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WATERDOWN

A "DEMOUNTABLE SHIP."

Strange Vessel Will Be Built of Its
Own Cargo

The brain of the well-known Canadian financier, John Arbuthnot, of Victoria, B.C., has conceived a new type of ship for the transportation of vast quantities of lumber. He has labelled it the "demountable ship" and it will be about the most weird craft that ever sailed the Seven Seas. In reality it will be nothing more than a huge raft, built up in the shape of a boat with the cargo itself. Two gasoline engines will propel the craft, aided by sails spread from four masts, stepped in the cargo.

The first ship of this novel type is now being constructed on the Pacific coast and is destined for Australia. Its voyage across the boisterous Pacific will be watched with great interest. If it proves a success other craft will follow in which even the process of shipping lumber offshore will be revolutionized. The fact that Lloyd's has decided to take a risk and insure the craft seems to augur well for its success.

Mr. Arbuthnot designed the ship in order to overcome the shortage of tonnage and also the high freight rates, which are the bugbear of the lumber industry at the present time.

The first of Mr. Arbuthnot's demountable ships will be 250 feet long, with a beam of 60 feet, and a depth of 25 feet. It will contain 5,000,000 feet of lumber. It is the designer's ultimate hope that craft, 600 feet in length and containing 10,000,000 feet of lumber, will be constructed.

The vessel can be completely built in the water. With the first ship, however, Mr. Arbuthnot has decided to begin it on an improvised slip on a beach adjacent to a mill and after getting it shaped to launch it and carry on the construction. The ship will be flat-bottomed and will have three keels, the main keel running the entire length of the ship, and the other two keels about three quarters the length. On the keels large crosswise timbers will be bolted closely together. Then will follow eight layers of timbers running the entire length of the ship on top of which will come another layer of crosswise timbers. Iron rods will be run from the keels to this layer of cross timbers and other rods will be driven through the cargo from side to side. In this manner the rigidity of the craft will be obtained. By extending the length of the timbers beyond the perpendiculars the necessary overhang for the clipper bow and stern is obtained.

The two gasoline engines will develop about 1,500 horsepower, and it is expected that in favorable weather the ship will make about seven knots an hour.

As soon as the ship reaches her destination she will be taken to pieces. The lumber will be cut into marketable sizes. The engines, rigging, bolts, chains, rods and cabin fixtures will be sent back to the port where the ship was built for use in the construction of another craft.

Mr. Arbuthnot says that the loss of timber through the necessary borings made in the cargo will be only a fraction of one per cent. On the other hand, he says, that there will be an enormous saving in the cost of shipping lumber.

No Man's Land.

In the north of the Province of Quebec there are still 250,000 square miles of unexplored country, making, with the 642,000 square miles in western Canada, a total of 901,000 square miles.

Searching Autos.

Canadian automobilists crossing to the United States at Detroit are complaining that federal authorities have been "unreasonable" in inspecting their machines. It has been announced that the reason for the action of the custom officials was a discovery that considerable liquor was being smuggled into the United States in automobile radiators.

EAGER'S

WATERDOWN

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