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Federal District Commission

OTTAWA, CANADA



FIFTY-SEVENTH ANNUAL REPORT

1956



F E D E R A L D I S T R I C T C O M M I S S I O N

O T T A W A

Canada

FIFTY-SEVENTH ANNUAL REPORT

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FEDERAL DISTRICT COMMISSION

Ottawa, Canada.

January 2, 1957.

Rt. Hon. Louis S. St. Laurent, P.C., M.P.,
President of the Privy Council,
Ottawa, Canada.

Dear Mr. Prime Minister:

We have the honour to present to you the Fifty-Seventh Annual Report of the activities of the Commission covering the period January 1 to December 31, 1956, in accordance with the provisions of the Federal District Commission Act.

Respectfully submitted,

(sgd.) Howard Kennedy,
Chairman.

(sgd.) J. E. Handy,
Secretary.

General remarks regarding activities during 1956

Membership
of F.D.C.

During 1956, Mr. Edgar Baird, of Gander, Newfoundland, replaced Mr. Eric Cook, Q.C., of St. John's, Newfoundland, who resigned as a member of the Federal District Commission. The Commission records with sympathy the passing, on July 10, 1956, of Mr. John W. Sanderson, of Prince Albert, Sask. The Commission wishes to record its deep appreciation of the services rendered by Mr. Eric Cook, Q.C., during his term of office from November 1951 to February 1956, and by Mr. J. W. Sanderson from November 1948 until the time of his death.

The members of the Commission and of the National Capital Planning Committee and of other advisory bodies serve without remuneration and devote to their work a great deal of their time.

Joint
Committee
of both
Houses

On March 7, a Joint Committee of both Houses of Parliament was appointed to review and report upon the progress and programmes of the Federal District Commission in developing and implementing the plan for the national capital.

The Committee held 35 sessions in all - one session, for the purpose of organization, and two sessions for the drafting of the final report to Parliament. Evidence was heard at 32 sessions at which Briefs were submitted to the Committee by representatives of the following:

Federal District Commission;
Metropolitan Council of Western Quebec;
Aylmer Chamber of Commerce;
Town of Aylmer;
City of Hull;
Community Planning Association of Canada - National Capital Region
Branch;
La Chambre de Commerce de Hull;
Township of Gloucester;
Ottawa Ski Club;
L'Union des Chambres de Commerce de l'ouest de la province de Québec;
Township of Nepean;
City of Ottawa;
Home Builders Association of Ottawa;
Armstrong Construction and Equipment Limited;
Canadian Owners and Pilots Association;
Mr. R. Percy Sparks, Ottawa.

The following were invited to appear before the Committee:

Mr. Stewart Bates, President, and Mr. L. W. Mersey, of Central Mortgage and Housing Corporation;
Dr. A. E. Berry, Director, Division of Sanitary Engineering, Ontario Department of Health;
Mr. Jacques Gréber, S.A.D.G., Académie d'Architecture, S.F.U. (Hon) F.R.A.I.C., A.T.A., Consultant, Federal District Commission.
Mr. Watson Sellar, C.M.G., Auditor General.

In addition, the Committee visited the offices of the Federal District Commission; the new railway facilities at Walkley Road; the parkways in Ottawa and Hull; the Town of Aylmer, and it made a one-day tour of some of the important portions of Gatineau Park. The Committee submitted its report to Parliament on August 1, 1956.

The Minutes of Proceedings and Evidence of the Committee were published in 20 separate issues. Attention is particularly invited to: issue No. 1 which contains the brief submitted by the Federal District Commission; issue No. 8 which contains the text and English translation of the brief presented by the City of Hull; issue No. 12 which contains the evidence given by Mr. Jacques Gréber, Consultant, Federal District Commission; issue No. 14, which includes the brief submitted by the City of Ottawa; and issue No. 20 which contains the report of the Committee to the Senate and the House of Commons.

Liaison
with
municipalities

The active liaison which has been achieved between the municipalities within the national capital district and the Commission, on both technical and policy levels, has had a mutually beneficial effect for such municipalities and for the overall development within the national capital district. It is increasingly apparent that the developments which have taken place are meeting with the support and approval not only of the residents of the municipalities concerned but also of the people of Canada as a whole.

Fortune
Lake
Parkway

While substantial progress was made during 1956 on several important projects under construction, the most noteworthy achievement of the Commission has been the completion of the Fortune Lake Parkway in Gatineau Park. This 5-mile long parkway was officially opened by the Prime Minister, the Rt. Hon. Louis St. Laurent at a ceremony at the Champlain Lookout on October 3, 1956. It extends from the junction of Dunlop's road with the Meach Lake road to the top of a 1300-foot high escarpment of the Gatineau hills, offering a magnificent panoramic view of the Ottawa River and valley. The Fortune Lake Parkway will eventually serve as a link road between the two halves of the 50-mile scenic parkway which the Commission plans to construct in Gatineau Park. There are 3 overlooks in this parkway with parking space for a total of 580 cars; in addition, four picnic spots will be located along the scenic route.

The large number of visitors to Fortune Lake Parkway since October 3 last, and the very favourable publicity which has appeared in the press in regard to the project justify the initiative shown by the Commission in having developed this section of the Gatineau parkways at this time. Early in 1957, the Commission intends to commence the construction of another section of parkway in Gatineau Park. It is expected that this new section which will extend north from Boulevard Gamelin and which it is estimated will be approximately 10 miles in length, will link with the Fortune Lake Parkway. Visitors to Gatineau Park have been given a foretaste of the pleasure drives which will be provided for them when the projected parkways have been

completed. The Commission believes that, in this way, the natural beauty of Gatineau Park will be appreciated by all who may drive, or walk the trails in the various sections of the Park.

Green Island

Some months ago, the Commission was authorized by the Federal Government to offer Green Island, south east of Sussex Drive, to the City of Ottawa as a site for a new City Hall under certain conditions. On August 2, 1956, an Order-in-Council (P.C. 1956-1182) was passed authorizing the Federal District Commission to enter into licence and covenant agreements with the City of Ottawa relating to the use of this land by Ottawa for the site of its new City Hall. The agreements executed on August 7, 1956, provided for the transfer of city owned lands of comparable value to the Commission in exchange for the Green Island land. The sod-turning ceremony of the new \$3 million City Hall took place on September 26, 1956.

Ottawa
Sewage disposal

Announcement was made in July, 1956, by the City of Ottawa of its formal application to the Ontario Water Resources Commission for their taking over of the entire sewerage scheme which would include the construction of a sewage disposal plant at Green's Creek as well as the related interceptor and collector sewers.

Queensway

The "Queensway" - east-west limited access highway - is to be built as a federal-provincial-municipal project. It is hoped that this work, which may take from 10 to 15 years to complete, will begin early in 1957. Agreement has been reached on the apportionment of costs which are estimated to be \$31,250,000. The Federal District Commission's contribution to the "Queensway" will be: a) The former right-of-way of the C.N.R. together with additional adjoining land to provide a right-of-way of 180 feet more or less, valued at \$8,300,000; b) Landscaping of the project which it is estimated will cost about \$300,000.

Grants to
Ottawa for
sewers and
water mains

The Commission's grant to the City of Ottawa for the extension of municipal services where the need is accelerated by reason of federal building projects throughout the urban area and particularly in newly-developed sections and by reason of the implementation of the national capital plan will amount to approximately \$250,000 for 1956.

Carling Avenue
widening

For the widening of Carling Avenue, the Federal Government transferred to the City of Ottawa, a considerable area of land. The Commission is also co-operating in this project by the construction of a driveway link at Tunis avenue between Fisher avenue and the Federal District Commission Driveway (in the Experimental Farm) which costs were shared equally with the City of Ottawa, and also by the reconstruction of its landscaping disturbed by this widening.

Relocation of
railway
facilities

During 1956, the Commission commenced work on the second stage of the railway relocation project which, when complete, will provide adequate joint facilities south of the Ottawa River for both railroads. In 1956, the Commission awarded contracts for grading the grounds and for the construction of a new freight shed and office for the use of the C.N.R. on the Russell Road. This work will be completed by the middle of 1957.

Joint
Railway
Operations

Several meetings have taken place between representatives of the C.N.R., C.P.R. and the Federal District Commission for the purpose of reaching agreement for joint railway operations. Substantial progress has been made in this direction.

Land
Acquisitions

The Commission estimates that the percentage of land which will have been acquired as of March 31, 1957, will be as follows: Gloucester industrial sites, 97%; "Queensway", 75%; Western Parkway, 50%; Eastern Parkway, 75%; Rideau River Driveway, 97%; and Ottawa River Driveway, 66%; miscellaneous parkways and industrial sites in the city of Hull and suburbs, Lac des Fées Parkway and Hull South Parkway, 50%.

Gatineau Park

In regard to Gatineau Park lands, the percentage of land which will have been acquired as of March 31, 1957, will be approximately 68% of the total required. During 1956, the Commission acquired a number of properties north and south of Kingsmere.

The Commission has continued its gradual development of facilities at Lac Philippe. A large parking area at the north end of Lac Philippe - Plage des Pins - will be completed in 1957. It is expected also that the parking area at the old beach - Plage du Ruisseau - will be completed in time for use by summer visitors.

Chaudiere
Bridge
approaches

A new steel trestle bridge in the Hull side of the Chaudiere Bridge was officially opened in November 1955. During the present year, the Commission rebuilt, in part, the structural steel supports of the westerly lane on the Hull side of the Chaudiere Bridge and also erected new railings and resurfaced the roadway.

New bridge
across Ottawa
River

In March 1956, a Committee was set up by the Minister of Public Works to study the question of the Ottawa River crossings. Representatives from Ottawa, Hull, the Federal District Commission, the Public Works Department and the Ontario Department of Highways, were present at meetings convened. Although invited on each occasion, representatives of the Province of Quebec did not attend any of the meetings. The Committee subsequently recommended the appointment of a firm of consultant engineers to study the question of improvements to the approaches of the Alexandra Bridge and the Chaudiere Bridge, and also to make necessary surveys to determine the location of the proposed new bridge. De Leuw Cather and Co. of Toronto were retained and upon receipt of their final report, an appropriate recommendation will be made by the Committee to the Minister of Public Works.

Hull Parks

The Commission has continued, in 1956, with its progressive developments of a park along the shore of the Ottawa River in Hull, east of the Interprovincial Bridge.

Mosquito
Control

With respect to mosquito control, it was decided that in the future the Commission would carry out mosquito control work on Federal District Commission property only. The R.C.A.F. sprayed the area from the mouth of the Gatineau River east to the town of Gatineau including Kettle Island. In the City of Ottawa, spraying was done by aeroplanes and the cost of the operation was proportioned between the City and the Federal District Commission. Ottawa and Rockcliffe have also done a certain amount of ground-spraying. Spraying was also done in the easterly and westerly areas of the City of Hull which includes some Federal District Commission property. The cost of this last operation was shared by the Commission and by the Metropolitan Council of Western Quebec.

Policing by
R.C.M.P.

The policing by the Royal Canadian Mounted Police of the parks and parkway system in Ottawa, Hull and Gatineau Park has, as in the past, been most satisfactory. The continuing increase in the Commission's holdings and the extension of the parks and parkway system are straining the resources of the local traffic division of the Royal Canadian Mounted Police.

Offices and
Shops of
Commission

The new wing of the office building at 291 Carling Avenue has been completed and provides much needed additional office space. The construction of new shops and warehouses in the Albion Road area is in progress. This construction will permit the gradual transfer of service operations from the Carling Avenue building to the new Albion Road building. It is expected that stage one of this work will be done during the present winter, and that this will also provide winter employment. A new transformer room has been constructed at 291 Carling Avenue to house transformers formerly on street poles.

Public
Information
Programme

The Commission continued an active programme of public information on the national capital plan and again participated in the Rotary Club's "Adventure in Citizenship" under which some 186 high school students from all parts of Canada visit the Capital each spring. The Commission also participated in the programme of the annual convention of the Community Planning Association of Canada which was held in Ottawa from October 28 to 31.

Information
Division

The Information Division of the Federal District Commission has now moved into its new quarters in the Daly Building where space is available for display of the large model of the national capital, as well as maps, plans and photographs designed to explain the Master Plan to the public.

FEDERAL DISTRICT COMMISSION

CHAIRMAN

Major-General Howard Kennedy, C.B.E., M.E.I.C.

COMMISSIONERS

Gaston Amyot, M.R.A.I.C., Quebec, representing the Province of Quebec.
A. F. Baird, M.E.I.C., D.Sc., Fredericton, representing the Province of
New Brunswick.
Edgar Baird, Gander, representing the Province of Newfoundland.
J. H. Blanchard, B.A., LL.D., Charlottetown, representing the Province of
Prince Edward Island.
Charles Camsell, C.M.G., LL.D., F.R.S.C., Ottawa.
Mrs. Cora T. Casselman, B.A., Edmonton, representing the Province of
Alberta.
Colonel Harold Cooch, B.A.Sc., M.E.I.C., Hamilton, representing the
Province of Ontario.
Harvey W. Doane, M.E.I.C., Halifax, representing the Province of Nova Scotia.
J. A. Ewart, B.A.Sc., M.R.A.I.C., Ottawa.
Madame Gaston Fontaine, M.B.E., Hull, Quebec
Colonel J. D. Fraser, V.D., Ottawa.
Lawrence Freiman, B.A., Ottawa.
C. E. Joslyn, B.Sc., D.L.S., Winnipeg, representing the Province of
Manitoba.
A. J. Major, LL.D., Ottawa.
Thomas Moncion, Mayor of Hull, representing the City of Hull.
R. E. Valin, M.D., C.M., F.R.C.S. (C), F.A.C.S., Ottawa.
J. Alexander Walker, C.E., B.A.Sc., L.M.E.I.C., B.C.L.S., M.T.P.I.C.,
M.A.I.P., M.A.S.P.O., representing the
Province of British Columbia.
Miss Charlotte Whitton, C.B.E., M.A., D.C.L., LL.D., Mayor of Ottawa,
representing the City of Ottawa.

