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Federal District Commission

OTTAWA, CANADA



FIFTY-SIXTH ANNUAL REPORT

1955

FEDERAL DISTRICT COMMISSION

OTTAWA

Canada

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FEDERAL DISTRICT COMMISSION

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Ottawa, Canada.

January 2, 1956.

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

Dear Mr. Prime Minister:

In accordance with the provisions of the Federal District Commission Act, we have the honour to present to you the Fifty-Sixth Annual Report of the activities of the Commission covering the period January 1 to December 31, 1955.

Respectfully submitted,

(sgd.) Howard Kennedy,
Chairman.

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

General remarks regarding activities during 1955

In addition to carrying out its ordinary functions under the Federal District Commission Act, several important projects in the National Capital Plan were completed by the Commission during 1955 and substantial progress was made on several long-range undertakings. It is believed that the developments which have taken place are meeting with the wholehearted support and approval not only of the residents of the National Capital District but also of the people of Canada as a whole.

The continuing interest of the members of the Commission, of the National Capital Planning Committee and of other advisory bodies is reflected in the faithful attendance at ordinary and special meetings of the organization. The members of the Commission and of the Committees serve without remuneration and devote to the work a great deal of their professional and private lives.

There was one change in the membership of the Commission. Mr. Thomas Moncion, upon his election as Mayor of Hull, replaced Mr. Alexis Caron, M.P.

While no new large scale undertakings were initiated by the Commission in 1955, several important projects arrived at various stages of completion, the most important of which was the bringing into use of the Walkley railway yards. The development of these yards by the Commission marked the initial step in the relocation of the railways in the National Capital. The work followed construction of a railway cut-off connecting lines on the east and west and enabling Canadian National Railways freight traffic to by-pass the Capital along its southern boundary. On June 9, 1955, the railway signal central train control system was placed in operation. This system permits the despatcher 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 cross-town 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.

Progress continued in negotiations conducted by the Commission with the railway companies for the establishment of a terminal company to operate all rail facilities within the National Capital District. The organization of such a company will greatly expedite the railway relocation proposals in the National Capital Plan by permitting early elimination of duplicate rail service.

The transfer of the Canadian National Railway operations from the cross-town tracks to the new Walkley yards permits the first conversion of railway right-of-way to highway use. The "Queensway", an east-west limited access roadway, will now be constructed on the right-of-way thus abandoned. It is expected that construction of the roadway will begin next year, and will be completed by 1960.

The establishment of the terminal railway operating company and subsequent abandonment of duplicate railway lines will permit further conversion of railway rights-of-way to roadway use. The earliest of such projects contemplated are the Canadian Pacific Railway Sussex Street spur, the Canadian Pacific Railway main line along the Ottawa River waterfront and the Canadian Pacific Railway connection with Hull via the Interprovincial Bridge.

Another important project in 1955 was the improvement of the Ottawa and Hull approaches to the Chaudiere Bridge over the Ottawa River. Removal of the street car tracks and overhead trolley wires and substitution of motor buses on that important Ottawa-Hull route was made possible by a grant paid to the City of Ottawa by the Commission for this purpose. The new causeway and reconstructed roadway was opened to traffic on November 29, 1955. The flow of traffic has been improved as a result of the provision of new one-way traffic lanes on the Hull side of the Chaudiere Bridge.

Sussex Drive and the construction of the Bytown Bridges over the Rideau River, a federal-municipal project, were completed in 1955. Although a city street, Sussex Drive provides an important link in the Commission's driveway system as it connects Lady Grey Drive and the Rockcliffe Park-Government House area. The Commission contributed about two-thirds of the cost of the project.

Among other projects were the opening of the Hog's Back Park on the Rideau River and a number of general improvements to the driveway system. A new section of the Commission's driveway in the "Mile Circle" at the east end of Rockcliffe Park was opened to traffic in the fall.

On Lac des Fees Parkway, in Hull, which is part of the new urban parkway system, the grading was completed and the roadway surfaced during 1955. The landscaping of the roadsides will be completed in 1956. This parkway serves the western section of Hull and is adjacent to the already completed first section of Gatineau Parkway. Both parkway sections are an example of what the forty-five mile scenic drive through Gatineau Park will offer to tourists and local citizens.

Progress continued on the development of Gatineau Park. Construction was advanced on the link road in the Kingsmere area from Dunlop's on the Meach Lake road southwest to the top of the escarpment overlooking the Ottawa Valley. The capacity of the Gatineau Park was severely taxed during the summer when one of the Capital's worst and most prolonged heat waves was experienced. Lac Philippe, where crowds of about three to four thousands are common, had an estimated 10,000 people one Sunday in July. The Commission has continued to improve the picnic and bathing facilities as well as the parking areas at Lac Philippe where a new section of roadway was built to keep traffic away from beach and picnic grounds.

