The Great White Bear

by Wendy Dey

High in the Canadian Arctic, where the winds sweep relentlessly across the pack ice, the thousand-pound polar bear stands aloof in a thick, white coat – one of wildlife's most impressive spectacles against the blue-tinged emptiness. The Eskimos call him Nanuk – "Great White Bear of the North.

In Canada, polar bears range generally from Newfoundland to the Yukon coast and from north of Ellesmere Island to southern James Bay. Elsewhere, they are found in Alaska, the Soviet Union, Greenland, and the northern Norwegian islands called Spitsbergen. Despite the name, polar bears are not confined to polar regions. In May, 1973, a polar bear was shot 40 miles west of St. John's, Nfld. They are also abundant in northern Manitoba and Ontario. In Hudson Bay, when the pack ice melts in summer, they move inland. They dig pits or dens – often with several "rooms" – right down to the permafrost, and spend days there free from heat and flies.

The pregnant females use some of the dens from November through April for protection while they give birth to their young and raise them to be large enough to leave the dens. The cubs, born hairless and blind, weigh only one-and-a-half pounds. Within about three months, they weigh 20 pounds. From late March to early April, the sows and cubs leave for the sea – in pursuit of seals under the pack ice. They hunt with extreme patience. A polar bear may wait...
several hours for a seal to appear through a breathing hole in the ice, then bound forward for the kill. If they can’t find seals, however, polar bears often feed on fish, dead whales, and bird eggs. Sometimes they rummage through garbage left carelessly near or in human settlements. Foraging for food this way endangers polar bears because some have been shot.

Still, Dr. Ian Stirling of Edmonton, head of the Canadian Wildlife Services’ polar bear project, is confident that man will allow the polar bear to survive as a species. A conservative estimate of the animal’s world population, he says, is about 20,000; Canada’s population could be between 12,000 and 15,000, though no one knows for certain. He points out that they are conflicting with man at a time when society has at last begun to realize that all creatures have a rightful place on earth.

Authorities in Churchill, Man., on the edge of one of the world’s most concentrated polar bear regions, have taken steps to reduce the bear’s contact with man. Churchill’s garbage is now incinerated or, at certain critical points, surrounded by high fences. Signs have been erected warning: “A safe polar bear is a distant polar bear.” Between September and November a 24-hour watch is maintained, not only to protect humans from bears, but bears from thoughtless humans. Usually polar bears found wandering dangerously close to the town are trapped, taken away, and released. They are shot or sent to zoos only as a last resort.

Ironically, according to experts like Stirling, the polar bear’s natural instinct is to avoid man. Yet there have been encounters in which people have been killed. These tragedies—sometimes man-provoked—are becoming more frequent as more and more people venture into the Canadian Arctic. Richard Harrington, a vertebrate paleontologist with the National Museums of Canada in Ottawa, found through research that there were few deliberate attacks on humans by polar bears. And Dr. Charles Jonkel, a former research scientist with the Canadian Wildlife Service, agrees. He investigated a case in 1988 when a young Eskimo boy was mauled to death by a bear. While the police report described the attack as “unprovoked”, Jonkel did indepen-
dent research. After the tragedy, the bear was shot. During an autopsy, Jokkel discovered that it had been wounded by gunshot earlier that year and again on the day of the attack. The earlier wound, Jokkel found, had driven a canine tooth up through the bear's nasal passage, blinding it in one eye. The fresh wounds were inflicted by 22-caliber slugs, which had lodged in the abdomen and hind legs. "The attack by the bear, therefore," Jokkel concluded, "could hardly be considered unprompted." According to Stirling, it would be an oversimplification to say that all accidents with polar bears in the Arctic are necessarily man's doing. Sometimes, he says, attacks by animals have been unprovoked—particularly those by younger male bears that have to fend for themselves and haven't yet become fully competent hunters.

Studies of skulls and teeth have established that polar bears and brown bears all sprang from a common ancestor, the now-extinct cave bear (Ursus etruscus), which lived in Europe more than a million years ago. Scientists have also established that the first ancestral population of polar bears was adapting to the Arctic environment in the North Sea and Baltic Sea areas between 60,000 and 100,000 years ago. Exactly how they reached North America has remained a mystery, although the most accepted theory is that they traveled on ice floes.

Conditions for the polar bear, Stirling maintains, are ideal in Canada. Our Arctic region embraces many small islands around which the ice is continually breaking under the relentless onslaught of winds, tides, and strong currents. Seals gather together to hunt fish between the ice cracks—and polar bears hunt seals. In other words, says Stirling, "bears congregate where the largest amount of food is." During the late 1960s, the Canadian Wildlife Service stepped up research into the life-style of polar bears. Today Canada is taking various steps to help conserve the polar bear population. Stirling says that a habitat must be maintained where the animals can reproduce and feed freely without the danger of overhunting. Their denning areas must be protected—especially in winter when the females are pregnant. Additionally, he adds, migration routes must be carefully protected to ensure that the bears are disturbed as little as possible. "And we're doing our best," he says firmly, "to see that the harvest doesn't exceed reproduction."

Zoologists believe that an outright ban on killing, such as that imposed in the Soviet Union in 1956, is not required in Canada. "I believe that permitting hunting of the polar bear and educating people against senseless slaughter are better than an outright ban," Dr. Stirling points out. (In any case, he adds, the Soviet legislation came late, after its polar bear population had been almost eliminated through overhunting. He feels, too, that Norway's ban in 1973 was "a protectionist overreaction."

In the case of Norway, biologists had recommended a quota system—like that imposed in Canada in 1968. With total protection of the bear, he goes on, it would be difficult to carry out useful research and adequate management of the polar bear project. It would prevent the collection of biological specimens and make the gathering of data more difficult. In Canada, under the current arrangement, such material can be adequately collected. In determining the future of the "Great White Bear of the North," says Stirling, Canada leads the way. ☐
The spirit of aging

"I don't want to be placed on the shelf just because I'm over 60 years of age, and I don't intend to be."

Today more people are living longer and finding that growing old can be an enjoyable part of life. And increasingly, society is taking a positive view of its senior citizens. Often they have years of specialized experience that, properly used, can provide unique service and benefit to their community and themselves. "To be 70 years young," said Justice Oliver Wendell Holmes, "is sometimes far more cheerful and hopeful than to be 40 years old."

