

speed, but rather a reduction in fuel consumption, with a resultant saving to the owner. In most cases of which I have read concerning transatlantic passenger ships, the improvement was dramatic, and the 'payback period', as we would call it today, was quite short."

We extend our sincere thanks to Mac for his efforts in explaining what we had taken to be a problem with the dependability of some of our sources but which, in reality, was a clue to a real, and most interesting, change in the steamer's machinery.

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KNOW YOUR SHIPS 1997

The 128-page, 38th edition of the annual Know Your Ships guide to Great Lakes and Seaway boatwatching is now available by mail from Marine Publishing Co., 317 S. Division St. #8, Ann Arbor, Michigan 48016, U.S.A. (fax 313-668-4734). The editor and publisher is T.M.H.S. member Roger LeLievre. Cost is U.S. \$12.95 per copy plus 10% shipping, and Michigan residents should add 6% sales tax.

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DISAPPEARING WELAND CANAL BRIDGES

Recently, it was learned that two more of the many Welland Canal bridges would soon be removed. Bridge 20, the Canadian National Railway vertical lift bridge located just north of the Clarence Street road bridge at Port Colborne, was scheduled to be taken down during March of this year, before the canal opened. (Concurrent with this, a new rail line was to be built from the west side of the old Bridge 20 site to the Robin Hood flour mill at Humberstone.) In addition, Bridge 10, the C.N.R. vertical lift crossing at Thorold South, is to be removed during the winter of 1997-1998.

This news makes us recall other Welland Canal bridges no longer in use:

- Bridge 2** - Church Road, between Locks 1 and 2 - never built.
- Bridge 7** - head of Lock 7; bascule, road - removed when Thorold Tunnel built.
- Bridge 8** - above Lock 7; swing, N.S.&T.R.R. - removed mid-1960s.
- Bridge 9** - at Guard Gate; bascule, road - removed when Thorold Tunnel built.
- Bridge 12** - Port Robinson; vertical, road - knocked down by STEELTON, 1974.
- Bridge 13** - Main Street, Welland; vertical, road - out of use, Dec. 1972.
- Bridge 14** - Water Street, Welland; vertical, road - out of use, Dec. 1972.
- Bridge 15** - Welland; swing, N.Y.C.R.R. - out of use, Dec. 1972.
- Bridge 16** - Ontario Road, Welland; vertical, road - out of use, Dec. 1972.
- Bridge 17** - Dain City; vertical, C.N.R. - out of use, Dec. 1972.
- Bridge 18** - Forks Road, Dain City; vertical, road - out of use, Dec. 1972.

Bridges 13 through 18, of course, were taken out of service when the new, bridge-less channel from Port Robinson to Humberstone on the long level was opened. The most serious incident ever to involve Bridge 20 occurred on October 2nd, 1938, when the bridge was lowered too soon as the Paterson steamer WINDOC (I) was passing beneath. The deck of the bridge demolished everything on the WINDOC's boat deck, including her stack, mainmast, lifeboats and ventilator cowls.

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