

## Demountable Wooden Ships to Be Built in British Columbia

Some particulars of this project were given in Canadian Railway and Marine World for July and August. The following is reproduced from the Victoria B. C. Times: In many respects the demountable ship, designed by John Arbuthnot of Victoria, to deliver lumber to off-shore markets at the minimum cost, resembles the galleon of the fifteenth century. A model of this unique design of lumber carrier has been built here by the promoters and is attracting a great deal of interest. The promoters are going ahead with the construction of several demountable ships and before very long the first craft of this type will be clearing the shores of British Columbia with, or composed of, 5,000,000 ft. of lumber for the United Kingdom. According to the plans of the syndicate each ship will contain anywhere up to 5,000,000 ft. of lumber. The great raft will probably draw about 18 ft. of water, which will give it a freeboard of about 8 ft. on deck. The lumber will be bolted together with iron bolts, hollow space will be left aft for fuel and supplies and for the placing of the crew's quarters.

The engine to supply the power to propel the craft will be bolted down to the deck instead of being in an engine room. Instead of being a direct drive, as in ordinary marine reciprocating engines, the engine will be an indirect drive, the power being transmitted to the propeller by means of geared shafts. A rudder will be mounted, and it is estimated by naval experts that ample power and steerage way is provided for. Lloyd's Registry has given the new craft a rating and a very favorable one. The Lloyd's rate is said to be 15 per cent., which is only slightly greater than the rate charged by Lloyd's for the inload on steamships and A1 sailing craft.

On arrival in the United Kingdom the demountable ship will have its engine removed and shipped back to British Columbia as freight. Everything else on board, including the sails, masts and rigging, and also the collection of iron rods which held the craft together, will find a market at the point of destination or will be sent back for the fitting of other ships.

The demountable ship can be built quickly and dismantled even more quickly. This unique vessel, by reducing transportation costs and automatically solving the tonnage problem, is expected to revolutionize the overseas lumber trade.

## Wreck Commissioner's Enquiries and Judgments.

### S.S. Chebucto's Damages to Pier.

Held at Halifax, N.S., July 30, before Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. N. Hall and Jos. Blois as nautical assessors into the causes which led to the Dartmouth Ferry Commission's s.s. Chebucto damaging a pier at Halifax, N.S., June 8, to avoid a collision with a motor boat. The court found that the damage caused to the pier could not have been avoided under the circumstances, being caused directly through the presence of the motor boat in close proximity to the Chebucto, and the entrance to her landing place, and it therefore exonerated the master, Capt. M. Murphy of the Chebucto from all blame. The master

of the motor boat, J. A. Crouse, through his lack of watchfulness, caused the s.s. Chebucto to deviate from her course to avoid a collision, and he was severely reprimanded and cautioned to be more careful in future, and to avoid being a menace to navigation through indifferent lookout.

### Grounding of the s.s. Lake Frolona.

Held at Quebec Aug. 19, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. C. Lapierre and Commander C. J. Stuart, R.N.R., as nautical assessors, into the causes of the grounding of the s.s. Lake Frolona, Aug. 5, near buoy 71Q in the River St. Lawrence, where she suffered serious damage. The court found that the pilot of the s.s. Frolona, N. Arcand, in a momentary delusion as to buoy 71Q, being out of position, was responsible for the casualty, and consequently for the extensive damages done to the vessel. Owing to his long and successful career as a pilot, 39 years, and this being his first accident, and to 26 years of steady service with the Dominion Coal Co. without any untoward incident, and also owing to his straightforward evidence, the court exercised leniency and suspended his license for one month only, from Aug. 19 to Sept. 18, inclusive. The court exonerated the master and officer of the Lake Frolona from all blame for the casualty, both being at their posts at the time.