OFFICERS

Alan K. Hay, M.E.I.C.
General Manager.

Haldane R. Cram, M.E.I.C.
Assistant General Manager.

Jacquer Gréber, S.A.D.G., S.C., S.F.U.
Consultant.

NATIONAL CAPITAL PLANNING COMMITTEE

MEMBERS

Alderman Richard Barber, representing the City of Ottawa.
Alderman J.-Yves Bernier, representing the City of Hull.
A. E. K. Bunnell, M.E.I.C., Planning Consultant, Toronto.
Gordon Culham, M.S.A., M.C.S.L.A., M.T.P.I.C., Landscape Architect,
Bolton, Ont.
Charles David, F.R.A.I.C., Architect, Montreal, Que.
Major-General Howard Kennedy, C.B.E., M.C., M.E.I.C., F.E., Chairman
of the Federal District Commission.
D. K. MacTavish, O.B.E., B.A., Q.C., Ottawa.
A. S. Mathers, F.R.A.I.C., Architect, Toronto.
Controller G. H. Nelms, representing the City of Ottawa.
Watson Sellar, C.M.G., Auditor General of Canada, Ottawa.
Honourable Robert Winters, B.A., M.Sc., LL.D., Minister of Public Works,
Ottawa.

Note: The Federal District Commission wishes to record, at this time, its deep appreciation of the invaluable services rendered to the National Capital Planning Committee by Mr. Charles G. Cowan, of Ottawa, who tendered his resignation as chairman of the National Capital Planning Committee in January 1956. Mr. Cowan had been a member of the committee since it was established in 1946, and had occupied the post of chairman from 1951 to 1956.

Historical Summary

Ottawa was neither founded nor designed as the National Capital. The City had its origin in the military and construction camp which grew up between 1826 and 1832 on the south shore of the Ottawa River during the construction of the Rideau Military Canal. The canal was built as a defence measure by the British Government to provide an inland waterway connecting the Ottawa River at this point with Kingston on Lake Ontario.

Originally called Bytown after Colonel John By, R.E., the builder of the waterways, the community grew and prospered with the development of the timber and lumber trade of the Ottawa Valley. In 1850, it became a city and was renamed Ottawa. Queen Victoria chose it in 1857 to be the Capital of the united provinces of Upper and Lower Canada. The City became the seat of government of the new Dominion of Canada upon Confederation in 1867.

Although Ottawa had become the National Capital, it remained a self-governing municipality, with the functions and structure of national government superimposed upon it. There was no plan to guide or control its development. In the early years after Confederation, little if anything was done by Parliament to protect the natural beauty of the site or to improve the community in keeping with its national status, while such work was beyond the needs and resources of the municipality. Towards the end of the century, Parliament became concerned over the appearance of the Capital and, in 1899, established the Ottawa Improvement Commission, and made funds available for a programme of improvements which, except for the two World Wars, has continued ever since.

Ottawa Improvement Commission - 1899-1926

The activities of the Federal District Commission and its predecessor, the Ottawa Improvement Commission, reflect the contribution made by Canada to the practical improvement and beautification of the capital city over the past fifty-seven years and, more recently, of the National Capital District.

The Ottawa Improvement Commission's principal responsibility was the development of a park and driveway system for the National Capital. Properties developed by the Commission consisted of ordnance lands held under licence of occupation; lands either purchased or donated to the Commission; lands leased from the City of Ottawa, as well as lands leased from the Canadian Pacific Railway Company.

A parks and parkway plan was prepared in 1903 by the Canadian landscape architect, Frederick Todd, and his recommendations have guided the Commission in the development of scenic driveways and parks throughout the urban area.

During the period 1899 to 1913, the Commission, under the direction of its first chairman, Sir Henry N. Bate, carried out an active programme of land acquisition and built many driveways and parks.

Rockcliffe Park was purchased by the City of Ottawa at the turn of the century, notwithstanding the fact that it lay beyond the limits of the city and of the built-up area. It was leased to the Commission and developed as a wilderness park. At the same time, the Federal Government acquired the land along the Ottawa River from the original Rockcliffe Park to the present site of the R.C.M.P. barracks. With the growth of the city, these lands have been integrated into an urban park and the whole area, from the vicinity of Government House to the R.C.M.P. barracks, is now known as Rockcliffe Park.

Driveways were constructed along the west bank of the Rideau Canal for the horse-drawn carriages of the day and promenades, floral displays and parks were prepared for the pedestrian. Lady Grey Drive was constructed and the Minto Bridges were built as the first link in a stately connection between Rideau Hall and the Parliament Buildings. Strathcona Park (an old rifle range), Central Park, King Edward Avenue Park, Dundonald Park and MacDonald Gardens were all designed and developed during this period, as were Major's Hill Park and Nepean Point Park across Entrance Bay of the Canal from the Parliament Buildings.

It is interesting to note the change in landscape design between this early period and the present time. In the early part of the century, landscape architects designed intimate and intricate path systems with many small flower beds. Such designs have not proved suitable for crowded urban parks and would be most expensive to maintain. Roads, too, were designed to carry slow horse-drawn carriages of light weight. Little of this early style landscape architecture remains in the National Capital. Parks are suited to the widespread use by the greater population of the larger urban area. Floral plantings are greatly simplified and substantial roadways adequate to carry heavier vehicles and with easy curves have been built for modern automobile traffic. The early plantings of trees and large shrubs have now reached maturity and care has been taken to preserve their beauty in the rebuilding of parks and driveways. By the end of 1912, the Commission had constructed some thirteen miles of roadway.

Between 1913 and 1926, the Commission, under the chairmanship of Sir Henry K. Egan and, after 1920, under Mr. John B. Fraser, devoted its efforts primarily to the development of lands already taken over for park uses and to the integration of these areas with the existing park system. A new major parkway, Island Park Drive, was built and bridges were constructed to connect the north end of the new driveway with Bate Island in the middle of the Ottawa River. Hampton Park was added to the park system.

Federal District Commission - from 1927

The name of the Ottawa Improvement Commission was changed, in 1927, to "Federal District Commission" when its sphere of activity was enlarged to include the Hull area. The Commission also took over from the Department of Public Works the task of maintaining the grounds of federal public buildings and institutions in the Capital area.

The Commission is constituted under the Federal District Commission Act, 1926-27, C.55, S.1. (R.S.1952, Ch.112). The Act vested in the Federal District Commission all the assets, rights, property, etc. belonging to its predecessor - The Ottawa Improvement Commission - as well as its debts, liabilities, etc.

The Commission is composed of twenty members, eighteen of whom are appointed by the Governor-in-Council and one each by the cities of Ottawa and Hull. The chairman is named by the Governor-in-Council. All members hold office during pleasure for a period not exceeding five years. The members appointed by the Governor-in-Council include one member appointed for each of the ten provinces of Canada who is ordinarily a resident of the province for which he is appointed. The members serve without remuneration but are reimbursed for expenses incurred by them in the execution of their duties. The Commission meets every two months in Ottawa.

The Act provides for the payment to the Commission of an annual grant of \$300,000 for a period not exceeding fifteen years from the first day of April, 1947.

The Commission administers the National Capital Fund established by Parliament in 1948 to assure the availability over a period of sufficient funds to initiate long-range planning projects.

No real property costing more than \$5,000 may be purchased or acquired except with the previous consent of the Governor-in-Council. No expenditures may be made by the Commission until its operating and capital budgets have been approved by the Governor-in-Council. The latter budget is required to be submitted to Parliament.

The Commission is required to submit to the President of the Privy Council each year a report on the work done and the funds received and expended. All expenditures by the Commission are subject to the audit of the Auditor General of Canada in the same manner as other public moneys.

The Commission is advised on the preparation and implementation of the National Capital Plan by a permanent honorary advisory committee known as the National Capital Planning Committee, established under FDC Bylaw No.28, approved by Order-in-Council P.C.1266, April 18, 1946. Appointments to the Committee are made by the Commission.

From 1927 to 1932, many major projects were undertaken including the completion of the Jacques Cartier, Breboeuf and Fontaine (Lac Flora) parks situated in the City of Hull.

The Champlain Bridges crossing the Ottawa River in the west part of Ottawa were constructed at that time and Island Park Driveway connected to the Aylmer Road in the Province of Quebec. Buildings were demolished in the centre part of Ottawa to provide for Confederation Park, and the land lying between the west side of Nicholas Street and the railway tracks was developed as a park with the co-operation of the Canadian National Railways. Rideau Canal Drive, Rockcliffe Park and Lady Grey Drive were almost completely rebuilt. Echo Drive, located on the south and east of the Rideau Canal, between Bronson and Pretoria, was also constructed during 1932 to 1936 when the Driveway was extended from Island Park Drive to Prescott Highway through the Dominion Experimental Farm.

In 1937, the Commission was empowered to acquire land for the development of Gatineau Park, in the beautiful wooded hill and lake country of the Laurentians in Quebec, west of the Gatineau River and immediately north and west of Hull. A start was made on land acquisitions in the Kingsmere area, but the work was interrupted by the outbreak of the Second World War, and not resumed until 1946.

The most important undertaking of the Commission prior to World War II was the creation of Confederation Square. The contribution of the City of Ottawa was the widening of Elgin Street from the National War Memorial to Laurier Avenue. The project was an excellent example of federal-municipal co-operation towards the improvement of the Capital.

During the Second World War, no construction was carried out by the Commission and its activities, reduced to a minimum, were limited to the maintenance of parks, driveways and grounds surrounding government buildings.

In 1945, the government retained the services of the eminent French city planner, Jacques Gréber, to direct the preparation of a comprehensive, long-range master plan for the suitable development of the National Capital and its 900 square mile region. For that purpose, Mr. Gréber was named consultant to the National Capital Planning Committee.

The Federal District Commission Act was amended in 1946, and on subsequent occasions to give the Commission the powers necessary to carry out its responsibilities. The membership was increased from ten to twenty to permit the appointment of a commissioner resident in each of the provinces, and the annual grant was increased to \$300,000. At the same time, the Commission was given a special grant of \$3,000,000 to permit a start on large scale land acquisitions required with the advent of the National Capital Plan.

Planning

The first Ottawa town plan may be considered to be that drawn up by Lieut-Col. John By of the Royal Engineers, builder of the Rideau Canal between 1826 and 1832, and founder of Bytown, which in 1850 became Ottawa. The plan laid out a street pattern and reserved certain areas, including what is now the site of the Parliament Buildings, for the use of the Crown.

The federal parks and driveway system developed by the Federal District Commission between 1899 and 1945 is based on a park and parkway plan prepared in 1903 by the Canadian landscape architect, F. E. Todd.

The need for a comprehensive city plan to guide the proper development of the Capital and its area became increasingly apparent in the early years of this century, and in 1913, the government of the day established a Federal Planning Commission under the chairmanship of the late Sir Herbert Holt to prepare a report and plan. The report was completed in 1915, but the outbreak of the First World War precluded any active consideration of it at the time. After the war, it was realized that this plan no longer met changed urban needs, and no part of it was implemented. Among the major recommendations of this report were the following:

a complete and comprehensive replanning of the railway lines;

the acquisition by the government of 75,000 to 100,000 acres in the Laurentian Hills north and west of Ottawa for a National Park.

In its approach to the problem and scope of its recommendations, the Holt Report, for its day, compares very favourably with the present Master Plan, in the preparation of which it was most valuable.

An unofficial plan for the Capital was prepared in 1922 by the late Noulan Cauchon, Canadian city planner and consultant to the planning committee of Ottawa City Council. Minor recommendations were carried out at a municipal level, but the report, as a whole, did not receive official status.

In 1937, the government of the day retained the services of Jacques Gréber, the eminent French city planner, to replan the grounds of the federal public buildings and the central area of the city, with particular reference to the siting of the National War Memorial. The latter assignment was completed in the spring of 1939, although his plan was not followed insofar as traffic circulation was concerned. Further implementation of Mr. Gréber's report was halted by the outbreak of the Second World War.

Following the cessation of hostilities, the government decided to resume the re-planning of the Capital, but on a larger and more comprehensive scale. Jacques Gréber again was retained as consultant, and in association with Canadian planners, architects and engineers, began preparation of the new Master Plan in 1945.

The Federal District Commission, with its long experience in work of this character, was the logical organization to carry out the work, and in 1946 it was appointed the official federal agency for the implementation of the long range project.

The Commission's first step was the establishment in 1946 of a new, permanent honorary advisory body, known as the National Capital Planning Committee, and composed of eminent Canadians representative of the professions particularly interested in work of such a nature. Its membership includes representatives of the Royal Architectural Institute of Canada, the Engineering Institute of Canada and the Canadian Society of Landscape Architects. Other members represent the municipalities in the 900 square mile National Capital District, defined by Order-in-Council in 1945. In addition, a number of prominent Canadians whose training, experience or position would enable them to contribute to a work of this nature, were appointed to the Committee. All the members serve without remuneration.

