

New Chief of Protocol



André Couvrette (above), formerly Ambassador to Lebanon, is Canada's new Chief of Protocol. He replaces James R. Barker, who has been appointed Ambassador to Greece. Mr. Couvrette has also served in Rome, Lagos, Paris and in Dakar, where he was Ambassador and concurrently accredited to Mali, Mauritania, Guinea, Guinea-Bissau, and High Commissioner to The Gambia.

Also announced by the Department of External Affairs is the appointment of Brigadier General (retired) Michael Francis Doyle, as deputy Chief of Protocol. He was formerly Director General, Organization and Manpower, Department of National Defence.

Good news about Great Lakes

Environment Minister Len Marchand said recently that water quality in the Great Lakes had improved since the signing of the Great Lakes Water Quality Agreement by Canada and the United States in 1972.

"There is no doubt in my mind that the deterioration of the Great Lakes has been arrested. Many of our recent scientific findings contain good news, even though serious problems remain to be solved," said Mr. Marchand.

Thanks to the combined efforts of the Governments of Canada, Ontario and the U.S., there has been progress in upgrading municipal sewage treatment, 99 per cent completed in Canada and 63 per cent in the United States.

The minister said that phosphorus levels had decreased "significantly" in a number of areas on the Canadian shore of Lakes Ontario and Erie.

There has also been a lessening of Chlorophyll "A", a measure of algae growth, which has resulted in clearer water and better swimming conditions in Lake Ontario.

As well, PCBs, DDE and Mirex residue in herring gulls are down from 1975 levels, prompting a rise in the gulls' reproduction rates.

Mercury levels have declined in almost all species of fish in the western basin of Lake Erie; concentrations in some species are near or even below the acceptable guideline for human consumption.

Mr. Marchand also noted improvements in the Detroit River, Lake St. Clair and Lake Michigan.

Canada and the United States are expected to sign a revised Great Lakes Water Quality Agreement this autumn.

Inuit travel depicted on new stamps

Postmaster-General J. Gilles Lamontagne announced recently that four 14-cent stamps depicting Inuit art would be issued on September 27.

The new stamps, the second group in the series begun last year, illustrate traditional and modern transportation in the Far North and reflect the rapidly changing culture in the area.

The stamps will be printed in two pairs, with the first showing a drawing of a woman on foot, by artist Pitseolak, and a soapstone sculpture of a sailing umiak, entitled *Migration*, by Joe Talurinili. The second pair of stamps portrays a stone-cut-and-stencil print of an airplane and an ivory sculpture of a dogteam and dogsled, by Abraham Kingmeatook.

The search for food

Traditionally, the Inuit living in the Far North had to hunt and fish for their food. The need for mobility thus produced two types of water craft, the kayak and the umiak, as well as the dogsled. The snowmobile and the airplane, however, are now pushing the old methods of travel aside.

In winter, the travelling Inuit wore caribou furs, which were unsurpassed for warmth and lightness. Men shaved their whiskers because an ice-encrusted beard



could cause frostbite. They had no use for snowshoes, which were ineffective on the hard-packed Arctic snow. In spring particularly, they wore goggles fashioned from a piece of wood or ivory, with narrow slits as protection from the pain of snow blindness.

Travel was such an essential part of Inuit life that certain groups placed fox intestines on a newborn boy's feet to endow him with skill in crossing thin ice. On sled trips the Inuit often jogged to



give the dogs a rest or to keep warm. In summer, Inuit with heavy packs wandered far and wide seeking caribou or a plentiful supply of fish.

Sleds were built from driftwood, bone, or even frozen skins and fish. A layer of frozen mud topped with ice made the runners slippery. In a pinch, custard or oatmeal replaced the mud. Menacing, hundred-pound dogs, which provided the locomotive force, sometimes worked for days without nourishment.