During 1955, the Commission agreed to give financial assistance to the City of Ottawa for the construction of the George Dunbar Bridge, crossing the Rideau River at Bronson Avenue. When this project, together with the new Hurdman's Bridge, a part of the Queensway development, are completed, internal traffic circulation in the National Capital District will be improved and access to the City of Ottawa from outside points will be facilitated.

The Commission continued its policy of financial assistance to the City of Ottawa in 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. Grants to the City of Ottawa for municipal water and sewer projects influenced by National Capital Plan development are expected to amount to approximately \$230,000.00 during 1955.

During the year, the property acquisition programme was primarily designed to complete settlements of lands which had been under negotiation. Other than completing links in the parkway rights-of-way, no substantial new areas were acquired. Most of the acquisitions were for the Western Parkway project, which will stretch from Britannia southerly and easterly to the Rideau River, and on the portion of the Ottawa River Parkway project from Woodroffe to Britannia.

As part of its contribution to the development of the Queensway, the Commission undertook to acquire most of the land for its construction, and a substantial number of options were secured. In Quebec, a number of properties which were required for the Hull South Parkway were purchased, and additional lands were secured by purchase in Gatineau Park.

The Commission, the Historic Sites and Monuments Board and the City of Ottawa co-operated with the Engineering Institute of Canada in the erection of a memorial fountain in Confederation Park to Colonel John By, R.E., founder of Ottawa and builder of the Rideau Canal. The fountain, located on the driveway at the western approach to Laurier Avenue bridge, has an interesting history. It was one of a pair of ornamental fountains which stood for nearly a century in Trafalgar Square in London and which were subsequently presented by the British authorities to the National Gallery, and later made available to the Engineering Institute of Canada as a memorial.

The Commission also co-operated with the Men's and Women's Canadian Clubs of Ottawa and the Historic Sites and Monuments Board in the erection of a memorial plaque to mark the site of the historic second Chaudiere portage on the Ottawa River at Val Tetreau. The half-mile portage was used by the fur traders 300 years ago to avoid the rapids above the Chaudiere Falls. It is being preserved in its original condition and forms part of Breboeuf Park maintained by the Commission.

The Commission has long been concerned over traffic and parking problems in the Capital and was pleased to co-operate financially with the City and merchants of Ottawa as well as the Ottawa Transportation Commission in a traffic and transportation survey by the American firm of Wilbur Smith Associates. The report on the survey has been completed and it is hoped that early action will be taken to implement the recommendations, particularly with regard to parking and traffic circulation in the central area.

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 160 high school students from all parts of Canada visit the Capital each spring. Plans are now being made to place the models, maps and plans of the National Capital Plan on public display in the Daly Building.

For many years, the Commission has carried the largest share of mosquito control operations in the Capital area. Because of increasing costs and the feeling that work of this nature is more appropriately a municipal responsibility, the Commission this year advised the municipalities that while it will continue to co-operate and share in the costs, the full programme will have to be assumed by the municipalities themselves.

During the year, the City of Ottawa decided to proceed with the long-standing proposal for the widening of Carling Avenue. As Crown property valued at approximately half a million dollars is required for the project, the Commission, by statute, must approve the city's detailed plans for the work. After lengthy negotiation, the Commission finally decided to recommend to the various federal departments concerned that the property be made available, but in doing so expressed regret that all overhead wiring on the widened street will not be placed underground; and while concurring in the plan for 30-foot roadways, also regretted the city's decision to divide the roadways into three 10-foot traffic lanes, which the Commission considers too narrow for safety and convenience.

This year marks the tenth anniversary of the National Capital Plan. Developments arising from the Master Plan are apparent in every section of the city and starts have been made on projects which are not expected to be completed for many years. Practically all the land has been acquired by the Commission and other government departments, principally the Department of Public Works, to ensure that proposals in the plan can be carried out. The development of the National Capital Plan is a co-operative effort by the government of Canada, the governments of the provinces of Ontario and Quebec, the cities of Ottawa and Hull and the other municipalities within the 900-square mile National Capital District. On both technical and policy levels, close liaison between the major municipalities and the Commission has been established and a high degree of co-operation in all phases of municipal and federal development has been achieved.