The final report was completed in 1950. On May 22, 1951, the Prime Minister tabled in the House of Commons the "General Report on the Plan for the National Capital" by Jacques Gréber, together with the letter of transmittal from the National Capital Planning Committee to the Federal District Commission, in which the Committee endorsed the report as an imaginative approach to the potentialities of the future and a chart sound in concept for the guidance of the Commission in carrying out the development of the Capital.

In brief, the Master Plan is designed to guide the development of the Capital's urban area over the next half century. It is not an inflexible block-by-block detailed city plan, but rather a chart, or skeleton outline to guide development along desired lines. Within its framework it is capable of adjustment to meet new requirements and changing conditions. Railway, highway and arterial roadway proposals are treated in detail, as are proposals for governmental development of parks, parkways, sites for departmental buildings and national institutions, etc.

The report predicts and provides for an ultimate population of more than half a million within a five-mile radius of Parliament Hill. It would limit the population to the above figure (contained within an urban area of about 44,000 acres); and to achieve this, recommends surrounding the urban area with a controlled rural fringe, or rural belt (sometimes referred to as "green belt"). The belt, two to four miles wide, is designed to mark the limit of extension of municipal services, and therefore, dense housing development within it should be prohibited. Excess population would reside in towns and villages beyond the green belt, but within easy commuting distance on the highway network.

The Ottawa-Hull area is treated as one physical, social and economic whole. Comprehensive zoning -- a municipal responsibility -- is strongly recommended to control industrial, commercial and residential development in the best interests of each, to preserve the amenities of the area, and to protect the large and growing national investment in public buildings, national institutions and parks and parkways.

As there is no single authority in control of planning and development, rural or urban, within the District, the importance of full federal-provincial-municipal co-operation in the implementation of the Master Plan will be appreciated.

A review of the first decade of the National Capital Plan shows notable progress in all phases of planning and construction. Most apparent, of course, is the physical development which has so greatly altered the appearance of nearly every section of the Capital. While the urban area has shared in the general residential, commercial and, to a limited extent, industrial expansion of the post-war years, the federal building programme, because of its scale and nature, has caused the most noticeable changes in the local scene.

Less apparent, but equally important, has been the progress in detailed planning of long-range projects in the Master Plan. The preliminary stages of some of these long-range projects, such as the railway relocations, have been completed. Much of the land required for the successful implementation of the park and parkway proposals, the railway and industrial relocations and for government building sites has been acquired. A comprehensive public information programme was begun in the early years to inform residents of the area and the people of Canada as a whole of the nature and purposes of the plan, and its relationship to the role of the Capital in the national life.

While the fate of earlier plans for the development of the Capital might have given rise to quite justifiable doubts about the new Master Plan when it was first presented, the achievements of the first ten years are best evidence of the firm foundation upon which the undertaking now rests.

The procedure under which the Commission exercises control of the siting and architectural design of new Government buildings is an important factor in the physical development of the National Capital. All Government departments and agencies are required to submit, for Commission approval, the location, detailed site plans and the exterior architectural elevations of new buildings within the National Capital District. The plans submitted are studied by the Architectural Committee comprising five eminent architects and a prominent landscape architect mainly drawn from the personnel of the Federal District Commission and the National Capital Planning Committee. Since 1950, more than 250 building projects have been studied and passed upon by this Committee, and its influence is evidenced in the design of recent government buildings. By a special Act of the provincial legislature, the City of Ottawa was empowered to pass a by-law to control the design of buildings fronting or abutting upon Federal Government property. The City of Ottawa frequently has sought the advice of the Commission prior to issuing building permits in such locations. Also noteworthy is a growing tendency on the part of private developers to seek advice on projects in order that their character and use might be in approved relationship with adjacent Government lands or buildings and with development in accordance with the Master Plan.

As a result of post-war public recognition of the need for adequate municipal planning as evidenced by the federal preparation for the plan of the Capital, the Province of Ontario, in 1946, enacted its own provincial planning legislation. Under the Planning Act, planning areas were defined throughout the Province and as part of this programme, the Ottawa Planning Area was established, comprising the City of Ottawa, the Town of Eastview, the Village of Rockcliffe Park and the Townships of Nepean, Gloucester, March, Torbolton and Fitzroy.

One of the first studies carried out by the Ottawa Planning Area Board concerned sporadic and undesirable fringe developments on the city's outskirts; the control of subdivisions, and the need for services within new areas. It recommended unified control of the Ottawa urban region and, in 1950, this led to annexation by the City of Ottawa of some 21,000 acres of the urban fringes of the Townships of Gloucester and Nepean.

The Metropolitan Council of Western Quebec was founded in October, 1955. This organization representing the twenty-two municipalities of the metropolitan area of the City of Hull, will, according to its own statement, endeavor to assure the welfare of each municipality by planning a long-range improvement programme while taking into consideration the works carried out by the Federal District Commission.

The railway installations in Ottawa, with the waterways, divide the Capital into nine separate parts, and Hull into four. For the best part of a century, rail locations have seriously hampered natural and proper development and blighted large sections of the central area. There are over 150 level crossings and blocked streets in the urban area, and the effect on the movement of traffic has become seriously restrictive.

The most important single project in the new Master Plan, and, in fact, the key to the whole undertaking, is the removal of practically all of the existing railways from the central parts of the urban area to the southern and eastern boundaries of Ottawa and the northern and western sections of Hull. An integral part of the project is the establishment of a railway terminal company for the Capital area to simplify railway operations and do away with the present duplication of lines.

This solution to the railway problem also goes a long way to solving the increasing urban motor traffic problem, as the rights-of-way thus made available are to be used for arterial roads and parkways. This in turn will have the result of contributing to highly desirable urban redevelopment, as railway and much adjacent industrial property in the central area will become available for more suitable (and higher tax yielding) development.

The method for the execution of the railway project is straight exchange -- the Commission constructing the new rail facilities and receiving the abandoned railway rights-of-way and other rail use property in return.

It might be advisable to emphasize at this point that the railways are not being relocated for aesthetic reasons. The appearance of the Capital will, of course, be tremendously improved, but the reasons are entirely economic -- simplified and less costly railway operations; urban re-development to improve the municipal tax structure; and greatly improved urban and inter-urban traffic arteries, without the need for many costly rail and road grade separations.

The C.N.R. main line crosstown tracks, with their attendant yard operations, bisect the Capital's areas from east to west, blighting the central residential areas through which they pass, and restricting north-south traffic movement. The relocation of this trackage was recommended in the Holt Report in 1915. In 1924 the City proposed to carry it out under an arrangement with the C.N.R., but the proposal was defeated in a municipal referendum. In 1950, it became the first railway project to be undertaken by the Commission. At the same time plans were made to use the

abandoned right-of-way for a limited-access crosstown roadway -- the Queensway -- linking with Highway 17 east and west of Ottawa and constituting, in effect, a re-routing of this highway to bypass the congested central governmental and commercial heart of the Capital.

The first stage was the construction of the replacement rail facilities along the southern boundary of Ottawa in accordance with an agreement with the C.N.R. dated March 30, 1950. This agreement included a connection between the C.N.R. Renfrew and Beachburg subdivisions near South March. This connection was opened for railway operation on September 28, 1952, thus releasing for the construction of a restricted access highway (later designated within City limits as "Queensway"), the former C.N.R. right-of-way from Carling Ave. westward to near South March, a distance of eight miles on which there were eight level crossings which were eliminated. This agreement also provided for five and a half miles of main line track, bypassing the central area from just east of the Rideau River crossing to Hawthorne. Two overhead highway bridges over the new line were built on Highway 31 (Bank Street) and the Russell Road.

In 1950, construction was also begun of nine miles of yard tracks, a yard office, freight car repair and auxiliary facilities. In 1952, a Railway Signal Central Train Control System was commenced with a view to bringing all C.N.R. movements between South March and the Ottawa terminals - a total distance of approximately twenty-six miles of main line track - under control from an office in the Union Station.

In November 1953, this main line was constructed and the C.N.R. Montreal-Winnipeg through freight trains began bypassing the urban area to the south, instead of running through it on the old crosstown tracks.

On June 9, 1955, the Railway Signal Central Train Control System was placed in operation. This system permits the dispatcher in the Union Station to control directly approximately twenty-six miles of main line trackage in an efficient and economical manner.

On August 9, 1955, the Canadian National Railways were able to transfer their freight-marshalling and car maintenance operations from the Bank Street yards on the cross-town tracks in the central area to the new freight installations on the Walkley Road, thus releasing the abandoned railway right-of-way for the Queensway project, and also relieving the central area of seventy-five per cent of its rail operations. One result of this transfer is the elimination of fifteen level crossings in the central area. The new rail facilities have been designed in such a way that there are no grade crossings in the yards.

Expenditures by the Commission on the first stage of the railway relocation, up to December 31, 1956, were approximately \$3,000,000.

The second stage of the railway relocation will require the establishment of joint C.N.R.-C.P.R. operation of all railway facilities south of the Ottawa River. This will remove the need for duplicate rail lines within the area and so greatly expedite the whole railway operation.

The establishment of the joint operation will require a number of connections between the two railways and the extension of the Central Train Control System to include all C.P.R. main line operations. This will make possible:

- a) Removal of the C.P.R. tracks from the Interprovincial Bridge, permitting its exclusive use for motor traffic.
- b) Abandonment of the Sussex street branch of the C.P.R.
- c) Abandonment of the C.P.R. main line along the Ottawa River west of Ottawa West Station at Nepean Bay which will eliminate, in all, fifteen dangerous level crossings.

The C.P.R. Ottawa-Prescott line, originally scheduled for removal, but as a result of subsequent studies now to remain, will require grade separations and other improvements. Under joint operation, it will be used by both railway companies.

The connection to Hull via the Prince of Wales railway bridge will remain and will continue to be operated by the C.P.R.

The present station facilities, built in 1911 when the population was less than half what it is today, are to be rearranged. The C.N.R. local freight shed and yards will be removed in 1957 to a site in the Hurdman area, as recommended in the Master Plan; as well, the re-arrangement of tracks for the turning of trains entering the Union Station so that all trains will arrive with passenger cars first under the train-shed instead of locomotive as at present; also improvements to the express facilities further to relieve the present congestion.

With these improvements, the station will serve until the time, now well in the future, when a new Union Station is built as part of the Walkley Road rail development. This will be the last step in the railway relocation, and when it takes place, the population will have grown southerly to the point where the new site will be closer and more accessible to the bulk of the population than the present downtown station. The cost of the second stage of the railway relocation is estimated at about \$10,000,000.

Prime Ministers since Confederation always have displayed a close personal concern in the development of the Capital. Sir Wilfrid Laurier founded the original Commission in 1899. Sir Robert Borden established the Federal Planning Commission in 1913. With the advent of the new Master Plan for the Capital in 1945, Mr. Mackenzie King, who had long shown a sympathetic interest in the work of the Commission, transferred control of the organization from the office of the Minister of Finance to the office of the Privy Council, his own department.

In 1948, the Federal Government established the National Capital Fund with the intention of making annual grants of two and a half million dollars (\$2,500,000) per year for a period of ten years. The fund is a special account of the Consolidated Revenue and its purpose is to pay the costs of the Master Plan projects which are separate from the ordinary activities of the Commission.

The terms of the fund require that where its monies are used for financial co-operation in joint federal municipal projects, such projects must conform to the requirements of the Master Plan.

The tremendous post-war expansion of the Capital's urban area and the policy of the Master Plan to decentralize many of the departments of the government necessitated a survey of future water and sewerage services for the city and its growing suburbs. The Commission and the City of Ottawa retained the services of the engineering firm of Gore and Storrie to make a report accordingly. As a result of the report, the Ottawa Planning Area Board recommended the unification of municipal services which led to the annexation of some of the suburbs, the decentralization of federal buildings required, and extension of these municipal services in advance of the time when they would normally be carried out by the city. The Commission agreed, as a result, to assist financially by paying out of the National Capital Fund the carrying charges on the funds borrowed by the city for the construction of sewerage and waterworks projects for the "period of acceleration" on each individual project. The recommendations of the Gore and Storrie report regarding sanitary disposal of sewage are being implemented by the city. A site for a civic sewage disposal plant east of the city, at Green's Creek, has been acquired. The City of Ottawa made formal application, in July, 1956 to the Ontario Water Resources Commission for their taking over the entire sewerage scheme which would comprise Green's Creek disposal plant, as well as related interceptor and collector sewers.

It is a fact that the Federal Government today is not only the largest owner of land in the National Capital area but the principal employer as well, and provides a large share of the revenue of the municipalities. The Commission feels that provincial and municipal authorities have a definite obligation to undertake zoning and control of land use in an effective way to promote the long term interests of the National Capital District. In 1950 and every year since then, extensive study has been given to the zoning of urban areas.

The importance of comprehensive and up-to-date zoning by-laws in the municipalities within the National Capital District will be understood. To encourage zoning, the Commission has offered to provide staff or funds to any municipality within the district for the preparation of zoning plans, and has set aside the sum of \$25,000 for the purpose. The municipalities of Hull West, Templeton East and Ste-Cécile de Masham have requested and received this assistance; and prior to the Commission's offer of assistance, zoning plans for the City of Hull, the Town of Aylmer and the municipality of Hull South had been initiated with Commission technical assistance.