Aging itself need not bring on feelings of discouragement. Throughout Canada there are examples of those who have passed the age of 65 and embarked on some of their most enjoyable and productive years. For some, there are second careers in their communities, either full- or part-time. Others join volunteer organizations, serving in many capacities, from their hometowns to the highly professional Canadian Executive Service Overseas (CESO). Last spring and summer CESO had 86 people, almost all retired from business, serving in more than a dozen countries.

Still, for all its positive possibilities, aging for many in Canada isn't pleasant. For too many it's a time of decline, despair, and poverty. Senator David Croll, chairman of the special Senate committee on aging, said, "No group has suffered more from the pressures of our industrial society than those to whom the golden years have become the bitter years. The vast majority today look on the coming of old age in sorrow and rebellion. Sometimes it fills people with more aversion than death itself."

What is the picture for today's aged in Canada? To begin with, there are a lot of them and their numbers are increasing. There are two million Canadians 65 years of age or older; in less than 25 years there will be more than three million. By the end of the century, some 12 percent of Canadians will be 65 or more, while the world average for all persons over 60 will then be only nine percent.

In material terms, Canada's care for the aged compares favorably with other countries, though that doesn't mean it's as good as it ought to be. Since 1952, when the first Old Age Security (OAS) pension was paid ($40 per month), to 1973, when combined OAS and Guaranteed Income Supplement could provide a monthly income of about $200 a month, the government has continued to move in the direction of financial security for the elderly. It's a complicated task, and the results have not been perfect. Old people form the largest poverty group in Canada; more than a million of those qualifying as pensioners need some additional income supplement to raise them to the poverty line.

Our society maintains an almost universal mandatory retirement age of 65 for men and usually 60 for women. If someone wants to work after retirement, it's often impossible to get a job simply because of age. Yet many of those forced to retire at 65 years of age have no wish to...
Still rising at 5:15 a.m. each day, Harry Clark, 91, lives in Toronto's Providence Villa, a home for the aged, where he plays smoko and makes toys.

Shou-Na here at their hobby are Walter and Laverne Rahm.

In addition to painting, Adrian Macdonald also writes.

People don't age chronologically; some at 65 are younger than others at 45. Alan Thomas, head of the adult education division of the Ontario Institute for Studies in Education, says, "Anyone in adult education knows that grouping people by age is a desperately cruel way to handle them. Once puberty is past, there is absolutely nothing about any one year that says you will find common factors among people who've reached it." Occasionally some elderly people display energy and enthusiasm rare even among the young. At Providence Villa, a home for the aged in Scarborough, Ont., Harry Clarke, a retired salesman, rises at 5:15 every weekday morning and usually puts in 16 hours before bedtime. He is 91. Much of his time is spent making wood toys, hundreds of which he has sold, with the money going to a fund set up by Providence Villa. Five other men spend part of their day sanding the toys. Every day is a happy day for me," he says. "I play two games of smoko every afternoon and I don't mind saying I'm pretty sharp at it."
The Canadian Institute of Religion and Gerontology, where senior citizens oversee their own programs

The cultural capacity reaches a peak early in life and declines afterward until, in the sixties, it has fallen very low. On the contrary, in terms of stored information, intellectual function can increase with the years. If you know 20,000 words as a college graduate, by 65 you're likely to know 40,000. Greg Merrill, a gerontologist at the University of North Carolina, says, "Gerontologists have projected that full intellectual potential is reached only in the sixth and seventies of life. Studies have shown that the older person excels at problem-solving—moving through a chain of events—opposed to merely exercising his memory."

One such person may be Robert McChure, the missionary-priest and former moderator of the United Church of Canada. After a lifetime of work in underdeveloped countries, he returned to Canada to retire, but discovered he wanted to keep on working. Last autumn, he left for two years of volunteer work in Peru, as head of a remote hospital. Two days after he arrived, he celebrated his 75th birthday.

Yet, it is still true that about five percent of the population over 65 breaks down mentally or physically, and the painful decision is made by children to send an aging or infirm parent to a nursing home. About 200,000 Canadians are in nursing homes. Costs for such care vary from province to province. Fees in government-operated nursing homes range from about $5,700 a year in Alberta to $8,100 a year in Saskatchewan. Most of the homes are not human warehouse homes; they are more likely to be sympathetic and well-run, although the environment is sometimes sterile. "During the last ten years," notes Senator David Croll, "nursing homes have been vastly improved, and those dismal municipal homes for the aged that were a carry-over from workhouse days have mostly been replaced with attractive, well-equipped buildings."

One reason for the improvement in nursing homes is that society has begun to ask old people about the things they want done for them, rather than assuming that the community knows their needs already. For instance, when asked recently for opinions about the location for a senior citizens' project in Calgary, the seniors opted for a downtown location rather than one in suburbia. It's near the railway station, there is a bus stop at the door, and a grocery store across the street.

Retirement communities are not as much a part of life in Canada as they are in the United States. Canada lacks the consistently warm, dry climate found in Florida and New Mexico. Yet for those who can afford to finance the good life after 65, numerous choices are available. There are developments such as Sandy Cove, Ont., where 1,500 people live in a community with 700 bungalows, a club house, swimming pool, and craft rooms. There is the plush Central Park Lodge in Toronto, which boasts color television sets, shuffleboard courts, a poolroom, plots for gardening, and a bar for residents and guests. And there's a 347-unit apartment block in Victoria, B.C., with swimming pool, recreation rooms, saunas, and a smashing view from every balcony.

However, even for most people who can't afford posh accommodation, life in the later years can be positive, interesting, and useful if the rest of us can face up to filling more of the needs of our senior citizens. As Toronto Pensioner Helen Fowkes says, "Canada's old people have never been better off." She adds hastily, "Not that everything's perfect, of course."

The senior citizens themselves say we need to provide more services for the elderly in their own homes. Some of these services include meals-on-wheels, read-

ing to the blind, driving arthritic persons, or just a simple visit. The aim of our society, say more and more specialists, should be to keep the elderly in their homes and communities as long as it is physically possible for them to remain there.

Senator David Croll believes we should train the elderly for their new careers as retirees, since it could constitute one-third of their lives. He suggests that Canada Manpower Centre should offer courses on what the elderly would be paid to work, as workers are paid to take retraining courses.

We need to stop typecasting old people as a group, and instead to think of them as individuals. Mostly however, our society should provide opportunities for those over 65 to influence, if not determine, their own futures. By so doing, we may help demonstrate that aging itself can be one of life's finest accomplishments.

The satisfactions of seniority

Sagi, "going their own ways much of the time, going out together on the occasions that suit them." They have a good deal in common, both being born in Scotland and arriving in Vancouver with their parents the same year, 1913.