The growing national interest and public support of the plans for the development of the Capital are most apparent. The nature and purposes of the project continue to receive considerable attention in the daily and periodical press, not only in Canada but abroad. Radio and television also give it particular attention. There is a gratifying increase in public interest in the City of Ottawa as the National Capital of Canada. While the public buildings and national institutions are of great interest to visitors, especially students, all visitors are much impressed by the beautiful and extensive floral displays in the parks and driveways and in the grounds of public buildings, a work of the Commission which is so much a feature of the Capital today.

FEDERAL DISTRICT COMMISSION

CHAIRMAN

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

COMMISSIONERS

Gaston Amyot, M.R.A.I.C., representing the Province of Quebec.
A. F. Baird, M.E.I.C., representing the Province of New Brunswick.
J. H. Blanchard, B.A., LL.D., representing the Province of Prince Edward Island.
Charles Camsell, C.M.G., LL.D., F.R.S.C., Ottawa, Ontario.
Mrs. Cora T. Casselman, B.A., representing the Province of Alberta.
Colonel Harold Cooch, B.A.Sc., M.E.I.C., representing the Province of Ontario.
Eric Cook, Q.C., representing the Province of Newfoundland.
Harvey W. Doane, M.E.I.C., representing the Province of Nova Scotia.
J. A. Ewart, B.A.Sc., M.R.A.I.C., Ottawa, Ontario.
Madame Cecile Fontaine, M.B.E., Hull, Quebec.
Colonel J.D. Fraser, V.D., Ottawa, Ontario.
Lawrence Freiman, B.A., Ottawa, Ontario.
C. E. Joslyn, B.Sc., D.L.S., representing the Province of Manitoba.
A. J. Major, LL.D., Ottawa, Ontario.
Thomas Moncion, Mayor of Hull, representing the City of Hull.
J. W. Sanderson, representing the Province of Saskatchewan.
R. E. Valin, M.D., C.M., F.R.C.S. (C), F.A.C.S., Ottawa, Ontario.
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.

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

NATIONAL CAPITAL PLANNING COMMITTEE

CHAIRMAN

C. G. Cowan, Ottawa, Ontario.

MEMBERS

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

Historical Summary

The membership roll of the Commission since 1899 contains a list of men outstanding in the business, professional and industrial life of Canada. The distinguished persons who have held the position of Chairman are as follows:

- 1899-1913 - Sir Henry N. Bate
- 1913-1920 - Sir Henry K. Egan
- 1920-1926 - J. B. Fraser
- 1927-1932 - Hon. Thomas Ahearn, P.C.
- 1932-1936 - W. E. Matthews, C.B.E.
- 1936-1951 - Hon. Frederick E. Bronson, P.C., M.E.I.C.
- 1951-1952 - Duncan K. MacTavish, O.B.E., Q.C.
- 1952- - Major General Howard Kennedy, M.C., C.B.E., M.E.I.C.

It may be of interest to note at this time that among the present commissioners, Mr. J. A. Ewart, of Ottawa, is senior in point of years of service. Mr. Ewart was appointed on May 2, 1938, and has served continuously ever since as a valued member of the Commission - a period extending over seventeen years.

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-six years and, more recently, of the National Capital District. Although under the terms of Confederation in 1867, Ottawa had become the National Capital of the new Dominion, it was only thirty-two years later that the government established the Commission and made funds available for a programme of improvements which, except for the two World War periods, has continued ever since.

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 under licence of occupation; lands either purchased or donated to the Commission, or 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.

The most significant undertakings of the Commission until 1926 were the development of Island Park Drive, the construction of bridges to Bate Island in the Ottawa River, and the construction of driveways along the banks of the Rideau Canal.

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 vehicle 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.

Federal District Commission - from 1927

By Act of Parliament in 1927, the name of the Commission was changed to "Federal District Commission" when its area of activities 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.

In 1899, the number of the commissioners was four. In 1902, it was increased to eight, and in 1927, to ten - eight being appointed by the Governor-in-Council, one by the City of Ottawa, customarily the Mayor, and at the same time the City of Hull was given representation.

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.

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 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.

Improvements Within National Capital District

Planning

Unlike Washington, Canberra and a number of other modern capitals, Ottawa was neither founded nor designed for its functions as a seat of government. Its growth was largely haphazard. Late in the last century, Parliament became gravely concerned over the deterioration in the appearance of the city due to uncontrolled industrial and commercial development. Just prior to the First World War, Parliament established a Federal Planning Commission under the chairmanship of the late Sir Herbert Holt to prepare a comprehensive plan to guide the Capital's future development. Unfortunately, the report was completed in 1915, when all of Canada's energies and resources were devoted to the Allied cause, and it was impossible to implement its recommendations. A second, but unofficial plan, was prepared by the late Noulan Cauchon, an Ottawa planner, in 1922.