In accordance with best modern city planning practice, the Master Plan report recommended the establishment of a "rural belt" which is sometimes referred to as a green belt, or controlled rural fringe, two to four miles deep, entirely surrounding the limits of the future urban area of the Capital and Hull. Its purpose was to place an economic limit on the extension of municipal services; prevent ribbon housing development along main highways radiating out from the urban centre; and to preserve the market garden areas which are the source of fresh garden produce for the Capital. Establishment

of the belt was not intended to change the nature of the land use but rather to preserve it. It was considered an area suitable for farming and farm industries, institutions of a local or national character and recreation areas, etc. Only extensive housing development within it would be prohibited because such development would eventually mean the extension of municipal services into such sections. While the ultimate effect of the rural belt would be to limit the urban population to something more than half a million, the population of the area as a whole would not be restricted, as excess population would live in already established communities outside the rural belt within easy commuting distance of the Capital itself.

Up to the present, efforts to establish the "rural belt" by zoning the area have been ineffectual. Federal agencies have taken steps to restrict housing development in this area. The belt as recommended in 1955 by the Federal District Commission is, in principle, essentially the same as that recommended by Mr. Gréber in 1950. Certain modifications have been made to recognize the extent of the increase of subdivision development during the period 1950 to 1955.

The whole problem is being studied with a view to finding a practical solution. Consideration was given to the suggestion that the Federal Government pay compensation to the affected owners, or to the municipalities in which the rural belt lies, on the basis of estimated loss of future values of their land resulting from the effects of either a zoning by-law or an official plan. Neither of these suggestions were looked on with favour by the Federal District Commission. Any compensation paid for loss of possible value resulting from zoning by-laws would set up a precedent contrary to the basic principle of zoning, which is that the benefits to the public at large outweigh adverse effects on the individual. The Commission also recognized that zoning can be modified by the action of individuals, municipal councils or provincial authorities and hence no guarantee could be given any agency paying the compensation that the protection sought by such compensation could be permanent. Insofar as an official plan is concerned, the same lack of permanent guarantees apply.

Accordingly, the Federal District Commission recommended, because of its National Capital aspects, the need for protecting the national investment in the Greater Ottawa area, and the desirability of providing areas for future Government Buildings in advance of need, and that it be given funds to acquire the rural belt by purchase. The Commission could acquire land to the limit of financial resources made available to it for the purpose.. It pointed out that it is not the intention that all land so acquired remain indefinitely as rural open space or park land, but would be available for airports, public and institutional buildings, etc.

The Commission reiterates its firm belief in the necessity of this belt, and emphasizes that if adequate steps to preserve it are not taken in the immediate future, this part of the Master Plan will be impossible of accomplishment, and the metropolitan area of the National Capital, instead of containing 650,000 inhabitants, will have an indefinitely larger population, spread haphazardly over many square miles of the surrounding countryside.

Recent studies by the Commission's Planning Division show that the rate of growth of all the complex phases of the Capital's metropolitan area has been much greater than was expected on the basis of studies and surveys made in 1947. This growth is forcing the development of most phases of the Master Plan in advance of the schedule originally contemplated.

In addition to the effects of this growth, advances in technical, engineering and planning techniques, based on recent research and on experience, have influenced the redesigning of certain projects in the Master Plan, details of which in regard to railways, highways, streets and bridges, parks and parkways, federal developments, and rural belt were fully outlined by the Commission in its Brief to the Joint Parliamentary Committee, 1956 (Issue No. 1).

The planning staff of the Federal District Commission is constantly engaged in making studies and doing research relating to proposed changes in the Master Plan and also in keeping the Plan up to date. The planning division also acts in the capacity of advisory body to the National Capital Planning Committee.

The Master Plan recommends the building of a number of new bridges over the waterways in the Capital. The movement of traffic on the existing bridges between Ottawa and Hull has been a growing problem due to the increase in the population and in the number of motor vehicles in the area. Recently the problem has become acute and, during the year, representations were made by many organizations, particularly in Hull, for the early construction of a new bridge between Ottawa and Hull.

In March, 1956, a Committee was set up by the Minister of Public Works to study the situation of the proposed new bridge across the Ottawa River. De Leuw Cather and Co. were retained to study and report on the question of improvements to the approaches of the Interprovincial Bridge, the Chaudiere Bridge, and also to make necessary surveys to determine a location for the proposed new bridge. Upon receipt of their final report, an appropriate recommendation will be made by the Committee to the Minister of Public Works.

In March, 1956, the Commission decided, as a matter of policy, that, in future, no one should be allowed to occupy sub-standard dwellings located on Federal District Commission property, and that houses and cottages acquired incidental to land acquisition for Master Plan projects, should be demolished without delay.

The Information Office of the Commission is responsible for the preparation and dissemination throughout Canada of information on the Master Plan for the National Capital District. An effective programme of public information about the activities of the Commission and the progress of the Commission's work is continuously carried on in the daily and periodical press, on radio and television and by illustrated lectures. The information programme has contributed in a large measure to public appreciation of the magnitude of the projects involved and of the accomplishments thus far realized.

Funds have not been available for new publications, but the Commission staff, in co-operation with the Army Survey Establishment, has produced, in 1956, a revised information map of the Capital and its environs, which has had extensive sale. The Information Office, in addition to still color and black and white photographs for lecture and publicity purposes, also is making a 16 mm. color film for record and lecture purposes. The scale models have been completely rebuilt, and are on display in the Information Division's new quarters in the Daly Building.

In November, a bilingual information officer was appointed to the Information Division staff.

Property acquisition and administration

A substantial amount of the land required for the successful implementation of the park and parkway proposals, the railway and industrial relocations and for future government building sites, has been acquired.

Policy and progress

The land acquisition policy of the Federal District Commission for the implementation of the Master Plan is based on a realization of the need to assure satisfactory and economical execution of approved recommendations in the General Report-1950, particularly those regarding proposed parkways. With such developments, it is essential to acquire the affected lands well in advance of the carrying out of the projects, while the lands are reasonably priced, and before private buildings are erected upon them.

Expropriations are being carried out in the Province of Ontario but the Commission has not expropriated property in the Province of Quebec since 1949. This difference in procedure has not influenced the amount of property acquired by the Commission, since the limitation has been its financial resources. From 1946 to March 31, 1958, \$28,000,000 will have been available in the National Capital Fund and the Special Statutory Grant. Of this amount over \$14,000,000 will have been used for the land buying program, which received top priority in the Commission's expenditures.

In retrospect, this emphasis has proved most wise. Since the end of the Second World War, several trends in Canadian cities have had a profound influence on the value of land -- namely the growth of commercial and industrial activities and their requirements for greatly increased ratio of land area to building, due to the demand for one-storey buildings and employee parking; the need for larger lots for the one-storey house; the greater demand for the single family house; and lastly, the inflationary effect of the currency.

The force and effect of such factors on the Ottawa-Hull area are indicated in the following table:

	<u>Ottawa-Hull Metropolitan Area</u>		
	<u>1945</u>	<u>1955</u>	<u>Increase</u>
Population	244,327	329,374	35%
Built up area (all uses)	13,751 acres	33,736 acres	145%
Built up area, excluding federal holdings	9,574 acres	19,269 acres	101%

It will be noted that to house a population increase of 35 percent in the Greater Ottawa-Hull area, an increase of the land (exclusive of federal holdings) used for building in the metropolitan area amounted to

101 percent. These facts indicate a significant lack of density in the new urban areas. Such a tendency will build a most uneconomic city and is particularly costly in the Ottawa area, where the cost of servicing is higher than normal due to deep frost penetration, rocky sub-soils and very heavy snowfall.

It is also true that, in a rising real estate market, the percentage increase of price for raw or vacant land is infinitely greater than land on which buildings have been erected. For example, much land was acquired by the Federal District Commission in the 1947 to 1950 period at prices ranging from \$500 to \$1,000 per acre, including buildings. Today, very little undeveloped land is available adjacent to these properties and where it is available, the market price ranges up to \$5,000 per acre, without buildings and would be more than double this after subdivision. When houses have been erected, say at five houses to the acre, the value of this land would be between \$50,000 and \$100,000 per acre.

The Commission acquired most of the land for the Rideau River, Ottawa River and Gloucester Industrial projects at 1947 values, and before the expansion of the built-up area affected the prices of the land. The Eastern and Western Parkway land acquisition programme was started in 1952. The cost of this project was kept at a reasonable level because the acquisitions were in advance of active land speculation and most of the area was farm land.

It may be said that the Commission, by concentrating on land buying rather than on the other more striking phases of development of the National Capital, such as construction of parks and driveways, has ensured the final development of the Capital to a standard in keeping with the dignity of the seat of national government. Had the lands not been so acquired, the later initiation of many projects would have become prohibitively expensive.

Realizing that the various proposals of the National Capital Plan could not economically be carried out without securing as much land as possible in a raw state, the Commission commenced its land acquisition programme in 1945. At first the emphasis was laid on the extension of Gatineau Park, but late in 1947 extensive tracts of land both in Ontario and Quebec were acquired for purposes of the Master Plan to be used for park, parkway, railway and industrial development. Most of this land was sparsely built upon. The boundaries of these acquisitions have been adjusted from time to time by the abandoning or the additions of land to reconcile them with requirements revealed by more detailed study of the Master Plan project.

The Report on the Master Plan had been completed by 1950. It indicated the necessity of acquiring more land to protect the projects recommended, such as the right-of-way for the Cross-town limited access highway, (the Queensway) and the Eastern and Western Parkways. These lands were acquired using the provisions of the Federal District Commission Act.

From 1950 to 1956, the Commission has been acquiring land by purchase in the Province of Quebec and by purchase, and expropriation if necessary, in the Province of Ontario. In addition to the projects mentioned above, waterfront properties from Woodroffe to Britannia are being acquired in order to complete Federal District Commission control of the south bank of the Ottawa River.

Prior to the institution of the National Capital Fund in 1948, the Commission had been provided with the sum of three million dollars pursuant to section 13 of the Federal District Commission Act for the purchase of land or for the carrying into effect of any scheme of improvements. These funds, which were exhausted by 1952, were spent by the Commission principally for the purchase of lands for the Rideau River Parkway and the Ottawa River Parkway developments and for Gatineau Park. Since 1952, the National Capital Fund has been used for land acquisitions.

The parkways now planned will total about 40 miles, and represent the addition of about 4,000 acres to the urban open space, exclusive of the waterways. A substantial amount of the land for this programme has been acquired. The new parkways include the Eastern-Western Parkway, which will run in a wide arc from Britannia on the west to Rockcliffe on the east, crossing the Rideau River south of Mooney's Bay, together with its inner sections which will link with the existing driveway system; the Rideau River Parkway, which runs south along the east bank of the Rideau River from Rideau Falls to the narrows south of Mooney's Bay, and the Ottawa River Parkway, between Britannia and Nepean Bay.

With the co-operation of the City of Hull, progress also has been made on the urban parkway system for the Hull area. A two-mile section of the Lac des Fées parkway, which skirts the westerly part of Hull from St. Joseph Boulevard near the Aylmer Road northerly to Boulevard Gamelin, was opened to traffic in 1955. From Boulevard Gamelin, this parkway eventually will be extended north easterly to the Gatineau River, and then southerly along the west side of the Gatineau River to the centre of Hull. Land also is being acquired for another link in this parkway system which will run from the north end of Lac des Fées south westerly through a beautiful section of the municipality of Hull South to Deschenes on the Ottawa River. Another link will run westerly along the waterfront from the Quebec end of the Champlain Bridges to join this Hull South parkway where it approaches the waterfront.

During 1956, the Commission acquired a number of properties north and south of Kingsmere through which it is expected, early in 1957, to commence the westerly portion of the proposed Gatineau Parkway which will eventually link with the new Fortune Lake Parkway.

Procedure

The Federal District Commission employs local real estate agents to handle its appraising, negotiating, and settlement. At the present time, the principals of ten firms are working for the Commission and they are authorized not only to appraise property but to deal with the former owners with a view to securing settlement. In the event that an amicable settlement cannot be reached, the case then proceeds to the Exchequer Court of Canada for adjudication with respect to the amount. On the other hand, if voluntary settlement is reached, the option is then processed within the Commission. In the case of options covering properties lying within the City of Ottawa, these are referred to a special committee comprising members of the staff of the Assessment Department of the City of Ottawa for its opinion. This committee was set up gratuitously by the City of Ottawa for this purpose and has proved both co-operative and useful.

All options are approved by the Federal District Commission at a regular meeting. Following this approval, the options are sent to the Department of Justice which appoints a legal agent to prepare the deed or release, if the property is expropriated, and arrange for payment. All legal costs are paid by the Commission, except those incurred by the vendor in clearing his title, should this be necessary.

As soon as payment has been made to the former owner, he is given an opportunity of renting the premises from the Federal District Commission at a monthly rental, which is computed as being 1/12th of 5% of the settlement price, plus municipal taxes plus insurance premiums. In such cases, the former owner is responsible for minor repairs. Should the owner vacate, the premises are leased to the general public at a commercial rental or if the building is substandard, it is sold for demolition or removal on a tender basis. At the end of October 1956, the Federal District Commission had 529 leases in force of which 348 are in Ontario and 181 are in Quebec.