They didn't meet until they went to work in Vancouver for Imperial Oil. Wilson was a switchboard operator for 28 years; Dryden in clerical work for 33. It's important, both say, that companies maintain some form of contact with employees who retire.

"My working life was involved with people of Imperial Oil and I like to keep in touch with them," says Dryden. "At times there's a special party, we're there like bird dogs." Asked for advice to others looking toward retirement, both suggest that developing interests and pursuing them is an important preparation. "We met a man in Stanley Park," says Marion Dryden, "and he said that simply getting interested in the wild birds had saved his life."

On the other side of Canada, bachelor Frank W. Graham of St. John's, Nfld., has been able to turn his lifelong interest in sports to a full-time retirement program. Graham, who in his own day played hockey, soccer, and football, has finished four chapters of a book on Sir Cavendish Boyle. Boyle was Governor of Newfoundland from 1901 to 1904, composer of the anthem, Ode to Newfoundland, and the donor of the historic Boyle Hospital, the province's equivalent of the Stanley Cup.

To research his subject, Graham went to England in 1973 to interview Boyle's descendants and examine family records. And since Boyle had been in the colonial service in many places besides Newfoundland, Graham wrote letters all over the Commonwealth to assemble material on his life. Graham spent his entire career with Imperial Oil in Newfoundland. He began in September, 1926, serving most of his life in sales, and retired at the end of 1967. His work took him around the province regularly, thus permitting him to indulge in his love of outdoor sport. While with Imperial, he helped found the Newfoundland Hiking Club in 1932. To qualify, members had to walk 40 miles in less than 12 hours over difficult terrain on the northeast edges of St. John's.

A friend of his, Michael Harrington of The Evening Telegram in St. John's, interviewed Graham for Imperial Oil Review. "Frank Graham," he said, "is the type who'd rather wear out than rust out."

Frank W. Graham
A tale of two tankers

On the British Columbia coast, Imperial's supply vessels deliver more than fuel

by Paul Greco / photos by Michael Wesselink

The black, fuming Pacific pounded the ship. Mountains of waves broke over the bow. The spray, whipped by winds of 50 miles per hour and more, slapped the wheelhouse windows a couple of hundred feet back from the bow. It was like riding a bucking bronco — in slow motion. "Oh, Lord," the captain said in mock horror after one violent lurch, "it's enough to make you sick of the sea."

The motor vessel Imperial Skeena was on a regular run from tme, the Imperial Oil refinery outside Vancouver, delivering oil products through British Columbia's inside passage between the offshore islands and the mountainous mainland coast, unreachable except by boat or plane. This was not the wickedest of seas: the Skeena and her smaller sisters, Imperial Tofino, can encounter 100-mile winter gales in the open ocean of Hecate Strait off the northerly Queen Charlotte Islands.

Between them the ships service hundreds of ports, the Skeena calling at such larger centres as Prince Rupert and the Tofino wiggling into tight little docks of Indian settlements, isolated mine sites, and floating logging camps. The landings call for expertise. At the fishing village of Khuquot on the west coast of Vancouver Island, the channel is so narrow one seaman told me, "You can dam near spit on the rocks."

As the only oil-company tankers distributing on the coast (other companies have tugs pulling barges), the Imperial vessels might deliver thousands of gallons of Esso gasoline to an Imperial agent in Port Hardy or just a few gallons of emergency fuel to a fisherman stranded somewhere in the Pacific (and he might pay by credit card or with fish coupons — vouchers that some canner-
ies circulate as money. The west-coast tankers represent an efficient method of transportation. But for the villages, they also serve as a welcome link with the outside. They may pick up surgical dressings for nearby hospitals or even a fisherman whose small craft has run aground on the solitary coastline.

One night last autumn, the Skeena (named for the salmon-rich B.C. river) was making her 90th voyage of 1975, a two-day trip to the Vancouver Island ports of Campbell River, Nanaimo, and Victoria. At 11 a.m. she'd pumped into her below-deck tanks 52,500 gallons of Esso gasoline, 429,000 of diesel oil, 116,000 of Esso 2000, 177,000 of stove oil, and 11,000 of aviation fuel. Blue-hulled, bulbous-bowed, she stretches 300 feet, more than twice the Tofino's length, and fully loaded displaces nearly 6,500 tons.

At five years of age, the Skeena might be young, but most of her crew on this trip were veterans, like Captain Cliff Tot- ten, who first went to sea for Imperial in 1947; his father, Fred, had been a company skipper before him. Totten is 54, his temples silvers and his face as ruddy as Eric the Red's. "No matter how long you've been on the British Columbian coast," he told me, "you'll never really know it. You're always learning. We have one inlet alone that has 800 miles of coastline. As the crow flies, it may be 60 or 70 miles long, but it weaves in and out. "With radar, navigation is less harrowing than it used to be in his father's day. Totten says it's like being the pilot of a 747, with long periods of routine, then a few minutes that challenge every nerve and test every skill.

After an evening off for a Chinese dinner with his wife, Captain Totten eased his ship out of lroc at 4 a.m. and reported to Vancouver's marine traffic control: "Imperial Skeena westbound, loaded, first port of call will be Campbell Riv- er." He was in the wheelhouse that's atop the five-storey white superstructure at the stern. The wheel is really two black-knobbled levers on a foot-wide control panel. There are two throttles, one for each 1,500-horsepower engine, two tachometers, two rudder-angle indicators, a gyroscope connected to an automatic pilot, and a dozen orange and red control buttons that run the gamut from "Full Ahead" to "Finished With Engines".

Fuel from the tanker is pumped at 60,000 gallons per hour

The smaller of the two tankers, Imperial Tofino, is at dock at Bamfield on Vancouver Island's west coast.
The aroma of bacon and eggs drifted up from the galley where Jim Simpson, the shipboard chef, for 27 years co-ordinated the day’s meals. “Mother”, as he affectionately nicknames it, would be serving a dinner that evening with a choice of four entrées (including steak), three vegetables, and six desserts. There are two messes aboard, each one furnished with easy chairs, radios, and TV sets to watch in port. The seaman’s mess has a crest on the wall, a sea monster designed by a bearded, tattooed crewman named Jim Shirley. The crew of 12 works six hours at a stretch, two shifts a day, and during their 12 hours off they either eat or sleep. They spend about a month at sea working 12-18 hours a day and then get a month off. Aboard, their quarters are comfortable – almost like motel rooms. Each sailor has his own cabin with a bunk, a cabinet, a sofa, and a desk, and the 15 cabins share nine washing rooms.