It was not until 1937 that active steps were again taken to plan the Capital. Jacques Greber, the eminent French city planner, was invited by the late Prime Minister, Rt. Hon. W. L. Mackenzie King, to replan the city centre and the grounds of government buildings, with particular reference to the siting of the National War Memorial, which was to be dedicated by the late King George VI in 1939. This project was completed, and Mr. Greber had made a number of other important proposals, including the preparation of a comprehensive master plan to guide the long range development of the Capital, when, for the second time, World War intervened, and works of this nature had to be set aside.

In 1945, immediately after the war, Mr. Greber was invited to return to continue his work, but this time with greatly enlarged terms of reference. In August of the same year, the boundaries of the National Capital District were ~~set~~ forth by Order-in-Council, covering an area of about nine hundred square miles, including the City of Ottawa, the City of Hull together with twenty-eight other neighbouring municipalities in all or in part. One-third of the District lies in the province of Ontario and the remaining two-thirds, including the Gatineau Park area, in the province of Quebec.

To enable the Commission to carry out its new responsibilities in the implementation of the Master Plan, important amendments to the Federal District Commission Act of 1927 were made by Parliament in 1946 and in several subsequent years. The Commission was made responsible for co-ordinating federal construction and development within the National Capital District, and the locating, siting and exterior design of federal buildings or other developments on Crown property within the District became subject to Commission approval.

Membership in the Commission, hitherto composed of Ottawa and Hull residents, was increased from ten to twenty to permit the appointment of a commissioner resident in each of the provinces, this with a view to bringing to bear upon the planning problems and proposals, the experience and points of view of all sections of the country.

A National Capital Planning Committee, composed of eminent Canadian architects, engineers, town-planners and representatives of the municipalities concerned, was appointed by the Commission to act as its permanent advisory body on the preparation and implementation of the Master Plan. The members serve without remuneration. Mr. Greber was named consultant to the committee.

The Master Plan prepared by the planning staff after extensive surveys and studies laid down the basic requirements in replanning and development to be followed in the years ahead together with specific proposals to meet the needs of the Capital in the field of public buildings, national institutions, parks and driveways, etc. To quote Mr. Greber: "The Master Plan is not rigid and final, but a comprehensive and flexible chart of co-ordinated movements, subject to amendments and adaptations resulting from detailed studies and from unforeseen circumstances as they may evolve."

Great credit is due to Mr. Greber and his Canadian associates for the excellence of both the report and its illustrations. Tabling the Report in the House of Commons on May 22, 1951, the Prime Minister, the Rt. Hon. Louis St. Laurent, stated: "This is a plan for a long-time job to be done by the Canadian people to testify to the continuity of their institutions and their pride in these institutions."

An Ottawa Planning Area Board representing Ottawa and the other municipalities in the Ontario part of the National Capital District was established under the Ontario Planning Act of 1946 to meet the need for adequate municipal planning. To ensure complete co-operation and understanding in matters of common interest affecting planning projects in the Ontario section of the District, the memberships of the Federal District Commission, the National Capital Planning Committee and the Ottawa Planning Area Board are interlocking, while the technical advisers of all three bodies work in close co-operation.

The Ottawa Planning Area Board directed its attention first to the matter of widely scattered undesirable fringe developments on the outskirts of Ottawa, assumed the control of sub-divisions, and pointed out the need for serviced land in new areas. The decisions of the Ottawa Planning Area Board are all subject to the approval of the Minister of Planning and Development of the Province of Ontario, and subject to review and final decision, on appeal, by the Ontario Municipal Board. It was as a result of a recommendation of this Board regarding unification of municipal services for the urban area that annexation took place, in 1950, by the City of Ottawa, of the urban fringes of the townships of Nepean and Gloucester.

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.

Planning studies and surveys early revealed that the basic problem in the new Master Plan lay in finding a permanent and practical solution to the existing railway and industrial locations, a conclusion, incidentally, reached by the authors of the Holt Report in 1913. It was recognized that most of the traffic congestion in the centre of the urban area arose from the barriers created by the railway lines superimposed over a network of natural water courses - dividing the city into nine separate "islands"; and that industrial plants should not be located in the heart of the Capital of Canada. The solution recommended by Greber and the National Capital Planning Committee, concurred in by the Commission and approved by the government, was to remove the railways entirely from the central, built-up areas and to relocate them in a loop around the southern and eastern boundaries of Ottawa, and the northern and western sections of Hull.

