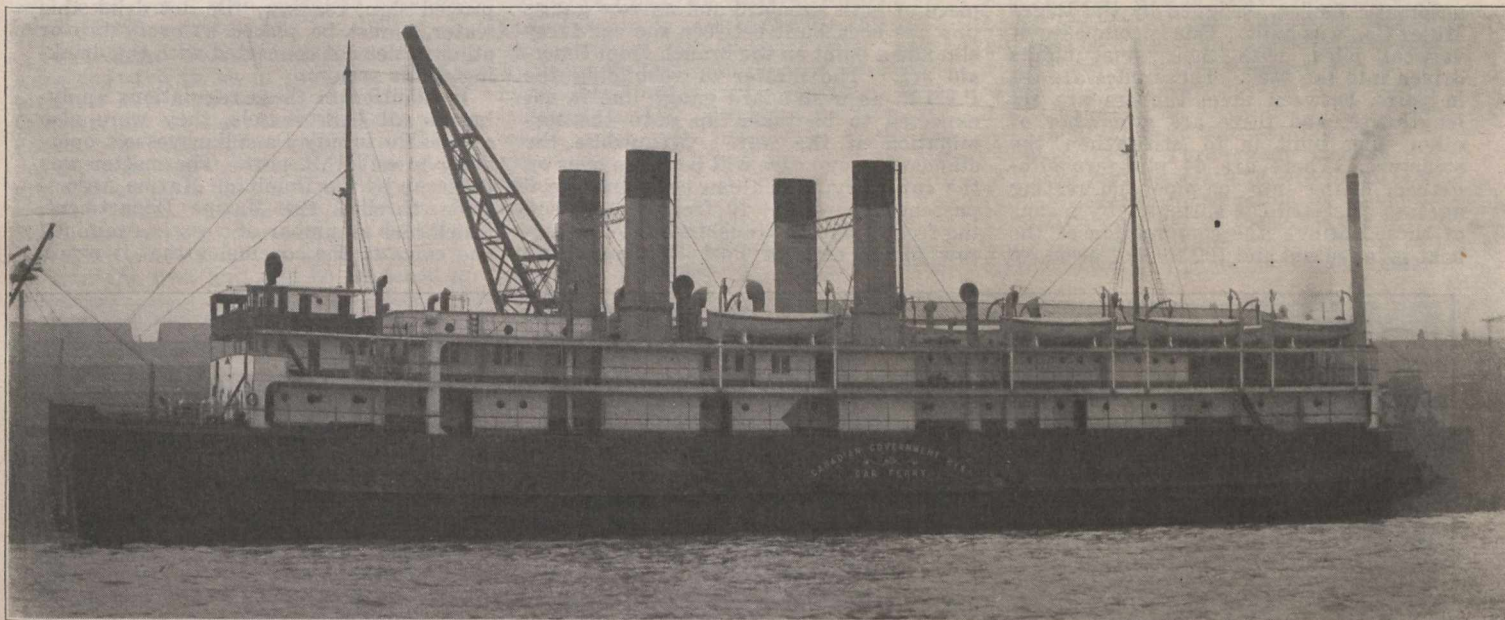


## The Prince Edward Island Car Ferry and its Terminals.

The car ferry service between New Brunswick, on the mainland, and Prince Edward Island, was placed in operation, Oct. 16. This marks the completion of an important work in connection with the improvement of the communication with the Island province, a matter which has been the subject of continual agitation ever since the island entered Confedera-

when Charlottetown was inaccessible on account of ice, they have run between Georgetown, P.E.I., and Pictou. When ice has prevented the steamships operating mails and some passengers have been conveyed in open boats over the ice and through the stretches of open water between Cape Traverse, P.E.I., and Cape Tormentine, N.B., the narrowest part of

Point, P.E.I., since named Port Borden, and Cape Tormentine, N.B. When this had been decided upon plans were prepared for car ferry terminals and contracts for the work were let in June, 1913, the Cape Tormentine work being let to A. T. Mackie, Toronto, and the Prince Edward Island work to the Halifax Dredging Co. Subsequently the latter work was taken



Car Ferry Steamship Prince Edward Island, Port Borden, P.E.I., to Cape Tormentine, N.B.