At breakfast the Skeena was in the Georgia Strait, cruising a normal 12.5 knots through a sea of hammerhead pewter accented with quiet whitecaps. Nearby were tugs and gill-netters. A mile away a Navy boat was towing a target being bombed by a low-flying, four-engined aircraft. Lazy, fat-chested sea-gulls were hitching rides on the rails of the bridge. Sometimes a man on watch might spot porpoises; on the last voyage the crew saw four whales.

Totten, in brown and white bedroom slippers, was still on the bridge. He was reminiscing about his days as skipper of Imperial Nanaimo, which the Skeena replaced two years ago. “One winter just before Christmas,” he said, “we had come out of Seymour Inlet in Queen Charlotte Sound. We passed Jeannette Island and the mate noticed a boat, floating near the beach across from the island. He saw smoke too, smoke coming up. Alert Bay radio asked and anyone on that island had gone down. None had, so we steamed around the bottom of the island and put out a seaman in a small boat.”

He brought a woman back. Then he went back and got a man and his dog. They’d been there for three days. Their fishes had smashed up. The steering had broken. They didn’t have any protection and it turned extremely rough that night – below freezing with a terrible wind-chill factor. I don’t think they would have made it if we hadn’t picked them up when we did.

We picked up two fellows another time; they’d been there several days up around Loughborough Inlet [on the mainland 150 miles northwest of Vancouver] – not in the main shipping lanes. Their boat had broken up. The one fellow, when we picked him up, said he had one bullet in his rifle and if we hadn’t shown him, he was going to put it right square in our wheelhouse! And that would have stopped us in a hurry!

As the Skeena neared Campbell River, the sky was silver with clouds and the water alive with shirl baby gulls. A hillside hugging the shoreline was clothed in evergreen, ornamented with maples done in orange and gold. “This is a tricky dock,” the captain said. “Some skippers won’t run it unless it’s slack water.” But standing alone on the bridge watching the 30-mile winds and the fast tide, handling the levers and engine controls, he nestled the starboard side of the ship nearly against the dock.

Tom Flynn met us at the dock. He has been Imperial’s agent in Campbell River for nine years and was a partner in the business with his uncle for 10 years before that. Most of his trade is home-heating oil; he sells about 40 percent of the traffic in the town of 13,500. With the opening of a pulp mill, the population has swollen during the two decades since his uncle was fueling only 55 houses. The Skeena’s predecessor, Imperial Vancouver, used to service Flynn’s agency, but in those days he could store only 144,000 gallons of fuel. “We were continually out of product,” Flynn told me. Then storage capacity was more than quadrupled and, five years ago, Imperial launched the Skeena. “To have the Skeena is wonderful. She can keep us full. She packs 1.2 million gallons; it took us to take the Kentucky three full loads to fill us up.”

It had taken the afternoon to fill up Flynn’s tanks this trip. The fuel was pumped through large black hoses at 60,000 gallons per hour. At six that evening, rain fell on the town. The Skeena’s tines were unbent. In the heat across tundra mouthed control room chief engineer Bob Rogers, an Imperial sailor for 24 years, sat next to the engines. Around him hung 5 ft pressure and temperature gauges that had to be read and recorded every three hours. (Taped to a control panel was a cartoon showing an oar-driven slave ship and a man with a whip saying, “Want to see what this baby can do when I open ‘er up?”). The Skeena has spotters and twin independent Rudders. In an emergency, she can go full-speed ahead to a dead stop in two minutes and 13 seconds – or three ship lengths.

That evening I’d browsed through back issues of Fleet News, a quarterly marine, with articles about the company’s ships across Canada. It was studded with stories of rescues at sea. For instance, in 1966, en route to Prince Rupert, Imperial Vancouver answered a distress call from a fishboat drifting toward rocks after her engine had exploded: the Vancouver doused the fire and towed the boat to safety. In 1970, the Nanaimo rescued more than 200 passengers from the Alaskan ferry Taku, grounded on land and just outside Prince Rupert. And during the summer of 1974, Captain J. F. Watters of the Tofino recorded a series of typical rescues: “A Mayday [distress call] was answered in an unusual way. A gill-netter had been the object of a three-day air-and sea search, and we stumbled onto it, secure at anchor, behind a group of rocks.”

Smith Inlet (halfway up the coast between Vancouver and Prince Rupert) It had broadcast a Mayday, but had given a wrong position – only 100 miles south Watters went on about how Tofino’s engineer, aided by two crew members, fixed up the stranded ship and sent it on its way. Another rescue occurred when the Tofino came upon a Canadian whose boat had run out of gas only halfway on his voyage to Alaska. A week later, the Tofino arrived in Nanu (about 50 miles north of Smith Inlet) to find six fishing boats had made it there on the last of their fuel. But Nanu’s oil station had closed a month earlier. In a situation like that, as Watters pointed out, there was nothing better than to have a tanker full of gasoline and diesel fuel pass by.

Leaving Campbell River for Nanaimo, Captain Totten had predicted the weather would be rough. It was more than that. The swells, buoyed by the gale-force winds, swamped the deck. The Skeena creaked, rattled, and shivered. The radar had to be turned down so it wouldn’t pick up so much “clutter from high waves.” Second mate Peter Vivian allowed that it wasn’t to rough: if we were on the far west coast, he said, we’d have to slow down or else the vessel would be damaged.

When the tanker entered the shelter of Nanaimo it was late and the wind was too raw to leave the desk. It illuminated the hard rain and the wharf that had to be approached cautiously. The man stopped at the desk was competent and precise, and immediate the deck crane hoisted a hose onto shore where, about the ship, was a large tank. Ship’s gauge Rupert McKinnon, who checks the levels in the agency’s tanks, and Imperial’s Tom Macaulay were coupling to a pipe feeding a storage tank. Ship’s gauge Rupert McKinnon, who checks the levels in the agency’s tanks, and Imperial’s Tom Macaulay were coupling to a pipe feeding a storage tank. Ship’s gauge Rupert McKinnon, who checks the levels in the agency’s tanks, and Imperial’s Tom Macaulay were coupling to a pipe feeding a storage tank. Ship’s gauge Rupert McKinnon, who checks the levels in the agency’s tanks, and Imperial’s Tom Macaulay were coupling to a pipe feeding a storage tank.
It was embarrassing, more than sad, when we started learning that we Canadians weren't fit. On television, on radio, and in the newspapers the messages kept coming, as uninvited as Sronga's Christmas goats with their ill intentions. The messages boiled down to something like this: too many hearts are wizened, too many lungs are weak, and too many bloodstreams are buzzy, polluted rivers. Ugh.