The actual administration of such properties is handled by a Trust company on a fee basis. This firm inspects the properties, prepares and arranges for signature of the leases, and collects the rent. Depending on the location of the property, it arranges for repairs.

Following is a statement of receipts from this source for the last two fiscal years:

<u>Fiscal Year</u>	<u>Gross Rentals</u>	<u>Expenses</u>	<u>Net Rental Revenue</u>
1954-55	\$ 226,411.00	\$ 104,462.00	\$ 121,949.00
1955-56	260,000.00	130,000.00	134,044.00

It is pertinent to point out that much of the housing which has been acquired by the Federal District Commission is substandard and while a certain number of such houses have been removed, many more will have to be vacated and demolished at the earliest possible date. Since 1945, the number of houses which the Federal District Commission has demolished or removed would amount to over 500.

Construction - Master Plan Projects

The first major construction project under the National Capital Plan, and the first completed, was the Mackenzie King Bridge over the Rideau Canal in Confederation Park. The bridge was designed to relieve traffic congestion at the Plaza by opening up a new east-west artery through the centre of the Capital, thus enabling through and heavy commercial traffic to by-pass the National War Memorial and the Parliament Buildings on Wellington Street. The new bridge connects Waller and Elgin Streets by means of a viaduct spanning the Driveway, the Rideau Canal, the railway tracks and Nicholas Street. On the east, it connects with Stewart and Wilbrod streets, and on the west, with Albert and Slater streets. The bridge was a Commission project with the City of Ottawa contributing \$264,000 or approximately 14 per cent of the total cost of bridge, approximately \$1,864,000. The new bridge was opened to traffic in 1951; approaches and asphalt surfacing were completed in 1953 when the Aylmer building at the western approach was removed. The approaches were completed in 1954 and the bridge has proved to be a most useful traffic connection in the centre of the Capital.

Slater Street, the one-way east bound approach street, was connected with Wellington Street immediately west of Bronson by an extension down Nanny Goat Hill. The Commission provided the land for this street extension and the cost of construction was borne out of the City's share of the bridge costs.

According to the General Report-1950, the key of the plan for the national capital was the solution of the railway problem. The next important project to be started, therefore, was the first stage in the relocation of the railway lines. The C.N.R. main line crosstown tracks, with their attendant yard operations, bisect the Capital's areas from east to west, blighting the central residential areas through which they pass, and restricting north-south traffic movement. The Holt Report, 1915, stressed as its major recommendation: "that the pivot, on which hinges the success or failure in carrying out any comprehensive plan, lies in the proper solution of the problem of steam railway transportation."

In 1924, the City proposed to carry it out under an arrangement with the C.N.R., but the proposal was defeated in a municipal referendum.

In 1950, the relocation of this trackage became the first railway project to be undertaken by the Commission. At the same time, plans were made to use the abandoned right-of-way for a limited-access crosstown roadway-the Queensway-within the City limits-linking with Highway 17 east and west of Ottawa and constituting, in effect, a re-routing of this highway to by-pass the congested central governmental and commercial heart of Ottawa.

The first stage was the construction of the replacement rail facilities along the southern boundary of Ottawa in accordance with an agreement with the C.N.R. dated March 30, 1950. This agreement included a connection between the C.N.R. Renfrew and Beachburg subdivisions near South March. This connection was opened for railway operation on September 28, 1952, thus releasing for the construction of a restricted access highway (later designated within City limits as "Queensway"), the former C.N.R. right-of-way

from Carling Ave. westward to near South March, a distance of eight miles on which there were eight level crossings which were eliminated. This agreement also provided for five and a half miles of main line track, bypassing the central area from just east of the Rideau River crossing to Hawthorne. Two overhead highway bridges over the new line were built on Highway 31 (Bank Street) and the Russell Road.

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On August 9, 1955, the Canadian National Railways were able to transfer their freight-marshalling and car maintenance operations from the Bank Street yards on the crosstown tracks in the central area to the new freight installations on the Walkley Road, thus releasing the abandoned railway right-of-way for the Queensway project, and also relieving the central area of seventy-five per cent of its rail operations. One result of this transfer is the elimination of fifteen level crossings in the central area. The new rail facilities have been designed in such a way that there are no grade crossings in the yards.

Expenditures by the Commission on the first stage of the railway relocation, up to December 31, 1956, were approximately \$3,000,000.

During 1956, the Commission commenced work on the second stage of the railway relocation project which consists substantially of the removal of certain freight facilities from the Union Station area to the Hurdman's area as well as the construction of additional trackage in the new freight yards, access roads and sewage facilities for railway buildings. In March 1956, the Commission awarded a contract for grading the grounds for the new freight shed for the use of the C.N.R. in the vicinity of Hurdman's. Later in 1956, the Commission awarded a contract for the construction of freight shed and office with platform on the Russell Road. This work will be completed by the middle of 1957.

Several meetings have taken place between representatives of the C.N.R. and C.P.R. and the Federal District Commission for the purpose of reaching an agreement for joint railway operations. Substantial progress has been made in this direction.

For many years, the narrow and congested Hull approach to the Chaudiere Bridge between the north end of the Union Bridge and Eddy Street seriously hampered the flow of traffic on this important and heavily used approach to the Capital. Improvements carried out by the Commission included removal of the street car tracks, construction of a steel trestle bridge to provide separate north and south traffic lanes between the Union Bridge and the E. B. Eddy Company, and widening of the remainder of the roadway from 24 to 46 feet. New pavement was built and lights, signs, catch basins and other facilities were installed.

The Department of Public Works, which owns the land on which the improvements were made, carried out necessary repairs to the foundations of structures that carry sections of the roadway over water channels. The new roadway was opened to traffic in November 1955, and it has since been observed that traffic congestion at the crossing has been virtually eliminated.

Estimated cost of the project was \$500,000, of which \$450,600 had been expended to December 31, 1956. During 1956, the Commission rebuilt, in part, the arch supports of the westerly lane on the Hull side of the Chaudiere Bridge and also erected new railings and resurfaced the lane.

A proposal in the Master Plan to substitute motor buses for street cars on Wellington Street to improve and give dignity to this important street on which are located the Parliament Buildings, the Supreme Court, and other monumental government buildings, has been carried out by the Commission. The street car tracks and overhead trolley wires have been removed and motor buses now provide public transportation over the route.

The cost to the Commission of this work was \$307,511.

The new section of Rockcliffe Driveway, $\frac{3}{4}$ mile in length, provides a more direct and safe route from Acacia Avenue to the R.C.M.P. Barracks in the McKay Lake district, Rockcliffe Park. The cost to December 31, 1956 - \$150,000.

The Lac des Fées Parkway, about two miles in length, is situated in Hull, Quebec, extending from Boulevard St. Joseph at Boulevard Tache (Aylmer Road) to Boulevard Gamelin. It will form a link in the proposed north-south parkway in Ottawa and Hull. The cost to the Commission of this project is \$430,000. It is considered a joint programme with the City of Hull because that municipality contributed land for construction, valued at \$100,000.

The first section of the highway into and through Gatineau Park, Quebec, was constructed between Boulevard Tache and Boulevard Gamelin, a distance of approximately two miles, at a cost of \$508,600. Expenditures for other Gatineau parkways, under construction, amounted to \$900,000, including the cost of the new Fortune Lake Parkway.

Sussex Drive and Bytown Bridges: This City of Ottawa project was recommended in the Master Plan because the street provides a direct and impressive route between Government House and Parliament Hill. A number of federal public buildings and national institutions are located along it, and it furnishes a connecting link in the Commission's Driveway system between Lady Grey Drive and Rockcliffe Park. The project required two new bridges over the Rideau River at Green Island, site of the new Ottawa City Hall, and the improvement of Sussex Street from George Street to Princess Avenue (adjacent to Government House) by the removal of street car tracks, trolley wires, poles and most of the overhead transmission lines; and new pavement, sidewalks and curbs, street lighting and landscaping. The street was widened and dual-laned between Boteler Street and the new bridges. The new bridges were officially opened on November 16, 1954 by Her Majesty Queen Elizabeth, the Queen Mother, and named the Bytown Bridges in honour of Colonel John By, R.E., founder of Ottawa. The improvements have made the street one of the most attractive in the Capital. It has been renamed Sussex Drive.

The estimated total cost was \$1,520,000, of which the Commission agreed to pay a sum not exceeding \$1,010,000, or about 66 percent. Up to December 31, 1956, the Commission has paid approximately \$885,000.

The Dunbar Bridge: This bridge constructed by the City of Ottawa represents a project in the Master Plan for the extension of Bronson Avenue southerly over the Rideau River to provide a much needed new north-south traffic artery, and a direct route to Rideau Heights, a new large government building site where new buildings for the Department of Public Works and the Post Office Department shortly are to be constructed. It also provides an additional route to the Ottawa Airport. The bridge was opened to traffic in 1955. The estimated cost of the bridge and approaches was \$1,000,000, of which the Commission agreed to contribute one sixth, or approximately \$170,000, or 16.7 percent.

The Queensway limited access roadway: This is a federal-provincial-municipal project and represents the first conversion of railway right-of-way to roadway under the Master Plan. It is made possible by the construction by the Commission of new rail facilities along the Walkley Road at the City's southern boundary and the subsequent relocation of the C.N.R. crosstown tracks and yard operations. The Queensway will, in effect, constitute a rerouting of Highway 17 away from the congested governmental and commercial heart of the Capital on 19 mile limited access road across the City, and it fringes from east to west, using the abandoned C.N.R. crosstown tracks right-of-way for most of its length. The junctions with present Highway 17 will be in the vicinity of Green's Creek on the east, and South March on the west. It will cross the Rideau River at Hurdman's on a new bridge constructed by the City and already opened to traffic. Agreement has now taken place regarding division of costs of the Queensway and its construction is expected to begin early in 1957. The Federal District Commission's contribution to the project to date is the former C.N.R. right-of-way, which the Commission widened by land acquisitions in order to provide a roadway allowance with a minimum width of 180 feet, plus necessary landscaping.

Carling Avenue widening: A municipal project, to which the government is contributing land, owned by several government departments, and totalling in value about \$400,000. The Commission will also reinstate, at its own cost, its landscaping in the vicinity of Carling Avenue.

"Advance of Need" municipal sewer and waterworks projects: These came about when in 1950 the City of Ottawa annexed 21,000 acres, comprising the urban parts of the neighboring townships of Nepean and Gloucester, to achieve unified control of municipal services throughout the greater Ottawa area. Without such unification it would have been difficult, if not impossible to co-ordinate and finance the extension of services needed for the future development of the urban area according to the Master Plan.

An engineering report, (Gore and Storrie), Toronto, prepared at the joint expense of the Commission and the municipalities, provided a plan for the re-development and extension of water supply and sewer services over a period of years. The plan includes a sewage disposal plant for the Capital. The estimated cost of the programme in 1949 was about \$23,000,000.

An early start on major sewer and water projects recommended in the Gore and Storrie Report, was necessary in order to provide services to new federal departmental buildings, which were being erected in various outlying areas of Ottawa in conformity with the decentralization policy of the Master Plan. At the time, residential construction in these areas had not yet reached a degree of density as to require services on such a large scale. To permit starts to be made on these projects, the Commission agreed to assist the City financially by paying the interest on the debentures until the time at which it was estimated future residential growth would result in the projects being undertaken by the City as a normal procedure. The Commission was authorized to use the National Capital Fund for the purpose, and after estimating the period of advance of ordinary municipal need in each case (utilizing forecasts of the rate of urban growth in the Report on the Master Plan) entered into agreements with the City to assist in eight projects. The advance of need periods range from two to twelve years, and the total amount to be paid out of the National Capital Fund is estimated at \$2,796,857.

With the growth in the city's population, particularly in the western and southern sections of the Capital, and subsequent overcrowding of the Commission's urban park systems, particularly of Rockcliffe Park, it was decided to develop the new Hog's Back Park as soon as possible. As soon as the area was cleared of summer cottages, the Commission began levelling and grading sections of the park area; walking paths and overlooks were constructed. A refreshment pavilion of novel design was constructed adjacent to the east end of the bridge over Hog's Back Falls. Two parking areas, one for short term, and the other, for long term parking were constructed, and roadways and paths in the vicinity were built. The refreshment pavilion was opened as a Commission concession in the spring of last year. The pavilion and the Hog's Back Park facilities were an immediate success.

The City of Ottawa was given permission to develop a bathing beach at the south end of Mooney's Bay in park area. A definite plan of development for the property of Mooney's Bay beach which the City of Ottawa proposes to lease from the Federal District Commission is under consideration.

