

to be removed, before any satisfactory working estimate can be made. Dredging will have to be resorted to before the tube can be placed into position, and I see no reference as to the cost of this, probably because without special surveys and soundings any deductions from Bayfield Charts, must be mere guess work. After these surveys have been made, I shall be happy to go into the estimates, but without them I should be unwilling to commit myself to an opinion as to the cost of the work."

Mr. Bull Professor of Civil Engineering in the University of New York, also says:

"In September last I visited with Mr. Hall, Cape Traverse and Cape Tormentine, and made personal examination of the place where it is proposed to place a submarine tunnel to connect Prince Edward Island with the mainland, and after extending inquiries of those who have long lived in the neighborhood, and have been in the habit of navigating the straits both in summer and winter, we arrived at the firm conviction the location afforded great facilities for the object sought. Still further, a careful examination of the surveys made by Commander Orlebar, R. N., in 1886, and the soundings made since our visit, by Captain Phillips Irving, having taken at each fifty feet across the straits from the pier near Cape Traverse to the end of the Jurimain Reef shows that the bottom of the straits is favorable for the building of the tunnel, there being no sudden depression in the whole distance, and the surface being mostly sand and gravel, giving a good foundation to rest upon. Thus with ordinary care and skill there will be no great difficulty in its construction under the method of Hall's patent. The precise cost cannot finally be determined until borings of the bottom are furnished, yet from all that we can glean from the data now within our reach, we would judge that the expense would not be far from \$4,500,000."

Mr. Onderdonk writes as follows:—

NEW YORK, March 17th, 1887.

MR. H. H. HALL,

DEAR SIR,—I have just completed a careful study of your method of constructing submarine tunnels.

The difficulties which presented themselves to me in the details of your method when I first looked into the matter a year ago, appear to me now to have been entirely overcome by your recent improvements, so much so in fact, that I do not now hesitate in pronouncing it as my opinion that there are many localities in which your system is the *only* practicable one that can be applied. Should you enter into any contracts of sufficient magnitude to warrant it, it is quite likely that if agreeable arrangements can be made that I should be willing

to provide capital and undertake to put the work through as a contractor.

Yours very truly,

(Sgd.) A. ONDERDONK.

So that as far as the feasibility or practicability of the work is concerned we may come to the conclusion that it is practicable from that standpoint. But another question which comes up, and one that is very often put to me is, "Do you think that the Government of the Dominion of Canada would be justified in spending \$5,000,000 for the accommodation of the 120,000 people of Prince Edward Island?" Now, for a moment I will waive the right of the terms of confederation, and I will say that no supporter of the Government—that no member of the Legislature who has any proper regard for his own reputation or for the reputation of his friends—should attempt to bring forward a question like this unless he can show clearly and distinctly that the work can be built without trenching upon what may be properly called the domain of unpractical politics. I did not then, and I do not now, ask this Government to give \$5,000,000 to carry out the terms of confederation. I say those terms are to be carried out no matter what the cost may be. They are terms that were not made by the Province. Prince Edward Island was asked two or three times if she would accept those terms, before she did accept them; but they have not been carried out, and if I can prove to the satisfaction of the country that the money which the Government has been expending for the last 14 years in unsuccessfully endeavoring to carry out the terms, would construct this sub-way, and that not one dollar more would be added to the public debt of the Dominion than is being expended at the present time, then I think I have gone a great way in making the project acceptable to the country. If the Government are satisfied upon that point, they should not hesitate for a moment to assist in the construction of this work, which is necessary to carry out the terms of confederation. It is true that the eastern provinces, during the great debate which took place in connection with the inauguration of the Canadian Pacific Railway, consented that the work should be undertaken, be-