They got us when it hurt most. In the fall of 1973, as the sporting males of the country reclined before their televisions, tuned into the Canadian Football League, and pondered what they'd do at quarter back, a commercial made its début to routinely fun.

A 30-year-old Canadian, healthy and vital in appearance, jogged onto the screen. Then came a low blow. Another jogger arrived, a 60-year-old Swede. "These men are about evenly matched," said the voice. "That's because the average 60-year-old Swede is in about the same shape as the average 60-year-old Swede. Run! Walk! Cycle! Let's get Canada moving again."

Well, Canada is on the move again. We probably haven't yet caught up to Swedes, although no mass fitness tests have been conducted to prove the question either way, but there are definite signs that we're on the way.

In May, 1973, when Umea, Sweden, and Saskatoon held a contest to see which city could get most of its population out to walk two kilometres (1.2 miles), we won. Saskatoon's streets were filled with 60,000 people--41.7 percent of the population, while Umea produced 39.6 percent.

We've fared well in other unofficial, unscientific comparisons too. When Bruce Kidd, the Toronto runner, went to Moscow in the summer of 1974 to study fitness and sports in the Soviet Union, he found less going on than at home. Certainly the programs for the elite athletes were impressive, but tennis courts were deserted and Moscow's huge Izmailovo Park held fewer joggers than Kidd encountered training on the Toronto Beaches boardwalk. "There are so many jogging now," Kidd says, "that I like to explain the boom in terms of the dogs. Used to be every dog felt duty-bound to chase every jogger. Now there are so many of us running, the dogs can't be bothered."

Everywhere Canadians are perspiring in newfound pleasures. By Edmonton, demand for fitness tests at the YMCA increased 100 percent to 1,200 in 1975. At the YMCA fitness director Floyd Johnson finds companies asking for programs for executives and employees. At the Halifax YMCA, Helen Moore has designed workouts for about 50 men and women in the public works department. She says the program indicates that the Nova Scotia government is doing more than talking about fitness.

British Columbia offers Action B.C.--yes, to stir up action. Shape Up Alberta uses a mobile fitness centre to reach the people. Trim Quebec speaks for itself. Manitoba is experimenting with expanded fitness and recreation programs in its schools, and has its Renu (recreation-nutrition) testing and counseling activities. The government of Saskatchewan, attempting to change physical education in its schools from team sports for the naturally athletic to fitness activities for everyone, paid for summer courses for 1,200 teachers in 1974 and 1975.

But the essential pleasure of becoming or staying fit remains personal. Whether one is persuaded to do something by the words of a government agency, by a doctor, or by friends chattering about how wonderful they feel, the great reward comes with the vibrancy that follows soon after the exhaustion of the first activity, be it running or swimming or cross-country skiing.

Every city has its jogging meccas. Point Pleasant Park is the place to go in Halifax. A visitor to Saskatoon soon learns about the trails along the Saskatchewan River. Winter in Winnipeg means moving inside where the two University of Manitoba tracks attract 1,000 a day.

But, during 1976, numerous Canadians will do their exercise at home. Many of them will encounter fitness for the first time with a recording from Recreation Canada, a branch of the national health and welfare ministry. The record provides a self-test, requiring the user to step up and down to the beat of the music and then check his or her pulse. The record jacket suggests what to do next, according to how hard one's heart has had to pound to perform the simple test. The idea, of course, is to bring basic fitness knowledge to those who can't go out and get it.

In fact, PARTICIPation, which brought us the well-known Swedish-Canadian comparison along with numerous other get-up-and-go commercials, is full of marketing people bringing their expertise to an area that's a salesman's dream, having never been sold before. "I'm a marketer," says PARTICIPation President Keith McKerracher of Montreal, "and everyone needs the product I'm selling."

McKerracher's organization, the most visible part of the physical revolution, is independent, although initiated and funded largely by the federal government. And its messages are frank. "Don't run for the bus, you might not make it," is one. "Is coughing the only exercise you get?" asks another. More positive perhaps: "Be the first on your block to be able to run around it."

"The marketing guys sell fitness like they sell detergents," says Dr. D. A. Bailey, a professor of physical education at the University of Saskatchewan. "I'm all for it. I have no
though is whether the focus on Saskatoon will have a long-range benefit. Dr. Bailey, the fitness expert from the University of Saskatchewan, thinks so.

"There's no question people in Saskatoon are more aware that there is a fitness problem in Canada, " he says, "and they know there are benefits to be gained from activity. People are more active. We know because there's a 10-per-cent increase in demand for fitness classes at the 'Y.' We've gone from one to five classes at the university. And the badminton club is thinking of expansion.

"The final question is whether the increase in awareness and activity has translated into preventative cardiorespiratory [heart and lung] fitness. Probably a little bit, but I doubt if it's critical. The most significant contribution of the Saskatoon experiment will be reflected in the next generation because of the increased interest in the public schools to test than other centers. Also, it has a climate that's representative of many other places in Canada. Finally, Russ Kishby, national coordinator of PARTICPation, had grown up there. He could work in the city without being considered an outsider.

Kishby got the city interested, organized a 16-member committee, and after four months of planning and meetings, launched a full advertising campaign. Operating on a limited budget, PARTICPation asked for and got wide coverage in the local media. The first Saskatoon market survey revealed not only a remarkable lack of fitness, but a lack of knowledge about being fit. Fewer than five percent of those surveyed had done something in the previous two weeks that would be worth physically, such as walking or bicycling or swimming. Two-thirds associated fitness exclusively with body appearance, assuming that slimmers meant fitness. Most thought Canadians were as fit as other nationalities and improving, which unfortunately was untrue in 1973. Today we're still unfit compared to most nations, but we certainly are improving.

The campaign that followed, making people in Saskatoon aware, motivating them, and encouraging them; testified not only to the influence of the marketers but the success of the government funds for a second study of any change the PARTICPation whirlwind made in fitness levels at Saskatoon. In the meantime, the enthusiasm and interest for activity apparently leads to fitness.

It was not the zippy stuff with which PARTICPation incites the nation to action, but the fitness advocates were more important and more rigid than any marketing survey. Bailey hopes to get the enthusiasm of the people of the city. There were promotions like The Block Walk, in February, 1973, bringing out 45 percent of the people to walk around a block to demonstrate their interest. The daily newspaper brought out a special supplement on the Saturday before the Monday-evening walk, and one television station had a one-hour program. The council-city meeting stopped, as did two conventions, and many people attending went out and walked.