As an initial and essential step for the development of the National Capital and its environs, and following a series of studies made by subcommittees, the National Capital Planning Committee recommended the acquisition by the Dominion Government of necessary lands for new industrial sites, railway freight terminals and yards, for property for future government building sites, and for future parks and parkways. Construction of a bridge over the Rideau Canal between Sparks Street and Laurier Avenue also was recommended.

The tremendous post-war expansion of the Capital's urban area and the policy on 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. As a result, the Commission, out of the National Capital Fund, agreed to assist financially by paying 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 civic sewage disposal plant is Ottawa's part in stopping the pollution of the Ottawa River by the dumping of raw sewage.

In 1948, the Federal Government established the National Capital Fund with the intention of making annual grants of two and a half million dollars (\$2,500,000.00) 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 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 a Committee comprising four eminent architects and a prominent landscape architect drawn from the personnel of the Federal District Commission and the National Capital Planning Committee. Since 1950, more than 150 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.

In 1950, and every year since then, extensive study has been given to the zoning of urban areas. Bearing in mind the growth of the National Capital, the maximum use of the respective powers available to the municipalities was advocated. Having recognized the principle that zoning regulations are a major element in any town planning and that zoning is an integral part of the Master Plan, the Commission, in accordance with the overall planning, has repeatedly pointed out to the municipalities within the National Capital District, the need for using to the fullest extent all legislative methods of implementing the planning within their municipal limits and stressed the urgency of the zoning of both built-up and undeveloped areas to co-ordinate their development along the lines of the general layout.

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.

Overall zoning has been enacted to date in the Town of Aylmer and in the municipality of South Hull. Progressive zoning is now being undertaken in the City of Ottawa and a comprehensive zoning ordinance is ready for enactment by the City of Hull. The Township of Hull West has requested and is receiving the assistance of the Commission on its zoning problems.

In accordance with best modern city planning practice, the Master Plan report recommended the establishment of 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 a 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 green belt would be to limit the urban population to about 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 green belt within easy commuting distance of the Capital itself.

Up to the present, efforts to establish the "green belt" by zoning the area have been ineffectual. Federal agencies now are taking steps to restrict green belt housing development. The whole problem is now being studied with a view to finding a practical solution.

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 interprovincial bridge. The question of a new bridge has been left in the hands of the Cities of Ottawa and Hull to investigate through provincial channels.

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, when requested, co-operates with the municipalities in the preparation of zoning by-laws relating to the control of subdivisions of land within the National Capital District. It also acts in the capacity of advisory body to the National Capital Planning Committee.

Tribute should be paid to the work of Mr. John M. Kitchen, who headed the National Capital Planning Service, which acted as Mr. Greber's Canadian planning staff and, as well, adviser to the National Capital Planning Committee since 1945. Mr. Kitchen's vast experience of local conditions and appreciation of all phases of planning contributed greatly to the development of the Master Plan. It is with regret that the Commission records his death which took place in May, 1955.

Mr. D. L. McDonald was appointed Director of Planning on September 1, 1955.

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.

It will be of interest to note that the Journal of the Royal Architectural Institute of Canada devoted its November, 1955, issue to Ottawa and the progress of the National Capital Plan.

The information programme has contributed in a large measure to an appreciation of the magnitude of the projects involved and of the accomplishments thus far realized and support by the public and press of Canada. Provision has been made for revision and continuation of the film record concerning the progress of the National Capital Plan and for the obtaining of colour and black and white photo coverage of the Capital and its development. The scale models of the National Capital Plan have now been entirely rebuilt and brought up to date, and with other material including maps, plans and photographs, will once again be placed on display for the information of the public in quarters on the ground floor of the Daly Building.

Property acquisition and administration

Today a substantial part 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.

Following approval of the plans to relocate the railway and industries which require rail services, the Commission began to acquire some 3,000 acres of land for future railway and industrial sites, mainly along the Walkley Road at the southern boundary of the Capital and in the vicinity of Hurdman's Bridge. Extensive railway relocations have since taken place, the Walkley freight-marshalling yards coming into operation this year. Space is reserved for the relocation, some time in the future, of a passenger, freight and express terminals in the new railway areas.

The land acquired for new industrial areas will come into use when sewer and water facilities are extended by the city into the new sections, particularly the Hurdman's Bridge area.

Another basic recommendation in the National Capital Plan was to utilize abandoned railway rights-of-way as the basis of a new arterial road system. The first of these to be constructed, an east-west limited access roadway, utilizing for most of its length the right-of-way of the Canadian National Railways cross-town tracks is now planned. As the railway right-of-way which the Commission received in exchange for the new rail facilities is not adequate in area for highway use, the Commission began, in 1950, to acquire additional land necessary for the right-of-way for the roadway. The purchases widened the right-of-way from 80 feet to an average of 200 feet. The Ontario Provincial Department of Highways co-operated at the same time by acquiring necessary land for the highway right-of-way outside Ottawa's city limits to make possible the linking of a new limited access highway with Highway 17 east and west of the Capital. Detailed plans for construction of the limited access roadway completed late this year reveal the need for additional land acquisitions for the roadway, particularly at important intersections.