Statement of expenditures under the National Capital Fund (1948-1956)

The Commission submits hereunder a statement of receipts and expenditures made from the National Capital Fund from the commencement of the fund to March 31, 1956:

Receipts

Funds advanced to the Commission \$18,040,000

Expenditures

Capital Expenditures for:

Land:

Industrial and railway sites in the Township of Gloucester	\$1,422,628	
Parks and parkway development	5,714,936	
Gatineau Park	1,212,131	
Mackenzie King Bridge	<u>481,071</u>	8,830,966

Construction and Development:

Removal, re-routing and reconstruction of cross-town tracks and facilities	2,871,218	
Roads, driveways, parks and boulevards in Ontario and in Quebec	821,956	
Parkways in Gatineau Park	936,034	
Mackenzie King Bridge	<u>1,347,483</u>	<u>6,026,691</u>

TOTAL CAPITAL EXPENDITURES

14,857,657

Other Expenditures:

Relocation of Sussex Street bridges and improvements to Sussex Street	880,174	
Improvements to approaches to Chaudiere Bridge, in Ontario and in Quebec, including improvements along Wellington Street in Ottawa	697,929	
Contribution to City of Ottawa re Dunbar Bridge	170,000	
Grants to the City of Ottawa for carrying charges on debentures issued to finance construction of water mains and sewers	901,615	
Miscellaneous grants	18,653	
Miscellaneous expenses	<u>106,582</u>	<u>2,774,953</u>

TOTAL EXPENDITURES

17,632,610

Funds in hand of the Commission at March 31, 1956

407,390

Parks and Driveways

Record low temperatures in the Ottawa area, last May, were the reason for the cancellation of the Annual Tulip Festival. When Board of Trade officials found only very few of Ottawa's million multi-coloured tulips in sight, they cancelled plans for a tulip ceremony to which Mayors of Ottawa Valley towns had been invited. The tulip display, although delayed, was in full brilliance and scale.

The begonia display in midsummer was rated as the most popular feature of the National Capital District by the Ottawa Tourist Bureau. This display, which was located on Echo Drive, in the vicinity of Seneca Street, undoubtedly warrants popular appeal as it is a blaze of colour during the summer months. Crocuses were in evidence on the grass of Parliament Hill, around the National War Memorial, in Nepean Point park and along the Driveway.

There were two new daffodil plantings this year, one on the slopes in Rockcliffe Park leading down to the Driveway opposite Buena Vista Road, and the other in the north east section of Major's Hill Park in the angle formed by Mackenzie avenue and St. Patrick street.

It is of interest to note that a charming pictorial record of Ottawa's tulip beds has been prepared, for the first time, in post card form. The post cards have been printed and distributed largely through the initiative of the Ottawa photographer, Malak, who took the pictures showing scenes of Dow's Lake, along the Rideau Canal and Parliament Hill.

The gift of tulip bulbs (16,000) presented to Canada's Capital each year by Queen Juliana of the Netherlands in recognition of Canadian hospitality to herself and her family during the Second World War, has been planted on the Driveway between Frank and Delaware avenues. As in previous years, Her Majesty's wish that some of her gift of bulbs be placed in the grounds of the Ottawa Civic Hospital where one of her children was born, has been carried out. This year's gift (also 16,000 bulbs) from the Associated Bulb Growers of Holland also has been planted on the Driveway near Queen Juliana's gift.

The 1,100 acres of urban parks, the attractive landscaped grounds of the federal public buildings and the twenty-seven miles of beautiful scenic driveways with their floral displays still constitute the best known works of the Commission. In the main, they are located along the banks of the Rideau and Ottawa Rivers, Rideau Canal and Dow's Lake as well as in a section of Gatineau Park and in Hull. Throughout its length, the driveway is beautifully landscaped. The flower beds along the way are replenished and watered during the summer season. The lawns are mowed regularly. The shrubs and trees, mostly from the nurseries of the Commission have been carefully planted and are tended and nourished as required.

Parks and driveways will continue to be expanded for years to come, and many of the beauty spots in the more remote areas will be made accessible and their beauty enhanced by proper conservation and by landscape design.

It is generally recognized that the Commission's floral displays, particularly since the Second World War, have in themselves become a notable feature of the Capital. Prior to the war, Ottawa parks were dotted with floral designs in the form of stars, crescents, circles and crowns each containing varieties of flowers reflecting the taste for decoration prevalent at the time. After the war, as conditions changed, Ottawa started developing the beautiful displays of tulips and begonias that each year amaze and delight visitors and residents alike. The change was accomplished by cutting out all foliage plants and keeping to freely flowering varieties with the brightest colors. For the most part, no attempt at pattern is made, and most beds are in solid colors, some with a contrasting border.

The Commission operates a nursery of approximately thirty acres. Part of this land is on the property of the Rideau Health and Occupational Centre and is leased from the Department of Veterans' Affairs. The other part is on adjacent land owned by the Commission. The main object of the nursery is to grow first quality trees to large sizes which will be in scale with the great public buildings and parkways at the time they are planted.

A small set of greenhouses is operated in Rockcliffe to produce annual flowers for the various borders. In the interests of economy, it is not opened until the warm spring sun arrives in late March and is closed in early June. Little fuel is required.

The permanent outdoor exhibition of new Canadian designs in street and park equipment sponsored by the National Industrial Design Council and the Federal District Commission which is taking place at Dow's Lake is of special interest to citizens of Ottawa and visitors alike.

During 1956, the work of pavement resurfacing was continued and the sections resurfaced were the following:

- (1) the north and south lanes of the Rideau Canal Driveway between Bank Street and Bronson Avenue;
- (2) large section of driveway on Island Park Drive, south of the Champlain Bridge;
- (3) the whole length of Linden Terrace.

The Commission continued its modernization programme of the lighting system on parkways where traffic conditions are hazardous. Extensions were placed on the existing standards and modern luminaries were installed to provide a better level of lighting.

The Commission continued in 1956 the progressive development of Hog's Back park. This project is to provide a park in the southern part of Ottawa, similar to the Rockcliffe park in the eastern part of Ottawa. It will be of special use in providing facilities for picnics for the various government departments. It will maintain an open space in the vicinity of the new government group of office buildings where thousands of employees will be housed within the next five years. It is expected, in 1957-1958,

to continue the landscaping of the grounds and remaining works. Construction of a bicycle path is included in plans for construction of Colonel By Drive to Hog's Back park. This will be the first bicycle path provided by the Federal District Commission in all its miles of driveway and walk construction. The bicycle path which will run from Bronson Avenue around the new drive to Hog's Back will give thousands of youngsters and an increasing number of adults using bicycles, a safe, traffic-free route to Hog's Back park and beaches.

In recognition of the work of the Commission along the Driveways and about public buildings, the Community Planning Association of Canada awarded an Honourary Life Membership to the Commission's Landscape Architect, in October, 1956.

There have been a few instances of vandalism and extensive damage done to Federal District Commission lamp globes during the year. The Royal Canadian Mounted Police carried a full investigation on each occasion and, when identified, the responsible persons were prosecuted or restitution was made to the Commission.

In addition to the normal landscape maintenance of the park and driveway system, the Commission, during the year, carried on its normal development programme, details of which are as follows:

Champlain Bridge: A parking area was constructed and new lighting installed on the south bank of the Ottawa River.

Further land fill and turfing were accomplished in the lowlands on the west side of the bridge.

On Bate Island, parking facilities were improved.

Lazy Bay: Rough filling was placed over approximately three acres in the Lazy Bay area. In order to assist the Canadian Welfare Council in their work of improvement about their new building, the Commission's land in the vicinity was raised by filling.

Experimental Farm: By taking advantage of surplus filling from the City's operations on Carling Avenue, it was possible to fill in, at low cost, nearly a mile of unused bridle path.

Carling Avenue Widening: At the junction of Island Park Drive and the Driveway through the Experimental Farm, a revision of grading and planting was undertaken to cover the scars occasioned by new construction.

Hog's Back Picnic Area: The Hog's Back picnic area was connected with the Pavilion area and overlooks by a trail along the shore of the Rideau River.

The major grading and seeding for picnic areas and playfields were completed. A gravel base for the parking areas was placed in preparation for final surfacing. The first hundred and fifty picnic tables were erected. The service yard and sheds were completed and a start was made on the lighting and water services.

During the winter, vistas were cut, underbrushing carried out and clearing completed.

Sussex Drive: Planting was completed at the two bridges. Several groups of trees were planted on the western end of Green Island to frame the views from Sussex Drive to the Ottawa River and the Gatineau Hills.

Rockcliffe Park: The side grading and seeding of the new Parkway were completed. The foundations for two new overlooks with a capacity of a hundred and ten cars were laid down. These will be connected to the Parkway by short spur roads. They will present views of the Ottawa River and the Gatineau Hills.

An extensive winter programme of tree planting framed the new Parkway and laid the groundwork for a picnic site.

The old roads were removed and backfilled with soil. They will be prepared for turf in 1957.

Three new parking bays with a capacity of seventy-five cars were opened at the Governor's Bay overlook.

A screen planting to obscure the new Ottawa New Edinburgh Tennis Courts was undertaken.

King Edward Park: A complete remodelling project was carried out in King Edward Park. New paths and lights and benches were installed.

Riverside Drive: West of Billing's Bridge, the area between the roadway and river's edge, was widened and faced with heavy rock which was available from Tunney's Pasture. Rehabilitation of the Nordic Circle area was started.

Grading and turfing were completed in Billing's Bridge across from the Township Hall.

In co-operation with the City, shoals and islands at the entrance of Sawmill Creek were removed to facilitate spring run-off.

East of Billing's Bridge, covering of the sanitary land fill continued. Approximately sixty thousand yards of filling removed from in front of the garbage dump were placed on top of it.

Pinhey Forest: In co-operation with the Ottawa Board of Trade, who own Pinhey's Forest on the Merivale Road, the Commission completed a circumferential fireguard and opened three guards through the property from north to south. The area is a demonstration of reforestation covering one hundred and seventeen acres of blow sand.

Hull Parks: In Parc Fontaine, some twelve hundred feet of perimeter fencing were erected. The strip between this fencing and the sidewalk was planted with shrubbery.

A new hedge, nine hundred feet long, was planted in Breboeuf Park. All paths were narrowed and surfaced.

Several acres in Jacques Cartier Park in the vicinity of the Interprovincial Bridge were covered with turf.

Lac des Fées Parkway: Extensive grading, seeding and planting operations were carried out. The borders were screened. Flowering crabapple and evergreen trees will be the feature of this parkway. In order to keep maintenance costs at a minimum, all banks were planted to vines and shrubbery.

Gatineau Parkway: Planting and erosion control operation were completed on the portion of Gatineau Parkway between Taché Boulevard and the Mountain Road.

Uplands Airport: Landscape operations were completed around enlarged buildings and in open spaces for the Defence Research Board at Uplands Airport.

General remarks: The usual maintenance operations were carried on throughout the system. A feature of next year's spring flowering bulb display will be large new plantations of crocus. Some 270,000 were planted this fall. This will lengthen the duration of the floral displays by over two weeks.

New tulip beds were opened along Echo Drive from Bank Street Bridge east for about fifteen hundred feet.

In co-operation with other agencies in the National Capital area, advice was given to the municipalities of Almonte and Manotick for the development of Parks. The Ottawa Hydro Electric Commission requested and received advice in regard to the grounds around their new building on the Albion Road.

In all phases of work, special consideration was given to the planning of operations so that as much winter work would be provided as possible.

Gatineau Park

Gatineau Park came into being when a group of citizens became concerned over the indiscriminate and excessive cutting of timber in different sections of the Gatineau area. The Federal Government, in 1934, authorized an extensive survey of the matter and the findings appeared in a paper entitled "The Lower Gatineau Woodland Report." On the recommendation of the Federal Woodlands Preservation League, the Government authorized the Commission to acquire land in the area for the creation of a natural park, and by the beginning of World War II, the Commission had bought approximately 16,000 acres.

A précis for the development of the Gatineau Park was prepared in May, 1952, by a Gatineau Park Advisory Committee appointed by the Commission. As a basic principle for its implementation, they recommended that it be a "wilderness" park with the natural scenery protected. This principle is to be followed as closely as possible in the plans made for administrative buildings, overlooks, a museum of natural history, bathing beaches, refreshment booths, etc. Other recommendations made were for hiking and bicycle trails, parkways and parking lots. The object of the Gatineau Park development is two-fold: (1) to preserve and present to visitors, scenery, recreational opportunities and cultural subjects which are characteristic of the region and which will impart a sense of the beauty, wealth and breadth of territory which Canada possesses, and (2) to make these attractions accessible to the public in a convenient, pleasurable and safe manner.

Gatineau Park is a wedge-shaped area of about 75,000 acres being developed by the Commission in a beautiful wooded hill and lake district of the Laurentian Mountains immediately north of Hull across the Ottawa River from the Capital. The park is an integral part of the National Capital Plan and it is considered to be a tourist and recreational asset of inestimable value to the National Capital and its district. It has long been known as the "summer and winter playground" of the Capital area and, in recent years, it has provided recreational enjoyment to an increasing number of residents of the Capital and visitors alike.

The park is about thirty miles long and seven miles across at its widest part. It consists of several ranges of hills, the highest elevation being about 1,300 feet above sea level which means more than 1,000 feet above the surrounding flat land.

As a game sanctuary, Gatineau Park is famous for deer, bear, fox, beaver, mink, raccoon and other fur-bearing animals, which are quite numerous. The Commission has developed well-located trails, picnic places and camping sites which afford outdoor pleasure and healthful recreation for those who patronize this beautiful natural park located at the very doorstep of the Capital City. The park affords excellent opportunity for skiing and is considered the principal centre in the Ottawa district for this popular winter sport.

The total land acquired by the Commission to date is about 51,000 acres. This means that the Commission now owns approximately 68% of the area required for the ultimate development of Gatineau Park.

There were two important donations of land in Gatineau Park made in recent years for which the Commission has been grateful. One is the six-hundred acre area known as the Mackenzie King Estate, the summer residence of the former Prime Minister, the Rt. Hon. W. L. Mackenzie King, O.M., which he bequeathed to the Canadian nation. The other consisted of three hundred acres in the Luskville area of the park donated by a former Chairman of the Commission, the late Honourable F. E. Bronson, P.C.

