

13 miles west of Cornwall, and includes the former villages of Wales, Dickinson's Landing, Farran's Point and Aultsville. Housemoving was started in December 1955, and by early October last year, with a total of 102 homes from the four old communities relocated on new sites in Ingleside, the housemoving phase was complete.

Like Iroquois, this site comprises some 200 acres, and has four miles of streets. An eight-store shopping centre, four churches and two schools are being built by the Commission.

Work is also proceeding at Morrisburg, the largest community affected by the rehabilitation programme. Here the project involves the relocation of buildings formerly situated in the southern portion of the village in a new subdivision on the northeastern periphery of the community. In all, some 84 homes have been moved to this new section, which also includes a new commercial area. Morrisburg's relocation programme involves moving almost the entire business section to a handsome shopping centre consisting of more than 40 stores - largest of the four centres, provided for the communities. Located centrally in relation to both the new and the old sections of the village the new centre is approaching completion.

In both Morrisburg and Iroquois, Hydro is also providing accommodation for a number of tenant families in the form of 96 self-contained living units - 84 of these are located in Morrisburg and 12 in Iroquois. In Morrisburg, 60 of the units are of the multi-row type, each with three bedrooms, complete kitchens and bathrooms and equipped with forced-air, oil furnaces. The 12 Iroquois units are similar in design and construction, while the remaining 24 Morrisburg units will be semi-detached in style, all equipped with forced-air heating and featuring two bedrooms in each unit.

HIGHER STANDARD

Plans for the relocated St. Lawrence Valley towns have included provision for better municipal services, and as Toronto's Financial Post recently phrased it, "for a generally higher standard of amenities". The latest type of water, sewage, electrical and other facilities have been incorporated in the plans for each new townsite.

The location of residential areas is designed to keep them as far removed as possible from main traffic arteries, although easily accessible to shopping areas and work centres. Children, for example, will be required to cross only one street, and, in most cases, may use park pathways enroute to and from school.

Contrary to the old custom of building or "stringing" stores and other commercial premises along either side of a main business street, the shopping centres in the four communities follow the modern pattern, incorporating convenient access from "through" thoroughfares, and ample parking facilities for shoppers travelling by car.

In fact, practically everything about the entire rehabilitation programme seems to have a 20th Century atmosphere.

For example, the two giant housemoving machines used in moving homes and other buildings to their new sites are certainly the products of present-day mechanical ingenuity. These gargantuans - one capable of "lifts" up to 200 tons and the other up to 100 tons - are equipped with 200-horsepower diesel engines.

Before a house was moved, a steel frame was built under its sills and load-bearing sections. The U-shaped machine was backed into position, and cables attached at three strategically-located points. Electrically-operated winches then raised the building.

This three-point suspension system prevented twisting or jarring, and allowed the house to be raised or lowered at its normal level position.

By October last year, Ontario Hydro negotiators had completed 2,050 agreements for the purchase of property affected by the power project. This represents more than 90 per cent of the total land and buildings required.

Particularly significant is the fact that it has been necessary to refer only 20 of the 2,050 property transactions to the St. Lawrence Board of Review, the appeal body appointed by the Ontario Government to hear such cases.

COTTAGE RELOCATION

An interesting sidelight of the property acquisition programme is the clearing of cottages and homes from several riverfront sections. The owners of 27 such cottages on Sheek Island, just southwest of Cornwall, have made agreements with the Commission to have their summer homes relocated in an area, which will become Island 17 when flooding occurs.

Similarly, another new island - Island 1 - to be formed in the river on the dividing line between Osnabruck and Williamburg Townships, will be allocated to summer residents who formerly had cottages along the north shore of the river in these two townships. For this purpose, each township will be represented on an allocation committee, together with representatives of the cottagers and Ontario Hydro.

Another related relocation project is the work of diverting two main arteries of transportation. Late in July of last year, passenger trains began passing over a new section of track between Cornwall and Cardinal to herald completion of the relocation of 40 miles of double-line, main Canadian National Railways track between Montreal and Toronto. Almost simultaneously, work crews began tearing up the old section of track, which passes through an area that must be cleared for the raised water level necessary for the St. Lawrence Seaway and Power Project.

The second diversion affects No. 2 Highway, main motor-traffic artery between the eastern and western areas of southern Ontario. Ontario Hydro is building some 35 miles of new road north of the old highway to keep this important east-west road open.