The "Queensway" - new limited access roadway - is a joint project, shared in by the Commission which has provided most of the right-of-way, the Department of Highways of the Province of Ontario, the Trans-Canada Highway authority of the federal department of Public Works and the City of Ottawa. The Commission is sharing in the cost of a report by the engineering firm of DeLew Cather and Company on the planning of the Queensway.

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 and the Ottawa River Parkway developments and for Gatineau Park. Since 1952, the National Capital Fund has been used for land acquisitions.

In 1952, because of the continuing increase in the value of property as well as vacant land, the Commission decided to acquire without delay, lands necessary for the development of parkways in both Ontario and Quebec. This policy was found to be well justified in the years immediately following, as properties rose in value to the point where it would be almost financially impossible to acquire them for this purpose now. Most of the property acquisitions for these purposes were done by 1954 and the past year has been devoted mainly to completing a number of outstanding transactions. These parkways will provide the open space essential to the amenities and for the well-being of the metropolitan area, for, in effect, the Federal District Commission Parkway System meets the need for both urban parks and non-commercial traffic arteries. 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. Most 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 Fees parkway, which skirts the westerly part of Hull from St. Joseph Boulevard near the Aylmer Road northerly to Boulevard Gamelin, was opened to traffic this year. 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 Fees 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. The Master Plan recommends a bridge over the Ottawa River from Deschenes to Britannia to link the Hull South parkway with the Western Parkway in Ottawa and so provide another general traffic use crossing of the Ottawa River.

Gatineau Parkway, which runs from the Ottawa River at Val Tetreau northward, may also be considered as part of the parkway system for this area.

In 1953, the Commission made plans for the development of Hog's Back Park, a new urban park to meet the need of the growing urban population and located on the Rideau River four miles south of the city centre. Canal reserve lands in the area were transferred to the Commission by the Department of Transport and additional properties were required by purchase to bring the park area to a total of about 170 acres. For many years, Hog's Back had been a popular summer cottage area and cottagers on annual lease were given eighteen months to remove their buildings. Most of the area for park purposes lies between the Rideau River and the Bowesville Road and actually forms part of the Rideau River Parkway lands which the Commission has acquired between Rideau Falls and Mooney's Bay.

In 1937, the Commission was authorized by Parliament to begin acquiring land for the development of Gatineau Park in the beautiful hill and lake section of the Laurentians immediately north of Hull. To date the Commission has acquired about 50,000 acres, which represents approximately two-thirds of the planned park area. During 1955, land acquisitions were carried out in the townships of Hull, Masham, Onslow and Eardley.

It is the duty of the Federal District Commission to ensure that funds allocated to it are wisely spent and that only reasonable prices are paid for the properties purchased. Honest differences of opinion occur between the Commission and the owners of land required for the development of the National Capital because of the difficulty of assessing the sentimental and other such debatable values attached to the property. However, in all transactions which have taken place, an effort has been made to negotiate a deal acceptable to both the buyer and seller. If both parties are unable to agree, the matter is settled by the Exchequer Court, a procedure which occurs in less than a fraction of one per cent of the hundreds of individual property transactions in which the Commission has engaged.

The policy followed by the Commission regarding the owners who were expropriated has been to give to them the first opportunity to remain in their former property on a rental basis until such time as the property may be required by the Commission. However, should the owners vacate, the properties are made available for lease to the general public, with the exception of substandard buildings, which are either demolished or sold to the highest bidder for removal. The buildings are maintained and repaired to some extent by the maintenance staff of the Commission, and the vacant land maintained by park labourers.

These properties are handled, at the present time, by a local Trust Company which acts as rental agent for the Commission both in the Province of Ontario and the Province of Quebec.

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 \$300,000.00 of the total cost of the span and its approaches. 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.

The next important project to be started was the first stage in the relocation of the railway lines. Construction of the new railway facilities was started in 1950 with the building of highway overpasses on the projected rail belt over the Russell and Metcalfe roads. In 1951, a connection was made at South March between the Beachburg and Renfrew Subdivisions of the Canadian National Railways, permitting trains to reach central Ottawa by the new Walkley Road line and thus releasing the cross-town tracks for conversion to highway purposes. In November 1953, the Canadian National Railways Montreal-Winnipeg manifest freight trains began using the new line and yards. At the end of 1954, the Canadian National Railways also began to transfer its yard office operations from Bank Street to the new facilities. Service trackage will be maintained between the present Union Station, Ottawa East and the Chaudiere areas until the completion of the relocation of existing industries and the Union Station.