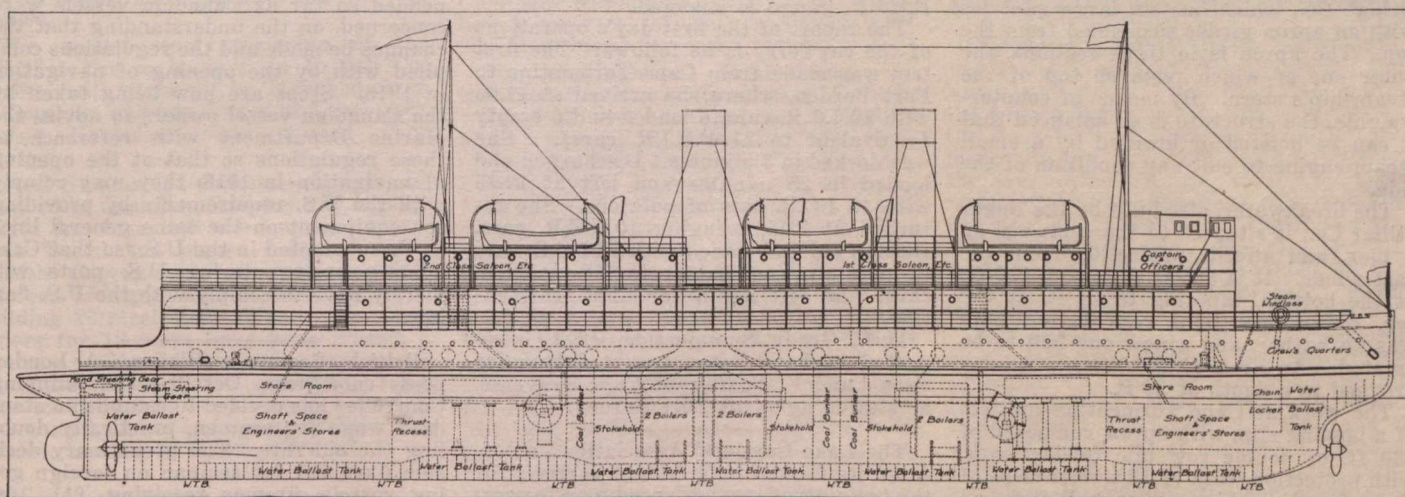
tion. Even before that date there had been projects under consideration to make connection either by means of a tunnel or bridge. The latter project did not command any serious measure of support, but that for the boring of a tunnel is not

Northumberland Strait.

From 1900 onward the matter was discussed almost annually in parliament, but it was not until the end of 1911 that definite steps were taken. In December of that year the Premier announced that the

over by the Roger Miller Co. of Prince Edward Island, Ltd., of which Roger Miller, of Ingersoll, Ont., is President.

The work done at Port Borden under the contract includes the construction of a pier 2,240 ft. long and 25 ft. wide on the



Car Ferry Steamship Prince Edward Island.

without its advocates even today. The principal means of communication between the island and the mainland during the summer is by means of steamships running between Summerside, P.E.I., and Point du Chene, N.B., and between Charlottetown, P.E.I., and Pictou, N.S. During the winter steamships have run between Charlottetown and Pictou, and

Government had decided to construct a car ferry to be operated across the strait, and that the P.E.I. Ry. would be reconstructed as a standard gauge line, to permit of the interchange of traffic. In 1912 parliament voted \$400,000 to provide a car ferry, etc. After an investigation of the whole situation it was decided to operate the car ferry between Carleton

top inside the sea wall, at the outer side of which is the car ferry dock. This dock is composed of 9 concrete cribs, each 113 ft. long and weighing 2,500 tons, with 300 tons of steel in each for reinforcing. These cribs extend 22 ft. below low water mark and 13 ft. above. They rest on a foundation of rock, which had been leveled off to receive them. They were built