The United States Shipping Board is reported to have sold 100 steamships built on the Great Lakes during the war, to the Anderson Overseas Corporation, New York, for approximately \$80,000,000. It is stated that the vessels are intended for French and Italian ownership. It was reported recently that authority has been given for the sale, in London, Eng., of 20 wooden steamships at \$300,000 each to a British buyer, who, it is said, has obtained an option for an additional 100 steamships of the same type.

**British Government Shipbuilding Orders Cancelled**—According to a statement made in the British House of Commons recently, orders have been cancelled for 326 vessels, resulting in a net saving of £42,000,000. When the armistice was signed, 302 warships and 806 auxiliary vessels were on order, and at present 84 warships and 110 auxiliary vessels are being completed, mainly to replace others.

The U.S. Shipping Board, up to Aug. 14, has sold 185 of its steamships, 712,727 d.w. tons, built during the war, for \$127,187,740. The number of steel vessels sold was 122, which realized \$99,645,060, and 63 wooden vessels which brought \$27,546,680.

## Commercial Wireless Service Between Canada and Bermuda.

The Naval Service Department established on Aug. 10, a commercial wireless service between the Canadian medium power radiotelegraph station at Barrington Passage, N.S., and the British Government station at Bermuda. These stations were erected during the war for naval purposes, but with the cessation of hostilities are now available for commercial work. The establishment of this service is particularly welcomed by commercial interests as the Halifax-Bermuda cable has been interrupted since June 21.

The total rates charged via the radio-

circuit are the same as those charged by the cable company, viz: from Nova Scotia, New Brunswick, Quebec and Ontario, 36c a word; from Manitoba, Saskatchewan, Alberta and British Columbia, 42c a word.

Communication between the Barrington Passage radiotelegraph station and Halifax is maintained by a private line. Messages for transmission via the radio circuit should be routed via Halifax.

Barrington and Bermuda are only two of a number of radio stations which were built throughout the empire during the war for naval purposes, and which might, with the cessation of hostilities, become available for commercial purposes, and it may be that the inauguration of this service with Bermuda is the forerunner of the establishment of a number of similar services throughout the empire.

## Telegraph, Telephone and Cable Matters.

The Commercial Cable Co.'s Manila-Shanghai cable has been repaired, and communication with China and Siberia by that route has been re-established.

W. Clark, cashier, Great North Western Telegraph Co., Calgary, Alta., was arrested there, Aug. 11, on a charge of theft, a shortage of about \$3,000 being alleged.

Wireless telegraph operators engaged on the Great Lakes are reported to have asked for the appointment of a conciliation board to deal with alleged grievances as to discrimination against employees in the matter of seniority.

The Marconi Wireless Telegraph Co. of Canada, Ltd. is applying to the Dominion Parliament for authority to reduce its capital stock from \$5,000,000 to \$3,750,000, by reducing the par value of the outstanding shares from \$5 to \$2.50 each, and by issuing an additional 500,000 shares at \$2.50 each.

W. M. Archibald, who died at Nanaimo, B.C., at the end of July, aged 81, was until about six years ago, agent, C.P.R. Telegraphs there. He is said to have handled the first cable message sent across the Atlantic, which was from Queen Victoria to the then President of the United States.

The Naval Service Department is reported to have a number of vacancies for trained civilian wireless operators. They are wanted mostly for service on the Pacific coast, but there are also vacancies in the wireless stations and direction-finding stations on Nova Scotia coast. A number of returned soldiers who have served in the wireless sections of the army during the war have been accepted for these positions.

The telegraph companies operating in Canada are applying to the Board of Railway Commissioners for authority to increase their tolls. The application points out that the tolls now in force were established Mar. 30, 1916, under general order 163, and suggests that an increase of 25% be granted. It is claimed that the revenue is, at present, totally inadequate to maintain an efficient service, in view of the abnormal increases in the cost of labor and materials, which have increased by about 60% and 85% respectively, in addition to heavy increases in taxes and rentals. Telegraph employees had an application before the Canadian Railway War Board's Board of Adjustment No. 1, for an increase of wages recently, which was partially granted.