

Pour l'instant, au lieu de déranger et de faire fuir ces animaux, l'activité à Polaris attise leur curiosité. La compagnie a dû prendre des mesures, d'une part, pour empêcher les ouvriers de nourrir les renards, ce qui risquerait à long terme de compromettre leur capacité de survie et, d'autre part, de protéger les employés contre les ours qui sont toujours très dangereux.

La question la plus importante est sans doute l'effet de ce développement industriel sur les populations autochtones aux points de vue culturel et économique. C'est une question qui n'est pas propre à la mine Polaris et à laquelle s'adressent les autorités des territoires du Yukon et du Nord-Ouest, ainsi que les représentants des Inuits, des Amérindiens et des Métis. Cependant, un projet est en marche en vue d'intégrer des Inuits aux travaux de Polaris. A long terme, toutes les chances leur sont offertes, aux mêmes conditions salariales que les ouvriers venus du Sud. Mais leur intégration à tous les niveaux prendra du temps puisque de nombreuses tâches sont spécialisées.

AIRSHIP OF THE FUTURE

An Ottawa-based high technology development firm, Van Dusen, has unveiled a new type of airship that could help to revolutionize the air industry. Van Dusen's lighter than air craft consists of a rotating sphere with a horizontal axis from which suspends the body of the ship. As the sphere rotates, the pressure varies at the top and bottom, causing lift. It is the same principle that causes a spinning golf ball or tennis ball to lift.

The craft is powered by twin turbo-prop engines. A full-scale model would be capable of lifting up to 45 tons and could be used to transport long or heavy equipment, lay pipelines or erect transmission towers. By comparison, the largest helicopter can lift about 15 tons. The airship is expected to travel at more than 50 knots and to operate at one-tenth of the cost of a heavy helicopter.

The company has been testing a six metre model of the airship and Van Dusen's president, Frederick Ferguson, has said that the successful results are expected to lead to the manufacture of one of two possible full-size prototypes. Although the company still has many months of wind tunnel testing to complete, Mr. Ferguson is confident that they will be producing the craft commercially within three-and-a-half years.

EN BREF

URANIUM: SUPPLY AND REQUIREMENTS

Total uranium resources in Canada (including those measured, indicated and inferred) amount to 573,000 tonnes. A report, entitled "Uranium in Canada: 1980 assessment of supply and requirements" published by the Department of Energy, Mines and Resources, notes that some 60 percent of Canada's uranium is located in the Elliott Lake and Agnew Lake areas of Ontario, and most of the remainder is Northern Saskatchewan. Just over 10 percent of