

from a metallic subway. The following is the cost of maintaining the winter and summer steam service between Prince Edward Island and the mainland :—

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| Steamer "Stanley," original cost | \$142,000 00 | |
| Interest on cost at 4 per cent. | 5,680 00 | |
| Yearly depreciation, 10 p. cent. | 14,200 00 | |
| Yearly expense, 1888-89 | \$20,940 50 | |
| Less earnings, freight & pas'ngr | 9,140 83 | |
| | <hr/> | 11,798 67 |
| Ice-boat service | | \$31,678 67 |
| Expenses \$7,740 25 | | |
| Less earnings 677 68 | | |
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| | | 87,062 57 |
| Annual subsidy to P. E. Island Steam Navigation Co. | 5,000 00 | |
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| | | 12,062 57 |
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| | \$ 43,741 24 | |
| Subsidy str. Halifax to Charlottetown | 3,000 00 | |
| Subsidy to Telegraph Cable Co. | 2,000 00 | |
| Average yearly loss on P. E. I. Railway deficit | \$80,334 30 | |
| Average yearly loss on P. E. I. Railway-Capital Account. | 48,236 00 | |
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| | | 128,570 00 |
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| | \$177,311 54 | |

That is the exact amount that the service is costing the Government at the present time, so that my hon. friend's estimate, one-third of the \$214,000.00, is incorrect.

HON. MR. ABBOTT—The actual annual expenditure on the steamer last year was \$11,798.67 and the actual loss on the railway last year was \$60,000, which, with other expenses, would amount to about \$75,000.

HON. MR. HOWLAN—The hon. gentleman will see he has nothing there for capital account on the railway.

HON. MR. ABBOTT—But the hon. gentleman proposes that we shall give him the railway.

HON. MR. HOWLAN—If we took the railway we would have to pay the working expenses, and the profit and loss expense on the railway, if \$80,000, the Government would save that.

HON. MR. ABBOTT—It is only \$60,000 this year.

HON. MR. HOWLAN—Then there is the capital account, which increased this amount \$140,000 for steel rails, &c. The statement of the hon. gentleman with regard to the cost of the tunnel is not, in my

judgment, a fair way to put it. If this work should cost anything like \$25,000,000 or \$20,000,000 it ought to be abandoned—or I shall go as far as \$10,000,000; but I know that it will not cost anything like that. I was present myself every day while these urveys were being made, so that I have all the information that I can possibly obtain from the Government, and I would be no wiser with the information which the hon. gentleman has got than if we never had discussed this matter at all, without an examination such as I ask for. What I would like to see done is to submit the question to such men as Sir Benjamin Baker or Sir John Fowler, the builders of the great Forth bridge, give them the information which we have, and ask them if it will cost more than \$5,000,000 to do this work. It is folly to quote the cost of the old Thames tunnel, which cost £11,000,000 sterling.

I was going to refer to a standard work, "Simms on Tunneling," in which the cost of all the great tunnels of the world is given, and I cannot find any in it where the price comes up to anything like the figures given to my hon. friend. He states that if this tunnel is made from Cape Traverse to Cape Tormentine, eight miles, it would cost twenty millions of dollars. I have a statement here, which I have taken from Simm's work, which shows that:

The Mont Cenis tunnel cost £167 12s. per yard, lined throughout with brick, and hewn out of the solid rock; the Hoosac tunnel cost £180 per yard, and is lined with masonry throughout; the Kelsby tunnel cost £125 per yard; and the Nether-ton tunnel, of solid masonry, on a branch of the Birmingham canal, cost £45 per yard. The cheapest tunnel that I know of is the Loch Katrine tunnel, of Glasgow, Scotland, which cost only £10 sterling per yard, whilst in comparison with these the old Thames tunnel, built by I. K. Brunel, commenced in 1825, cost £1,135 per yard.

I can assure the leader of the House, and every gentleman present, that if I had the most remote idea that the cost of this tunnel would be twenty millions of dollars I would never open my mouth again on the subject; but the engineers whose opinions I have obtained have put it at five millions of dollars, and until I