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BREAKWATER AND FERRY LANDING CONSTRUCTION AT CARLETON POINT, P. E. I.

AN IMPORTANT GOVERNMENT RAILWAY DEVELOPMENT IN THE
MARITIME PROVINCES—GENERAL FEATURES OF P.E.I. TERMINAL—
NOTES ON ROCK QUARRYING, TRANSPORTATION, AND PLACING.

THE Department of Railways and Canals at Ottawa has under construction in the maritime provinces terminals for a car ferry to connect the Intercolonial Railway in New Brunswick with the Prince Edward Island Railway. A branch line extends from Sackville, N.B., to Cape Tormentine, on the main land, while

Kingston, Ont., who recommended the adoption of the above system.

The terminal at Carleton Point begins with a rock-fill extending out from shore for a distance of about 1,500 ft. At its extremity a landing pier for the car ferry will be formed by the placing of ten large reinforced concrete



General View of Quarry Yard, Showing Track Layout, Cableway and Rock Formation.

another branch line, known as the Cape Traverse branch, will connect the other terminal, Carleton Point, P.E.I., with the main line of the Government railway in that province. The distance between the two terminals is about nine miles.

This project is largely the result of an elaborate study of conditions in that locality, made for the Department by the late Professor Kirkpatrick, of Queen's University,

cribs. Farther out, about 600 ft. beyond the end of the outer crib, a breakwater about 500 ft. in length is being built to protect the harbor thus formed between the breakwater and the landing pier from the southeast winds. This harbor is to be dredged to a depth of 20 ft. below low-water level. The natural depth of water in this proposed harbor ranges around 15 ft. while a gradual decrease in depth occurs from it to the shore.