

(c) to compensate the individual property owner.

(a) The Preservation of Scenic Beauty

The proposed development in the International Rapids section will flood one of the most beautiful sections of the St. Lawrence. It will bring an end to the Long Sault Rapids and it will do away with one of the loveliest drives extending along the north shore of the River St. Lawrence that can be seen anywhere in Canada. Care must be taken that the power development will not merely bring an end to the beauty of the rapids involved, but that it will not bring into being an eyesore comparable to those which so many times result from such works. Hence it is necessary to give consideration to the need for the preservation of the scenic beauty of the whole St. Lawrence area in considering this section.

Perhaps the best and worst examples of what can be done in a power development are to be found in the vicinity of Ottawa. The Chaudiere Falls are made hideous by an inconsiderate and unplanned development without regard for the need of the preservation of the beauty of the Capital. On the other hand, the Gatineau is an example where the scenic beauty of the river was preserved. There the Company was interested in the development of cottage sites, and by planning and foresight was able to ensure the development of Chelsea Lake without its being spoiled by dead trees, ruined houses and other eyesores.

In the case of the St. Lawrence, there is need for foresight and planning with a view to ensuring that the new lake which will extend from Cornwall to Cardinal may be developed with new scenic values that will compensate for those destroyed.

Here I would point out that, in the Agreement signed on December 3, 1951, between the federal and Ontario governments concerning the St. Lawrence development, Article XV reads as follows:-

Ontario will establish a Commission to supervise the execution of such works as may be appropriate, consistently with the execution of the works, to safeguard and enhance the scenic beauty of and historic associations with the International Rapids Section.

Consideration should also be given to the preservation of the historic monuments and the historic associations of the area that will disappear forever. To this section of Ontario are related some of the most historic episodes in the history of Canada -- the exploration of the west and the Indian wars of the French regime, the coming of the United Empire Loyalists, the War of 1812, and later the development of the Canadian canal system of which the proposed work is but the final stage.

The dominant feature of the river-front of Osnaburck and Cornwall Townships under their new conditions will be a string of islands far out in the new lake which will stretch for six miles from just east of the present Farran's Point almost to Moulinette. These islands will be of various sizes. Some will almost disappear at extreme high water stage, while some will stand 10 to 30 feet above high water level. Consideration might well be given to the construction of a road from the new Queen's Highway to these islands, linking them together by causeways. This would be an ideal spot for a park. A road might well be constructed joining the islands together and to the