In 1953 and in 1955, in order to clarify its position with regard to land acquisitions in Gatineau Park, the Commission issued a public statement regarding the definite policy it had adopted, extracts of which are as follows: "No effort has been made or will be made to expropriate property in Gatineau Park except in cases where such property is required to facilitate the construction of driveways or other essential works. There is no intention of altering this practice. On the other hand, the Commission has purchased and will continue to purchase any property within the Park area which is available at a price which it considers reasonable. Municipalities will be adequately compensated for loss of tax revenue because of acquirement of property by the Commission. In view of the fact that the shoreline of a number of the lakes, such as Meach Lake and Kingsmere, within the Park area are privately owned, it is proposed to maintain Harrington Lake, the shoreline of which is wholly owned by the Commission, in its natural state."

The recommendations of the Gatineau Parkway Subcommittee for a fifty mile scenic driveway through Gatineau Park have been published. The proposed general route will be as follows: starting at Tache Boulevard in Val Tetreau, Hull, Quebec and proceeding northerly to a point near Pinks Lake. There it will divide, one arm passing near Old Chelsea and thence following the north side of Meach, Harrington and Philippe Lakes. The other arm from Pinks Lake is to pass near Kingsmere and reach the escarpment beyond King Mountain. It will then run along the escarpment among the hill mounds and gorges to the vicinity of Clear and Taylor Lakes, then to the upper end of Lac Philippe where it will meet the first arm. An extension from this loop may eventually be projected to and probably around Lac Lapeche. Construction has been completed on the first two miles of the Hull-Kingsmere section of this parkway to Gamelin Boulevard.

The new Fortune Lake section of the Commission's Gatineau Parkway was officially opened at the Champlain Lookout, on October 3, 1956, by the Rt. Hon. L. S. St. Laurent. The Prime Minister unveiled a plaque at the new look-out to mark the opening, for public use, of the five-mile scenic drive, from Dunlop's on the Meach Lake Road to the top of the escarpment overlooking the Ottawa Valley. In Mr. St. Laurent's own words: "The parkway will add greatly to the charms of the nation's capital; this realization of the National Capital Plan will make the Ottawa district a source of real pride to every Canadian."

Begun in January 1955, the parkway runs in a southerly direction to the top of the 1300-foot high escarpment of the Laurentian Mountains. It is expected that, in a few years, it will link the previously mentioned 50-mile scenic parkway surrounding the Park. The opening date was advanced to show the Gatineau Hills in their best colours. The parkway has still to be surfaced permanently, and stone retaining walls are not yet in place. Three major overlooks have been built, each offering spectacular views of the Ottawa Valley, with total parking space for 580 cars, and four picnic spots located along the route. Construction of the new Fortune Lake parkway has not been easy because of the rocky nature of the terrain, and the extensive blasting operations required to achieve the desired route. As a result, a feature of the new parkway is the numerous rock cuts with their beautiful multi-colored faces displaying the interesting geological formations of this section of the Laurentian Shield.

The Commission intends to begin, early in 1957, the construction of another section of parkway in Gatineau Park. It is expected that this new section which will extend north from Boulevard Gamelin, will link with the new Fortune Lake Parkway.

Provision has been made for the continuation of the gradual development of facilities at Lac Philippe. In 1957, work will be completed of a large parking area at the north end of the lake - Plage des Pins. It is expected also that the parking area at the old beach - Plage du Ruisseau - will be concluded in time for the enjoyment of summer visitors. The Commission agreed, during the early summer, to engage two lifeguards to cope with the ever-increasing crowds that have been taking advantage of the new facilities provided by the Commission at the two main swimming beaches at Lac Philippe in Gatineau Park. Considerable difficulty, however, was experienced in finding qualified persons for this work. It has also been decided to have refreshment stand facilities increased during 1957.

In 1956, the Park has been extensively used both by day visitors and overnight guests. Groups have come from the United States, and from many parts of Canada to camp and to walk its trails. Among these groups were: the Girl Scouts of America, Marblehead, Mass.; Girl Guides, Cornwall, Ont.; Farm Point Orphanage; Rigaud Boy Scouts, College Bourget; La Jeune Colonie of Hull, and of St. Gérard, Ottawa, as well as the St. John's Ambulance Cadets, of Ottawa. The trailer camps that the Commission has provided continue to be popular with such visitors. The traffic division of the Royal Canadian Mounted Police have, as in past years, provided two constables to look after the park during the summer months.

The park is operated by a superintendent, an assistant to the superintendent, and a force of eleven full-time employees, i. e. full-time foremen in charge of seasonal labourers and rangers who act as constables under Royal Canadian Mounted Police supervision, game wardens and fire rangers in co-operation with Quebec provincial authorities.

Following the retirement, because of ill-health, of Mr. E. S. Richards as superintendent of Gatineau Park, on April 30, Mr. R. E. Edey was appointed to the position on May 1, 1956.

Grants paid to the municipalities in the Gatineau Park area in lieu of taxes, as authorized by an amendment to the Federal District Commission Act in 1951, have increased by reason of additional lands purchased and increased mill-rates. In 1956, these grants have amounted to approximately \$18,000.

Maintenance of Government Grounds

Since 1934, the Commission has had the responsibility of maintaining the grounds of all Dominion Government buildings located in the Capital area. The services include care of lawns and flower beds, grass cutting, care of trees and shrubs, painting traffic signs and removal of snow from walks, drives, courtyards, steps and parking lots. Funds for this work are provided by annual vote of Parliament.

The new areas which have been added, in 1956, to regular maintenance locations by the Commission are as follows:

Parking area along the Ottawa River, south side, north of Wellington Street.

Maintenance of certain areas at Victoria Island for the R.C.A.F.

Moorside: (Kingsmere, Gatineau Park) Shoulders of the new access road were topsoiled and seeded. Minor improvements were made to the parking area.

A complete renovation of turf had to be made because of heavy traffic at the Ruins.

Rideau Health and Occupational Centre: In the first year of maintenance, a major amount of rehabilitation to lawns and shrubbery was necessary. This will be continued over a period of three years until the grounds are brought up to standard.

Changes in Areas: The Commission withdrew from maintenance of lands at Uplands Airport for the Defence Research Board and the Explosives Laboratory on the River Road for the Department of Mines and Resources.

The Commission took over the year round maintenance of lands about the Department of Veterans' Affairs Building on Wellington Street, the Rideau Health and Occupational Centre on the Smyth Road, four buildings at Tunneys Pasture, one at the National Research Council, and a large group for the Department of Mines and Resources on Booth Street.

For winter maintenance, the Printing Bureau in Hull, a Postal Station on Catherine Street and some scattered areas were taken over at the request of the Department of Public Works. The cost of this work was covered by advances from the Department.

Construction, etc. - for Government Departments and other agencies

Following its usual practice, the Commission, at the request of various departments, carried out during 1956 construction work on the grounds of Government buildings occupied by federal departments or agencies. Work has consisted mainly of construction of parking areas and landscaping projects. This is a satisfactory arrangement for both parties since the cost to the department or the agency concerned is based on the actual cost of labour and materials plus a percentage fee for supervision. The Government departments and agencies secure in this way competent design and workmanship at less than would be paid to private contractors.

The projects executed during 1956 included the following:

Hydro-Electric Power Commission: In the winter of 1955-1956, the Ontario Hydro Electric Power Commission installed a cable on Commission lands on Elgin Street, the Driveway from Laurier Bridge to the Deep Cut and on Echo Drive from the Deep Cut to near Bower Avenue. At the expense of Hydro, the Commission's forces repaired the damages to trees, walks and lawns.

Department of Public Works:

Landscaping at Tunney's Pasture
Roadway paving to West Gate on Parliament Hill
Parking area extensions and improvements at No. 5 and No. 8 Temporary Buildings, at the Hunter Building and the old Heeney Coal Yard
Roadway and yard paving at the Mines Building on Booth Street
New parking areas on the site of Old Supreme Court, on John Street and on Nicholas Street.

Defence Research Board:

Roadway and parking area at Uplands.

D.V.A. Building - Wellington Street: Landscape construction at the new Department of Veterans' Affairs Building on Wellington Street was completed.

Uplands Airport: Landscape operations were completed around enlarged buildings and in open spaces for the Defence Research Board at Uplands Airport.

National Research Council, Montreal Road: To the south of the Montreal Road, a foot path was constructed to the Radio and Electrical Engineering Building. Eight acres were graded and seeded to turf.

North of the Montreal Road, the main axis road was widened. Landscape construction was completed at the Plant Engineering Building.

Tunney's Pasture: Landscape construction on a large scale continued at Tunney's Pasture where the grounds around the Dominion Bureau of Statistics were completed and work around five other buildings and the main avenues was undertaken as far as building construction would permit.

ROYAL CANADIAN MOUNTED POLICE

TRAFFIC DIVISION

FEDERAL DISTRICT COMMISSION PATROL SQUADS

ANNUAL REPORT - NOVEMBER 1, 1955 to OCTOBER 31, 1956

1. Traffic patrol has been maintained on a daily basis of two patrolmen and two patrol units per shift on a three shift basis covering a daily performance of 24 hours. These patrolmen deal directly with traffic and supply general supervision of F.D.C. property bordering the Driveway System. In addition a property patrol consisting of one patrolman and one patrol unit has been maintained on a two shift basis covering a period from 7:30 a.m. to midnight daily. This patrol is directly responsible for general supervision and patrol of all F.D.C. property, being mostly concerned with properties in outlying areas. When personnel are available the regular traffic patrols are augmented with selective enforcement patrols at points requiring special attention. Patrol vehicles consist of thirteen radio equipped units comprised of five marked and fully equipped patrol cars, two ghost cars and six motorcycles.

2. In previous years the Gatineau Park was patrolled by one bilingual patrolman during the week with an additional man being provided on Sundays at Lake Philippe but due to the increased activity in the Park area this year it was necessary to maintain two patrols on a full time basis. These patrols did not operate on a shift basis and their hours of duty covered any period required and time spent in the Park by each patrol was from nine to ten hours daily and more if necessary. In addition irregular patrols were made which lasted until the early hours of the morning to deal with minor situations such as noisy late hour parties taking place at Lake Philippe during the Summer, and hunting on F.D.C. property in the Fall.

3. The rather inclement weather was a factor in the number of visitors to Lake Philippe during the past Summer, however, it has been estimated that approximately 600 cars were at this resort area on Saturdays, Sundays and holidays during the Summer months and were in excess of this number when the weather was favourable. The general public appear to be taking advantage of the Park facilities and the Park generally is becoming extremely popular. The beauty and scenic value of the new Lake Fortune Parkway has created a new avenue of interest to the general public. Since this Parkway has been opened the traffic on week-ends has been bumper to bumper in both directions and as there is no doubt that this Parkway will be one of the most popular scenic areas in the district a patrolman is required to deal solely with traffic on this roadway during week-ends.

4. Our policy of uniform traffic law enforcement has been maintained and although it is impossible to detect every violation, those that have been observed have been immediately and fully dealt with. There has been a substantial increase in motor vehicle registrations in the Ottawa area this past year which no doubt accounts for a slight increase in our accident rate over the corresponding period of last year, but without constant vigilance and strict traffic law enforcement, it is quite possible our accident rate would have been higher. A very important factor in accident prevention is engineering and any problems or defects in this connection when referred to the F.D.C. received the usual prompt attention.

5. Following are the statistics for the period under review:

(a) As a result of infractions committed under F.D.C. By-Law 32 there were 4,108 traffic violation tickets issued, the results were as follows:

	<u>1955/56</u>	<u>1954/55</u>
Convictions	705	430
Dismissals	8	4
Withdrawals	10	6
Warnings	3,357	2,673
Court Cases Pending	28	11
TOTAL	<u>4,108</u>	<u>3,124</u>

(b) Motor Vehicle Accidents investigated under F.D.C. By-Law 32 and information pertaining to same:

	<u>1955/56</u>	<u>1954/55</u>
Number of Accidents	171	160
Damage, F.D.C. Property	\$ 2,294.00	\$ 2,145.00
Damage, Private Property	57,965.00	58,063.00
Persons injured	53	75
Fatal	0	1

(c) Monies paid into Ottawa, District Courts as a result of Convictions under F.D.C. By-Law 32:

	<u>1955/56</u>	<u>1954/55</u>
Fines paid into Court	\$ 6,061.00	\$ 3,822.00
Costs paid into Court	1,901.65	935.50

(d) The following outlines other duties carried out by F.D.C. Patrol Squads during the period under review:

Traffic Control duties during visits of visiting dignitaries and receptions at residences on the F. D. C. Driveway	128
Motorcycle Escorts provided	36
Assistance to other Police Forces	167
Investigation of damage to F. D. C. Property other than by M.V. Accidents. This figure includes 127 lamp globes broken by vandalism and weather conditions	\$994.50

(e) Total Mileage Travelled by Police Transports on the enforcement of F. D. C. By-Law 32.