The Saskatoon PARTICPation committee kept developing promotions, which led to the Umea-Saskatoon competition in 1975 and 1980, at least in terms of getting more people out to walk two kilometres. What's more important is norms Stoneburgh, former Toronto Argonaut, reveals he has lost 60 pounds since adopting an exercise program simply by running daily. That's persuasive. "Another powerful influence with people is" Jim Daley, chairman of the Manitoba government studying physical education at school, "that everyone knows someone who has had a heart attack.

The statistics are frightening enough to get anyone moving. PARTICPation reveals such bad news as: heart attacks and related heart diseases kill more than 37,000 Canadians every year. According to the American Heart Foundation, one out of five executives more than 45 years of age still suffer an acute heart attack before 50. Canada spends more of its gross national product on matters pertaining to health than any other western country—5.2 percent in 1969 compared to 4.7 percent in the United States and 3.6 percent in England.

It's proven that adequate exercise reduces stress and maintains the cardiorespiratory system. Three sessions a week, each a half-hour of brisk exercise, are sufficient to keep fit, according to PARTICPation. That most people end up doing more is only testimony to the good feeling that result. "I get in my 10 miles a day regardless of what shift I work," says Frank Smith, a 49-year-old laboratory technician in Hamilton, Ont., "and I find I can eat anything that's grown or cooked. I started running in 1972 because my wife said I was fat and my doctor put me on a diet. With the running I said, 'the beak with the diet.'" He ran all day and went from 188 to 154 pounds.

Canada is on the move again, so that no sporting-goods salesman smiles quite as much as the one who handles jogging shoes in the summer and cross-country skis in the winter. One of these days, no doubt, a sequel to the Swedish-Canadian comparison commercial is going to be necessary.

Imagine it now: the 60-year-old Swede suddenly slows perceptively—a twitch in the side, perhaps, a certain diminution of breath—and the younger Canadian jogger pulls ahead. Then, from behind, come a number of middle-aged Canadians and they pass him too, followed immediately by a 70-year-old Canadian (Arthur Dyson could do the job). Then, at last, we Canadians can relax. We can relax, but not stop moving.
OPEC

Oil-producing countries have challenged the world. Canada’s economy is affected

by Norman Hartley

This is an age in which change is rapid and constant. The signs are everywhere — in our homes, schools, churches, and places of work. But year by year, we pride ourselves on at least being able to recognize better the symptoms of what author Alvin Toffler called “future shock” — the impact that the speed of change has on us as individuals and nations.

Some of these changes have to do with nations and groups of nations that, for various reasons, have taken on new power and influence in the world. One such group is OPEC, the Organization of Petroleum Exporting Countries. It is one of the most significant realities, economically and politically, in our world. But many people refuse to see it as a sign of accelerating change. They see it rather as an aberration. This group of oil-exporting countries seems to have surged from nowhere, wielding the power to manipulate our energy supply. It can, some people feel, be made to go away. It can be broken up or its power recaptured.

Yet oil analysts, looking beyond the panics of embargoes and winter fuel crises, see OPEC as an almost classic example of future shock. The events of the last three years in the oil industry, they argue, have telescoped developments that, in a more leisurely age, would have taken many years to unfold. But it is only the speed that is unusual; the basic trend — the shift in the balance of oil power from the major oil-consuming nations to the producing countries — was inevitable and had always figured in long-term forecasts.

During the short time since October, 1973, the world has watched members of OPEC take firmer control of their own resources. It has seen the oil companies shift toward a middle role as managers of production and distributors of the product. In Canada, representatives of the major companies increasingly express the hope that two other trends already discernible will be fully recognized. Despite the size and suddenness of increases, they would like to see consumers realize that the high prices for world crude have the long-term advantage of helping to finance exploration for and development of new sources of oil. And they wish that the governments of consuming countries could move toward the kind of international cooperation on the sharing of the product that the producing countries have achieved at its source.

The original impetus for the creation of OPEC came from a situation caused by the glut of oil prevailing at the end of the 1950s. The organization was established in Baghdad, Iraq, in September, 1960, at a meeting of what were then the five principal oil exporting countries: Venezuela, Iran, Iraq, Saudi Arabia, and Kuwait. The meeting was called because of a cut — the second in 18 months — in the posted price of crude oil. (The posted price is the price used to calculate taxes and other payments to producer governments.)

The major oil companies cut the prices the second time to compete with Russian oil, which was selling at lower prices than Arab oil. The companies saw this as a deliberate attempt by the U.S.S.R. to upset the western economies by dumping oil, and they believed the best countermeasure was to cut the posted prices of Middle East oil, even though this would cause great concern among the producing countries.

The first cut of 18 cents per barrel in February, 1959, had been accepted, though grudgingly, but it did spur the convening of the first Arab Petroleum Congress in Cairo where the seeds of OPEC were sown.

However, it was the second price cut in August, 1960, that provoked vigorous reaction by the producing countries. Up to that point, attempts at unity between the producing countries had been ineffective. But the producing countries saw the second cut as too important a decision to have been taken unilaterally by the companies. As the Shah of Iran said afterward: “Even if the action was basically sound, it could not be acceptable to us as long as it was taken without our consent.”

It helped provide the oil-producing countries with the impetus toward unity they had lacked before.

In retrospect, however, the price cut is seen as a catalyst rather than a cause. There was a wave of militancy among producing countries that would have probably crested anyway, oil observers say, and the trend toward unity would have found some other stimulus. But the degree of unity the OPEC countries were able to display when they suddenly surged onto the world stage with the oil embargo and dramatic price rises of 1973 was not easily won.
As producing countries, they felt a common interest in raising taxes and royalties imposed on crude production. They could see that some western European nations were obtaining $5 to $10 per barrel in taxes while the producing countries were receiving about $1 per barrel. They were also keen on assuming more control from the international companies over production and exploration in order to secure a stronger voice in determining supplies.

But within OPEC, there are also wide divergences in political and social attitudes. Since the founding conference of 1960, OPEC membership has grown to 13: Algeria, Ecuador, Gabon, Indonesia, Iran, Iraq, Kuwait, Libya, Nigeria, Qatar, Saudi Arabia, the United Arab Emirates, and Venezuela. Some of the differences are historical and cultural as in the rivalry between Iran and Saudi Arabia. There are also such differences between the two major oil producing countries as Kuwait or the pro-western alignment of Iraq, and the more nationalist stance of Algeria. But there is also a fundamental division, separating members into two groups expecting different things out of OPEC.

