can think of many examples; the most recent, and an excellent one, is the Canada Pension Plan. In order to achieve uniformity and portability, a federal scheme applying across the country is obviously the logical method. Quebec decided to have it own plan. Yet, by concurrent legislation in similar form in Quebec and at the federal level, there can, and I am confident there will, be a uniform and portable Canadian pension plan in operation. Perhaps this should be called "contracting-in"....

CO-OPERATIVE FEDERALISM

Whatever the Constitution may say, now or later, there cannot be a neat and tidy division of responsibility between the federal and provincial authorities

CORRIGENDUM

On Page 1 of the November 25 issue of CWB, a tribute to the late Pandit Nehru by the Secretary of State for External Affairs, Mr. Paul Martin, was attributed in error to Prime Minister L.B. Pearson.

valid for all time. This has been apparent for years in the field of taxation, where agreements between the two levels of authority are now negotiated periodically.

It is becoming more and more apparent in my own field of trade and commerce. The provinces all have departments of trade, and it makes good sense that the activities of these departments should be co-ordinated with federal activities. While the Federal Government has, and must have, exclusive jurisdiction over external trade, so that it can bargain effectively on behalf of Canada, I did not think it was a derogation from the rights of Canada to invite the provinces to exchange views with us before the formulation of Canada's position in the "Kennedy round".

In the fields of labour, of industry, of agriculture and most of all in the fields of health and welfare, the need for co-ordination and consultation between federal and provincial authorities is growing from year to year simply because the area of government responsibility is extending. Co-operative federalism is a practical necessity.

UNITARY STATE A DREAM

There are some who dream about the simplicity of a unitary state in which all decisions could be made at the centre. After observing Canadian government at close range over a long period of years, I am not one of them. I believe our federal structure is indispensable to national unity; not only so, but it has served our purposes remarkably well. Ours is in fact a flexible system, which, by ingenuity and goodwill, can be adapted to fit most circumstances in this wide and varied country. I doubt whether it has interfered with the attainment of any important Canadian objective or any important objective of the people of any province, including the Province of Quebec. The Prime Minister of Canada was surely right when he said "those who preach a centralizing doctrine in the name of unity weaken unity and could destroy it"....

The vigour with which Quebec is speaking for French Canada is a healthy, promising development, greatly to be preferred to the protective, inward-looking attitude that was characteristic of this part of Canada when it lacked confidence....

There is growing goodwill towards Quebec in the rest of Canada...In order to retain and enlarge that goodwill, they have only to continue to play as vigorous a part in the promotion of Canadian interests as they properly play in the promotion of the interests of this province.