	<u>1955/56</u>	<u>1954/55</u>
Motorcycle Mileage	44,143	47,001
Police Car Mileage	288,185	203,870

6. Signal lights were installed at the intersection of Bronson and the Driveway and Bronson and Echo Drive. As the lights themselves did not eliminate the traffic problem, "no left turn" regulations were put into effect at these intersections which brought about the desired results. It has been suggested that the "no left turn" should be applied only at certain times during the morning and evening rush periods. Besides the usual week-day traffic we have to take into consideration the heavy evening, Sunday and holiday traffic during the Summer as well as heavy traffic to and from sporting events at Lansdowne Park and in particular football games and stock car races. The public have adjusted themselves to the no left turn regulations at these two intersections and have accepted the rule as being beneficial in view of which and taking into consideration the heavy traffic situation that is peculiar to the Driveway, it is recommended that the no left turn regulation be maintained at all times.

7. This year the Driveway was kept open to traffic between Fifth Ave. and Bank St. during Exhibition week resulting in a constant traffic flow on the Driveway side of the canal with no inconvenience to the motoring public. In addition Paul's Boat Lines were not permitted to operate from the Exhibition Grounds by the C.C.E.A. resulting in the elimination of traffic jams at the Bronson Bridge when the bridge was opened to permit passage of Paul's boats. Keeping the Driveway open during this period has eliminated complaints from motorists, traffic tie-ups caused by detouring from the Driveway as well as traffic snarls at Echo Drive and the Driveway intersections at Bronson Avenue.

8. Vandalism has been on the increase this year and although the odd juvenile has been apprehended the persistent culprits have not been detected. The breaking of lamp globes has been fairly consistent with the odd case of benches being overturned or damaged. Major damage to lamp globes has been caused by bee-bee guns and this may be why globes are being broken after dark instead of during daylight hours with stones which was the usual practice up until this year. Investigation of cases of vandalism occurring in daylight has in most cases resulted in identification of those responsible

as in most cases those causing the damage were observed by other juveniles in the immediate vicinity who when questioned were able to supply helpful information. This year roving gangs of juveniles are committing their acts of vandalism after dark as a result of which a successful investigation is practically impossible as no one in the immediate vicinity has seen anything. Ghost car patrols have been inaugurated in areas where damage has been more prevalent but so far without any appreciable success. A sharp watch has been maintained for juveniles carrying bee-bee guns but these individuals are apparently taking every precaution to conceal the guns from the police. Everyone seen on F. D. C. property after dark are given close scrutiny by patrolmen and all teenagers are engaged in conversation in an effort to obtain any information that would lead to the identity of those responsible for the vandalism. Every effort is being made to apprehend those responsible for this vandalism and when caught will be charged in accordance with the seriousness of the offence.

9. Our policy of friendly relations and co-operation with all police forces in the area continues on a high level to the mutual benefit of all concerned.

10. The friendly and harmonious co-operation between officials and other personnel of the F. D. C. with personnel of the Traffic Branch is highly regarded as a contributing factor in the efficiency of our operations.

Ottawa, June 25, 1956.

The Right Honourable L. S. St. Laurent,
President of the Privy Council,
Ottawa.

Sir,

The accounts and financial statements of the Federal District Commission have been examined for the year ended March 31, 1956, and a set of the financial statements is attached.

In compliance with the requirements of section 87 of the Financial Administration Act I report that, in my opinion:

- (a) proper books of account have been kept by the Commission;
- (b) the financial statements of the Commission
 - (i) were prepared on a basis consistent with that of the preceding year and are in agreement with the books of account,
 - (ii) in the case of the balance sheet, give a true and fair view of the state of the Commission's affairs as at the end of the financial year, and
 - (iii) in the case of the statement of receipts and expenditures, give a true and fair view of the receipts and expenditures of the Commission for the financial year; and
- (c) the transactions of the Commission that have come under my notice have been within the powers of the Commission under the Financial Administration Act and any other Act applicable to the Commission.

Yours faithfully,

Original signed by
Watson Sellar

Auditor General.

<u>Assets</u>	<u>Liabilities</u>	<u>1956</u>	<u>1955</u>
Cash		\$ 281,803	\$ 187,598
Investment in Canadian National Rail (market value: 1956 - \$18,700; 1955 - \$15,418)		20,500	15,418
Rentals and other Receivables (less doubtful accounts: 1956 - \$3,059;		27,285	13,367
Inventories of Maintenance and Oper- Small Tools and Equipment, and Tools re- in Nurseries, at cost or estimate		24,055	24,258
Payments made in respect of Land Pu- delivery of title deeds, etc.		32,889	32,930
Capital Assets, at cost, less accumu- for depreciation (Schedule "A")	Capital (Section D)	407,390	270,177
	and Ex-	206,095	314,616
	and	59,930	39,982
	Interests	<u>22,175,233</u>	<u>18,683,035</u>
		<u>23,235,180</u>	<u>19,581,381</u>

Notes:

(1) As at March 31, 1956, a balance credit of the National Capital expenditure, with the approval and maintenance of works or the approved general plan for

(2) In addition to the liability under obligation as at March contracts, totalling approximately \$700 totalling approximately \$700 indeterminate amount, and (to \$1,895,242 up to 1969, for and waterworks projects, un-

Certified correct: with my report dated June 25, 1956 to
under section 87 of the Financial

....(sgd)....J

Approved:

(sgd) H
.....

Original Signed by
Watson Sellar

.....
Auditor General of Canada

FEDERAL DISTRICT COMMISSION

Statement of Receipts and Expenditures, by Activities
for the year ended March 31, 1956

(with comparative figures for the year ended March 31, 1955)

	<u>Year ended March 31</u>	
	<u>1956</u>	<u>1955</u>
A. <u>Construction, improvements, maintenance and operation of Parkway System</u>		
Receipts -		
Statutory grant	\$ 300,000	\$ 300,000
Authorization through Parliamentary appropriation (see Activity B)	111,796	121,607
Miscellaneous income - equipment rentals, sales of supplies and nursery stocks, supervisory charges, etc.	169,970	157,930
Available balance at beginning of year	-	21,910
	<u>581,766</u>	<u>601,447</u>
Expenditures -		
Maintenance -		
Operating	521,440	487,735
Repairs	102,842	84,087
Administrative salaries and expenses (\$96,569, less one-third (\$86,790 less one-half in 1955) allocated to maintenance and improvements of grounds adjoining Government buildings - Activity B)	64,379	43,395
Commissioners' travel expenses, etc.	3,566	10,090
Grants in lieu of taxes to municipalities in Gatineau Park	16,485	14,137
Provision for replacement of machinery and equipment and motor vehicles	38,539	33,555
Miscellaneous	16,407	11,276
Capital outlays -		
Land	\$ -	79
Parks and boulevards	-	330
Parkway lighting system	9,048	6,913
Buildings	-	15,420
Machinery and equipment	38,726	31,734
Motor vehicles	7,140	9,027
Office furniture and equipment	<u>759</u>	<u>1,460</u>
	<u>55,673</u>	<u>64,963</u>
	<u>824,331</u>	<u>749,238</u>
Excess of expenditures over receipts	242,565	147,791
Deduct: Amount allocated from Property Rentals Suspense Account (Activity E)	<u>242,565</u>	<u>147,791</u>
	Ø	Ø

Statement of Receipts and Expenditures, by Activities (cont'd)

	<u>Year ended March 31</u>	
	<u>1956</u>	<u>1955</u>
B. <u>Maintenance and improvements of grounds adjoining Government buildings</u>		
Receipts -		
Parliamentary appropriation	\$ 508,620	\$ 516,800
Less: Amount relating to Parkway System (Activity A)	<u>111,796</u>	<u>121,607</u>
	396,824	395,193
Other	<u>-</u>	<u>2,327</u>
	<u>396,824</u>	<u>397,520</u>
Expenditures -		
Maintenance	328,027	314,986
Administrative salaries and expenses (transferred from Activity A)	32,190	43,395
Miscellaneous	<u>12,799</u>	<u>10,400</u>
	<u>373,016</u>	<u>368,781</u>
Unexpended balance refundable to the Receiver General of Canada		
	23,808	28,739
	<u>=====</u>	<u>=====</u>
C. <u>National Capital Planning Committee</u>		
Receipts - Parliamentary appropriation		
	\$ <u>113,485</u>	\$ <u>105,305</u>
Expenditures -		
Engineering salaries and expenses	63,388	64,844
Professional and special services	12,199	8,552
Information Office salaries and expenses	20,162	17,678
Exhibit maintenance	7,626	9,033
Committee members' travel expenses	740	620
Capital outlays - Office furniture and equipment	<u>289</u>	<u>387</u>
	<u>104,404</u>	<u>101,114</u>
Unexpended balance refundable to the Receiver General of Canada		
	9,081	4,191
	<u>=====</u>	<u>=====</u>

Statement of Receipts and Expenditures, by Activities (cont'd)

	<u>Year ended March 31</u>	
	<u>1956</u>	<u>1955</u>
D. <u>National Capital Fund transactions</u>		
Unexpended balance at beginning of year	\$ 270,177	\$ 1,279,131
Receipts - Amounts drawn from the National Capital Fund	<u>4,750,000</u>	<u>4,500,000</u>
	<u>5,020,177</u>	<u>5,779,131</u>
Expenditures -		
Capital outlays -		
Land -		
Parks, driveways, etc.	1,996,203	2,199,214
Gatineau Park	258,068	265,346
Industrial and railway sites	90,084	161,929
Roads and driveways	573,903	599,474
Bridges and approaches	9,032	60,270
Parks and boulevards	93,194	38,798
Removal, re-routing and re-construction of cross-town tracks and facilities	502,692	1,111,729
Buildings	<u>46,670</u>	<u>28,261</u>
	<u>3,569,846</u>	<u>4,465,021</u>
Contribution towards cost of construction of Bytown bridges and Sussex Drive	160,600	529,852
Cost of improvements to Chaudiere Bridge approaches, in Ottawa and Hull	447,630	250,299
Contribution towards cost of construction of Hon. George Dunbar Bridge	170,000	-
Grant to City of Ottawa, re interest on debentures issued to finance certain sewer and waterworks projects undertaken in advance of normal construction	229,622	223,860
Miscellaneous grants	3,833	14,820
Maintenance expenses	<u>31,256</u>	<u>25,102</u>
	<u>4,612,787</u>	<u>5,508,954</u>
Unexpended balance at end of year, carried to Balance Sheet	407,390	270,177

Statement of Receipts and Expenditures, by Activities (Cont'd)

	<u>Year ended March 31</u>	
	<u>1956</u>	<u>1955</u>
<u>E. Property Rentals Suspense Account</u>		
Balance at beginning of year	\$ 314,616	\$ 245,941
Add:		
Rentals earned from properties under the control of the Commission	134,044	125,799
Prior years' adjustment re: property rentals	<u> -</u>	<u>90,667</u>
	448,660	462,407
Deduct: Amount allocated towards construction, improvements, maintenance and operation of Parkway System (Activity A)	<u>242,565</u>	<u>147,791</u>
Balance at end of year, carried to Balance Sheet	206,095	314,616
	<hr/>	<hr/>

FEDERAL DISTRICT COMMISSION

Statement of Proprietary Interest for the year ended March 31, 1956
(with comparative figures for the year ended March 31, 1955)

	<u>Year ended March 31</u>	
	<u>1956</u>	<u>1955</u>
Balance at beginning of year	\$18,683,035	\$14,260,836
Add:		
Capital outlays during the year:		
Parkway System	55,673	64,964
National Capital Planning Committee	289	387
National Capital Fund	3,569,846	4,465,021
Replacement of machinery and equipment and motor vehicles out of accumulated provision for replacements	18,591	22,733
Increase in equity in certain leasehold property	3,602	3,603
Increase in inventories of maintenance and operating supplies, etc.	22,106	10,911
	<u>22,353,142</u>	<u>18,828,455</u>
Deduct:		
Provision for depreciation for the year	177,001	146,480
Loss on sale of capital assets (x = gain)	908	1,060 x
	<u>177,909</u>	<u>145,420</u>
Balance at end of year	22,175,233	18,683,035
	<u><u>22,175,233</u></u>	<u><u>18,683,035</u></u>

Note: The balance as at the year-end was represented by:

Capital assets, less accumulated provision for depreciation	\$20,735,008	\$ 17,718,290
Payments in respect of land purchased pending delivery of title deeds, etc.	1,267,939	814,565
Inventories of maintenance and operating supplies, etc.	172,286	150,180
	<u>22,175,233</u>	<u>18,683,035</u>
	<u><u>22,175,233</u></u>	<u><u>18,683,035</u></u>

FEDERAL DISTRICT COMMISSION

Capital Assets as at March 31, 1956

	<u>Cost</u>	<u>Accumulated Provision for Depreciation</u>	<u>Depreciated Value</u>
Land -			
Parks, driveways, etc.	\$ 8,662,548		\$ 8,662,548
Gatineau Park	2,172,126		2,172,126
Industrial and railway sites	1,336,207		1,336,207
Mackenzie King Bridge	418,426		418,426
Leases and licenses of occupation	<u>1</u>		<u>1</u>
	12,589,308		12,589,308
Roads and driveways	3,038,606	\$ 1,163,102	1,875,504
Bridges and approaches	2,260,320	549,075	1,711,245
Parks and boulevards	1,070,733	2,621	1,068,112
Parkway lighting system	180,773	99,388	81,385
Removal, re-routing and reconstruction of cross-town tracks and facilities	2,871,218	-	2,871,218
Buildings	514,718	196,419	318,299
Machinery and equipment	248,317	100,444	147,873
Motor vehicles	106,803	64,118	42,685
Office furniture and equipment	<u>45,718</u>	<u>16,339</u>	<u>29,379</u>
	22,926,514	2,191,506	20,735,008