On the one hand, Iraq, Venezuela, Iran, Algeria, with large populations and ambitious development plans, feel under constant pressure to maintain high oil production and high prices. On the other hand, Saudi Arabia and Kuwait also have development plans, but they cannot absorb as much short-term revenue and are more concerned with maintaining prices in the long term.

During the first nine years of OPEC, these differences, combined with ample supply of oil, limited the bargaining power of members so severely that they could not cause any major shift in the structure of the oil industry. Payments to producer countries rose slightly, but the first major change came in 1969 when the radical new military regime in Libya (led by Colonel Mu'amer-Qaddafi), began a militant campaign for higher prices and a greater share of revenues.

Libya's more aggressive approach spread to other OPEC countries when they saw what it could achieve, and was reflected in a mood of new militancy at the OPEC meeting in Caracas, Venezuela, in December, 1970. At that meeting OPEC members advocated a minimum 55-percent tax rate on profits (instead of the existing 50 percent), higher posted prices for crude oil, and the elimination of discounts for companies. In subsequent negotiations, the oil companies bargained as a unit but OPEC resisted strongly, and a series of tough bargaining sessions eventually led to new agreements: the Tehran agreement of February, 1971, between the oil companies and the six OPEC members on the Persian Gulf (Abu Dhabi, Iran, Iraq, Kuwait, Qatar, and Saudi Arabia), and the Tripoli agreement of April, 1971, between Libya and the companies.

The Tehran agreement included provisions for an income-tax rate of 55 percent and a 35-cents-per-barrel increase in the posted price. The Tripoli agreement gave somewhat better terms for Libya. Though both agreements were due to run for five years, they lasted only two years. As was pointed out in a 1973 position paper of Standard Oil Company (of New Jersey [now Exxon]): "It is generally agreed that the 1971 crisis and settlements were a watershed in company-producing-country relationships and represented a major shift in the balance of negotiating strength from the oil companies to the producing governments."

Already, the forces that were about to come to a climax in the "energy crisis" during the winter of 1973-74 were discernible. By 1972 an acute shortage of North American oil was being predicted by several industry analysts. The situation was summed up by the U.S. State Department's oil expert, Jim Akers, who warned in the April, 1973, issue of Foreign Affairs that the loss of production from any two Middle East oil countries could cause a panic among consumers. He also said that the Middle East nations could now use oil as a political weapon because the advanced countries were now vulnerable to a boycott.

In the years immediately following the Tehran and Tripoli agreements of 1971, OPEC pushed primarily for more control over production and exploration through "participation," that is, through gradual nationalization of oil-company assets in their countries. In addition, the Arab countries moved toward the greater use of oil as a weapon in the Arab-Israeli struggle.

By the summer of 1973, the stage was set for the major crisis that was to have such a striking effect on the oil industry. Underlying it was the soaring demand for oil in Europe, Japan, and particularly in the United States. Exports from the Middle East to the United States were rising sharply and U.S. production was declining. The oil surpluses, which had weakened OPEC during its first decade, were being absorbed by a soaring demand that was to enhance greatly OPEC's bargaining strength.

Libya had been setting a militant example to fellow members and the trend toward control by the producing country was accelerating. Also, world inflation rates had far outstripped the two- and a-half percent per year by which the posted price was to be adjusted under the Tehran agreement.

All signs pointed toward demands for a dramatic rise in the crude prices, especially since OPEC had studied the cost of alternative sources of energy to determine the true world commodity value of oil.

But it was the eruption of the Arab-Israeli conflict that put the seal on the crisis. Even as delegates were preparing for a meeting of OPEC in Vienna, to be held Oct. 8, 1973, Egyptian and Syrian forces invaded Israeli-occupied territory and the October War began. This time, the Arab countries were determined to use oil as a weapon, certain that the West could not easily survive reduced supplies. In the past, the West had counted on Saudi Arabia's reluctance to adopt this policy, but the unity among other Arab nations was now so strong that it would be politically dangerous for Saudi Arabia to resist and risk losing its influential position by allowing itself to be bypassed.

On price also, Saudi Arabia's stand in favor of an increase more moderate than the one proposed by Iran ran the risk of splitting OPEC. In a monumental decision, Saudi Arabia's oil minister, Sheikh Ahmed Zaki al Yarmaki, determined not to cause such a split and accepted a higher figure.

The results were an Arab embargo against countries supporting Israel and the first of many oil-price hikes, raising the cost per barrel from $3.12 on Oct. 8 to $5.12 on Oct. 17. The power of OPEC was felt in every home in the western world.

The oil companies found themselves in the uncomfortable role of administering the embargo on behalf of the producing countries. Arab OPEC countries had taken control of the pro-
In Saudi Arabia, the biggest oil producer of OPEC, gas is flared after being separated from crude oil. Production and cut it back; the consuming countries were reluctant to face the explosive political decisions involved in dealing with the cutback. The oil companies were left in a difficult middle position.

Since then the major companies have generally looked favorably on any steps taken by the governments of consuming countries to collaborate on plans to allocate oil supplies among themselves. If they are to be middlemen, the representatives of several companies have argued, let them be genuine middlemen, with OPEC determining production and the consuming countries, acting through a vehicle like the International Energy Agency, dividing up the product when shortages occur.

So far progress toward unity in the International Energy Agency has been slower than within OPEC, which has emerged as the first genuinely effective cartel among producers of a commodity. Part of its success is the fact that oil is such a vital commodity, one for which western economies still hunger.

But perhaps the single most important key to the success of OPEC has been the role played by Saudi Arabia. OPEC is not the first attempt to form a producers' cartel. At various times the producers of such commodities as tea, coffee, copper, sugar, tin, and bauxite have tried to coordinate their production and ration it when necessary to maintain prices in world markets by mechanisms such as international commodity agreements. But historically, commodity cartels have suffered from dissension and rivalry among members, making it possible for consumers to "divide and seduce" with unilateral offers of more favorable terms.

The rivalries and blandishments—exist in OPEC but the difference is that, in OPEC, one country—Saudi Arabia—has the capacity to make the cartel work. So far it has demonstrated the will to do so, as part of its overall determination to strive for a leading role in the Middle East.

Sheikh Yamani, who is emerging as one of the world's most skillful oil diplomats, put the position graphically in an interview with Italian journalist Oriana Fallaci, published in The New York Times Magazine last September.

