

Epic voyage completed through Northwest Passage

The *Lindblad Explorer* recently docked in Yokohama, Japan and became the first cruise ship to navigate the treacherous Northwest Passage.

The 2 500-tonne passenger ship started the 14 500-kilometre voyage from St. John's, Newfoundland in August. (See *Canada Weekly*, September 12, 1984.) The voyage was completed in six weeks, which

was one of longest in the ship's history.

According to Ottawa's Captain Tom Pullen, who served as ice adviser aboard the ship, it was equally significant that the *Lindblad Explorer* was "the first ship ever to fulfil the dream of five centuries to reach the Orient through the passage".

The 33 ships of various sizes that preceded the cruise ship westbound through

the passage since 1906, had other destinations and there was no thought of "the riches of the Indies", he said.

Highlights of the voyage included the charting of a deeper route through poorly surveyed James Ross Strait, followed by its safe navigation; the double transit of narrow Bellot Strait with its rushing tidal streams; and the safe navigation past infamous Magpie Rock.

The voyage was made during the most favourable period for ice navigation and for the most part conditions were excellent.

There were only two difficult encounters with ice: one off Cape Bathurst and the other during the Alaskan leg of the voyage. Off Cape Bathurst, the timely appearance of the *CCGS Campbell* enabled *Lindblad Explorer* to join her convoy and pass through the heavy pack without delay. The second, and more formidable, on the Alaskan leg was overcome by creeping along inshore.

Visits to settlements in the North were successful for both the 98 passengers on board and the inhabitants. In Canada, these included Resolute Bay, Spence Bay, Gjoa Haven and Cambridge Bay.

The Pacific portion involved calls to locations in the Bering Sea and in the Aleutians, including the American military outpost of Shemya. During the four-day run south to Japan, a number of sightings of humpback and sperm whales were recorded.

Second stamp series salute steam trains

Steam locomotives operating in Canada between 1860 and 1905, an era of rapid growth in the country's railway systems, are featured on four stamps issued by Canada Post Corp. on October 25.

The stamps, designed by Ernst Roch, are the second set of the Canadian locomotives series issued in 1983 as a reminder of the major role steam locomotives played in the development and linking of the country.

The *Scotia* and the *Countess of Dufferin* are featured on the two 32-cent domestic rate stamps. The *Scotia*, the first Canadian locomotive with a steel boiler, was built by the Great Western Railway in Hamilton, Ontario. The first locomotive to see service in the prairie provinces, the *Countess of Dufferin*, started operations out of Winnipeg in October 1877.

The 37-cent stamp, the rate for mail to the United States and its territories, features an E3 class locomotive of the Grand Trunk Railway. The 64-cent stamp, the rate of mail to other foreign countries, features one of the Canadian Pacific Railway's D10 class locomotives.

The E3 and D10 general purpose locomotives were built in Montreal and Kingston in the late 1880s and early 1900s. Some of the D10 class locomotives were used until the 1950s.



Canada's first German museum

A 140-year-old farmhouse in Mississauga, Ontario, has been restored and partly converted into Canada's first German museum.

The museum, located on the second floor of the farmhouse, opened on October 10. It features old documents, farm tools, household items and other articles brought to Canada by German settlers.

William Moll Berczy, a German-born architect and engineer, brought one of the first groups of German settlers to Upper Canada from Pennsylvania in 1794. He is known for his many achievements in the Toronto area. He designed the first bridge over the Don River, built the first saw mill in the city of York (now Toronto), hewed Yonge Street out of dense bush and swamp from Toronto to his settlement in Markham and made the Rouge River a navigable waterway.

The museum, a project of the German Canadian Heritage Museum Trust, was envisaged in 1972, when the Historical Society of Mecklenburg Upper Canada Inc. was formed to promote the achievements of early German immigrants.