In June of this year, the railway signal central control system was put into operation. This new and modern traffic control system is an integral part of the new railway facilities and controls all Canadian National Railways train movements on twenty-six miles of main line traffic between South March on the west, the Union Station on the north, and Hawthorne station on the east.

On August the 9th, 1955, the first major railway operation relocation took place when the Canadian National Railways transferred its freight-marshalling and car repair maintenance facilities from the Bank Street yards on the down-town cross-town tracks to the new Walkley yard constructed by the Commission at the southern boundary of the city. The immediate result was the removal of 75% of this railway's freight yard operations from the central part of the Capital. As a consequence, much of the area was cleared for the construction of the Queensway limited access east-west roadway, although the railway will maintain two lines on the cross-town tracks for some years yet to serve industries located in the area as well as to maintain an alternative route for Canadian Pacific Railway trans-continental trains between Ottawa West and the Union Station to be used if the Canadian Pacific connection via Hull is inoperative. Other railway relocations will follow when current negotiations are completed for the establishment of a terminal company to operate all railways in the area. Removal of the Besserer Street and Sussex Street freight terminals and the freight facilities on the cross-town tracks to new facilities south and east of Hurdman's Bridge is now planned. The new terminal areas are also designed for industrial and warehousing developments.

In 1952, preliminary planning was done by the Commission and the federal department of Public Works for proposed new bridges to replace the dangerous and inadequate crossings over the Rideau River on Sussex Street. Construction of the new bridges was started in 1953 together with the rebuilding of Sussex Street from Rideau Street to the junction with the driveway system adjacent to Government House. The street car tracks were removed and motor buses replaced street cars for public transportation. All overhead wiring, except for pole connectors to side streets, was placed underground. The bridges and street improvements were a municipal project with provincial assistance and, because of the number of important public buildings on the street and the fact that it provides a connecting link with the driveway system, the Commission contributed about two-thirds of the cost of the entire project. 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.

Although the National Capital Plan proposes entirely new crossings of the Ottawa River at the Chaudiere, because of railway and industrial relocations which must precede such a project, it was found necessary to take steps to alleviate traffic congestion of the present crossing, particularly at its Hull approach. To facilitate the movement of traffic between Ottawa and Hull via this route, and to contribute generally to the improvement of Wellington Street, the Ottawa Transportation Commission agreed to the replacement of street cars by motor buses over the route between Wellington and Bank Street and Main Street in Hull. Removal of tracks and the overhead trolley wires and the substitution of buses for street cars were made at the Commission's expense.

Structural improvements at the Hull approaches of the crossing carried out by the Commission in co-operation with the Department of Public Works included a reconstruction of the stone sub-structures and the building of a steel trestle over the Devil's Hole of the Chaudiere Falls to permit division of the roadway into two one-way traffic lanes, as well as relocation of public utility wires and resurfacing of the roadway in the section. The official opening of the new causeway and reconstructed roadway in the Hull section of the Chaudiere Bridge took place on November 29, 1955.

Construction was begun on two entirely new bridges, one of which spans the Rideau River at Hurdman's and will be a main connecting link in the Queensway limited access east-west roadway. The other is a crossing of the Rideau River which will extend from Bronson Avenue southerly to link with the Bowesville Road, and with a new government building site on the high ground immediately to the south where there are to be constructed new buildings for the Department of Public Works and the Post Office Department. The new bridge will provide another route to Ottawa Airport. A new approach road to the Capital from the St. Lawrence will link with Bronson Avenue via this new bridge, which has been named the George Dunbar Bridge. Both bridges are city projects with financial assistance from the Commission.

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 this 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 section of Colonel By Drive, the old Canal Road approach to Hog's Back, from Bronson Avenue, was improved. The section between Bronson Avenue and the Canadian Pacific Railway tracks was surfaced and base fill was placed for future continuation of the Drive to near Hartwell's Locks of the Rideau Canal.

A new section of the driveway east of Rockcliffe Park was opened to traffic during the month of September, 1955. This new roadway merges into the present driveway in the vicinity of the Ottawa-New Edinburgh Canoe Club grounds, then crosses McKay Creek over a new culvert, continues eastward through the so-called "Mile Circle", thence sweeps south in a semi-circle to join Birch Avenue in Manor Park, Rockcliffe. The present narrow and winding roadway to the "Mile Circle" via the Hillsdale road bridge, at McKay Lake, is consequently by-passed. The Commission expects to pave the new roadway during 1956.

