

Newmarket-by-the-Sea.

The Toronto Evening Star.

The name Holland naturally suggests canals. When somebody in the marine business discovered that Holland River runs from Cook's Bay, on Lake Simcoe, in the direction of Newmarket, he just couldn't resist the fierce impulse which seized him to suggest that a "branch" of the Trent canal be built along its course to the future metropolis hereinbefore mentioned; which, by the way has a consuming desire to consume logs. No one has ever been able to quite figure out why this projected twelve miles of waterway should be called an offshoot of the Trent, for it does not promise to contribute to the Trent's traffic.

The estimates, however, bulk together the expenditures said to be necessary for both these projects, and Captain Tom Wallace has a question on the order paper whereby he is endeavoring to find out how much was spent on the Holland division just prior to the last election. The cruel insinuation is, of course, that the "branch" was intended to feed the Liberal majority rather than the traffic on the Trent; as to which insinuation it would be rash to make a pronouncement.

If not useful, the marine link between Newmarket and Lake Simcoe is at least interesting, for it exemplifies the mysterious growth of estimated costs, a phenomenon which any citizen can witness for himself by taking an architect to his bosom and building himself a house.

In 1906 the cost of the Holland division was estimated at \$291,000. The sum of \$200,000 has now been spent, and the estimate has grown to \$600,000.

Water From Nowhere.

But the lack of a *raison d'être* is not the most serious fault which is laid to the charge of the "Newmarket ditch." The river, 'tis alleged, is of the jump across variety, and so shallow that the fish in it suffer from sunstroke every summer.

A learned discussion took place on this phase of the subject in 1906, when the House humbly considered the question of whether the flow of this thundering cataract should not have been measured in the summertime; but not so. The engineers, anxious to give that river, as it were, a fair chance to live up to its name, had gauged its might at a more propitious season, and had said "Tis enough."

On this assumption the canal went on. In 1906 a dredging company got the contract. It took them until May of 1907 to build their dredge. Since then the great work, the magnificent achievement which is to give the markets of the world a whack at the trade of Newmarket, has been going on with more or less expedition; and the markets have been waiting, in a frenzy of impatience for its completion.

The Glorious Vision.

It is admitted, to be sure, that reservoirs must be built to conserve the Holland branch's supply of water. Its enemies, indeed, are so cruel as to say that the necessary fluid will have to be taken to Newmarket from Lake Simcoe in watering carts. But, perish all doubters; some day the canal may be completed.

And then. Then, the trade of Newmarket, faring forth boldly out across Lake Simcoe, down the rejuvenated Trent, to Trenton, out by the St. Lawrence, out and out and out to the great sea—oh, johnnycake!

In the meantime the past of the Trent canal is lost in antiquity, and the future of the Holland division is lost in the smiles of the contractors.