"We [Saudi Arabia] can extract as much as 11 million barrels a day, but we are limiting ourselves to three and a half million barrels. This makes us a power to be reckoned with both by producing and consuming countries. To ruin the other countries of the OPEC, all we have to do is to produce to our full capacity, to ruin the consumer countries, we have only to reduce our production. . . . we can dictate our conditions to all, even within OPEC. At some meetings of the OPEC, there is so much disagreement we have to raise our voices considerably. Of course, in the end a compromise is reached. Each of us is aware that OPEC must continue to exist, that without it, individual members could not manage on their own. It is only if we stay united that we're able to keep the world at bay. . . . but we also feel a responsibility regarding the world economy. We realize that, unless we wish to ruin the world economy, we've got to oppose the policy of certain OPEC members. There could scarcely be a clearer definition of how Saudi Arabia— and many western oil observers—see the tightrope on which OPEC members must balance if the cartel is to remain as effective as it has been so far.

OPEC countries themselves have felt the pinch of inflation that the oil-price rises have helped to stimulate, according to economist Clyde H. Farnsworth of The New York Times. They are all developing nations with heavy needs for western consumer goods and services, despite the fact that they're making more money than before, inflation has cut their purchasing power and the western economic recession, accompanied by a lower demand for oil, has lessened their potential incomes.

Yet not all OPEC countries are as concerned with maintaining the health of western economies as Saudi Arabia is. And there is still the ever-present danger of the Arab-Israeli conflict. If war breaks out, it is likely that oil will be considered a weapon once again.

But the companies believe there is a positive side to the developments brought about by OPEC. And one of the concerns of the major oil companies in Canada is to try to ensure that Canadians see the higher oil prices in a world perspective. Imperial Oil's president, J. A. Armstrong, has pointed out one unfortunate effect of the higher international crude prices. It triggered, he said, an "energy island" mentality in Canada. When OPEC prices began rising in the fall of 1973, he said, one popular view in Canada was: "Why should Canadians pay these outrageous prices? We have enough oil and gas of our own. All we have to do is to cut off exports to the United States, replace imported crude with domestic crude in eastern Canada, and live happily ever after in our own private world of $3.80-a-barrel crude."

But Canada is not an energy island and the weaknesses of this insular viewpoint are already becoming obvious. Imperial feels the major challenge facing Canadians is to recognize that, by letting Canadian crude climb to world levels and accepting the short-term consequences, alternative energy sources that aren't economic to develop now could be tapped. If that happens, then Canada really can derive important benefits from the OPEC "crisis". As the moderate voices within OPEC persistently point out, the current international price of $11.65 per barrel is in line with or slightly below the cost of developing alternative sources.

In other words, while oil prices were low, there was less incentive to develop costly new Canadian oil. Now, if Canadian oil were priced at OPEC levels and sufficient revenue funneled back into exploration and development, Canada could eventually produce more oil than it uses.

As Armstrong put it: "No amount of wishful thinking or short-term expedience is going to change the reality of higher oil prices. By paying a short-term cost, Canadians can gain a long-term reward. Which is one way of saying that Canadians, like the rest of the world, will have to come to terms with future shock in the energy field, as in so many others."

Norman Hartley is a reporter on The Globe and Mail, Toronto.
Late one night this winter, I turned the dial of my radio until I heard the sounds of conversation. A man was in a studio somewhere with a few experts and they were accepting telephone calls from listeners. The subject was the future of the family and, to judge from the tone of the evening's discussion, it's rather unpro-mising. To many callers, the family's demise is not around some future corner, but is already here. The ruination of the family has arrived and, to a few of those who phoned, it was not merely inevitable but possibly good.

One woman who phoned—she might have been in her 30s—said she'd drawn up a list of things wrong with the family, but it would take the whole program to read the list. However, she did take a few seconds to reveal her main thesis that the family was antisocial. She held that society was on the way to new equality in which special relationships such as the family would be selfish and retrograde.

The defenders of the family were few and, in my view, unfortunate. They seemed in favor of the family that never was, the kind shown on Christmas cards, with mother in apron, daughter in pinafore, father beside the hearth. "There's nothing wrong with the family," one man said, "that can't be fixed if the women go back to being women." With supporters like that, the family doesn't need detractors.

The family does have problems today, but if we're to face them intelligently and deal with them positively, we need something better than the superficial in-vective of its antagonists or the nostalgia of some of its friends. Attitudes toward family life are altering greatly, reflecting changes in feelings about marriage, work, and sexual identity. And since the family is at the center of life, the influence of change elsewhere affects it quickly and decisively.

Job mobility, housing shortages, and an inflationary economy all put stress on the family, but none so much as the women's movement. The new independence of women is not in itself incompatible with the family, but it does create new strains. At the very least, it calls for a new examination of what the family is all about.

Some of the hostility currently aimed at the family is neurotic and therefore unreliable. A significant portion of it comes from the media, especially television. Young people find it easy to gain access to TV for the expression of their views, especially young people with an unhappy family background. Unfortunately many of them are prone to draw a negative picture of the family. Their work has the power to be seen as truth. But it is not necessarily true. Often it is not even reliable journalism.

Conversely, those who argue for a return to the family of the imagined past do little good. For one thing, it is impossible to return, but beyond that their vision would almost always place wives and mothers in the demeaning status of subservience to the male. And when one member of the family is demeased, the entire family is lessened.

Perhaps out of the welter of argument surrounding the family today, we'll acquire a new sense of its place and purpose. A family counselor in Toronto, Donald Gillies of the Institute of Human Relations, says: "At times in the past, we've expected the family to provide too much -- to look after every emotional need of every member. It can't take all the strain. It cannot do everything. Yet he goes on to say that a breakdown of an unhappy family background. Unfortunately many of them are prone to draw a negative picture of the family. Their work has the power to be seen as truth. But it is not necessarily true. Often it is not even reliable journalism.

Conversely, those who argue for a return to the family of the imagined past do little good. For one thing, it is impossible to return, but beyond that their vision would almost always place wives and mothers in the demeaning status of subservience to the male. And when one member of the family is demeased, the entire family is lessened. Perhaps out of the welter of argument that are more than casual and fleeting. Relationships between members of a family are never perfect and at times difficult. But they do offer each of us an opportunity to mature as human beings, for we do not grow in isolation, but in closeness. For such reasons, it is not enough just to examine family life; occasionally we must say a good word for it. It needs it. By offering a unit that keeps us in touch with others, spiritually and legally, the family is a social group providing life's deepest and most important experiences.