

mainland at either end. The channels to be bridged would not be more than 4 or 5 in number and would be comparatively shallow. These islands are partially wooded now. In the course of 3 or 4 years they should become very desirable sites for summer cottages.

Between Morrisburg and Cornwall there are some 13 cemeteries that will be inundated. Two of these are west of Morrisburg. It is in these graveyards probably more than in any other spots that the historic associations of this area are enshrined. Where to transfer the graves and tombstones of those pioneers and others buried in these cemeteries that will be inundated would be another matter to be determined. Whether this should be done in a central spot or in local cemeteries as close as may be to, and as nearly as possible like, the original location are matters for each community to give consideration to. It might well be that if a single memorial cemetery were decided upon it could be established on the most northerly of the Long Sault islands. This will be the finest island of the group, attaining elevation 290, or about 45 feet above ultimate high water level. As a site for a memorial cemetery it would be a beautiful spot, safe from the inroads of commercialism for all time.

One other historic spot should be preserved -- the Battlefield of Crysler's Farm. It will be five feet under water. Consideration might well be given to the establishment of a small island at the spot where the monument now stands. It would be close to the new highway and yet a safe distance away from the main navigational channel. The preservation of this epic incident in Canadian history warrants careful consideration of this suggestion.

There are, no doubt, other historic sites in the area the preservation of which by removal to new sites or by raising their existing sites must be considered individually.

(b) The Rehabilitation of the Community

The first point to be considered here is that the communities so severely affected must be restored to the greatest extent possible with their present assets which are accessibility to the river, good highway facilities, and natural scenic attractiveness. These assets are what have made them pleasant places in which to live, both all year round or during the summer season. From the last they draw a considerable measure of prosperity.

The first question that arises here is the following: Does the community want to be rehabilitated on the new shore line? How many of its citizens want to take their compensation money and leave the community altogether? How many want the identity of the community preserved? This is a matter which should be ascertained without too much delay, and I can think of no better body than yours to do this. If a majority of the citizens of your community, or two-thirds, wish to move to the new shore line, this brings up interesting questions of town planning, location of industry, railways, highways and communications. Consideration must be given to the relocation and establishment of new schools where they would be required. The advantages or disadvantages of consolidated schools -- the questions of providing transportation to bring the children to school rather than local school sections -- would be a matter to be worked out with the assistance of the Department of Education.