In 1953, construction was begun of the first two miles of Gatineau Parkway, a new roadway running north from the Aylmer Road at Val Tetreau. Eventually it will be extended to the Kingsmere area and thence in a scenic forty-five mile loop through Gatineau Park. At the present time, the section constructed, paved and landscaped extends northward only to Boulevard Gamelin (Mountain Road). Due to some difficulty in acquiring the necessary land, extension of Gatineau Parkway north of Boulevard Gamelin is not yet possible. It was decided, therefore, to build a Class III parkway from Dunlop on the Meach Lake road south westerly to the edge of the escarpment overlooking the Ottawa Valley. This will be a link road eventually connecting the two arms of the Gatineau Parkway and, in the meantime, it will give the public access to the rugged higher ground of the park area and a striking view from the escarpment. The right-of-way for this link parkway was cleared during the winter of 1954-55 and the past summer has been devoted to preliminary construction. It is expected to be opened to traffic in 1956.

Construction of the first section of a local parkway for Hull was begun last year and completed this summer. Known as Lac des Fees Parkway, it runs northerly from connections with Boulevard St. Joseph via Duquesne and Graham Streets to Boulevard Gamelin, passing Lac des Fees (Fairy Lake) from which it takes its name, to the east.

The new parkway which will eventually be extended northerly and easterly around the boundaries of Hull to the Gatineau River was opened to traffic on June 17, 1955. The parkway is a joint project with the City of Hull buying most of the land and the Commission doing the construction.

Statement of expenditures under the National Capital Fund

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, 1955:

Receipts

Funds advanced to the Commission \$13,290,000

Expenditures

Capital Expenditures for:

Land:

Industrial and railway sites in the Township of Gloucester	\$1,332,743	
Parks and parkway development in Ontario	3,482,571	
Parks and parkway development in Quebec	424,847	
Gatineau Park	954,063	
Mackenzie King Bridge	<u>292,386</u>	6,486,610

Construction and Development:

Removal, re-routing and reconstruction of cross-town tracks and facilities	2,368,526	
Roads, driveways, parks and boulevards in Ontario and in Quebec	461,091	
Parkways in Gatineau Park	604,872	
Mackenzie King Bridge	1,338,332	
Machinery and equipment	119	
Buildings	<u>28,261</u>	<u>4,801,201</u>

TOTAL CAPITAL EXPENDITURES 11,287,811

Other Expenditures:

Relocation of Sussex Street bridges and improvements to Sussex Street	719,574	
Improvements to approaches to Chaudiere Bridge, in Ontario and in Quebec, including improvements along Wellington Street in Ottawa	250,299	
Grants to the City of Ottawa for carrying charges on debentures issued to finance construction of water mains and sewers	671,993	
Grants to the City of Ottawa for placing wires under ground and for traffic survey	14,820	
Miscellaneous expenses	<u>75,326</u>	<u>1,732,012</u>

TOTAL EXPENDITURES 13,019,823

Funds in hand of the Commission at March 31, 1955

270,177

Ordinary activities of Federal District Commission

Parks and driveways

Despite the prolonged heat wave and drought which, for over seven weeks of the past summer, turned the normally attractive green of the Commission's parks and driveways to brown, no permanent damage was suffered by the greenery in the Capital. In fact, curiously enough, as if Nature tried to compensate for the experience suffered by the grass, the floral displays were more brilliant and prolonged than ever. The colours in the flower beds were unusually vivid and maintained their freshness until late Fall.

The 1,100 acres of urban parks, the attractive landscaped grounds of the federal public buildings and the twenty-two 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 trimmed 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 horticultural treatment.

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 two nurseries of about fifteen acres each. One is located in Rockcliffe Park, and the other in the grounds of the Rideau Health and Recreational Centre of the Department of Veterans' Affairs near Billing's Bridge.

Since 1947, Her Majesty Queen Juliana of the Netherlands has made an annual gift of tulip bulbs to the Commission for planting in the National Capital in recognition of Canadian hospitality to herself and her family during the second World War. The Commission gratefully acknowledged the gift of 15,000 bulbs from Her Majesty in 1955. They will bloom in the spring on the grounds of the Ottawa Civic Hospital and on the driveway from Lisgar Street to Capital Storage.

For several years also, the Associated Bulb Growers of Holland have made gifts of tulip bulbs to the Commission and, this year, the Commission was very pleased to receive about 15,000 bulbs from them for planting in the driveway system.

In addition to the normal landscape maintenance of the park and driveway system, the Commission, during the year, carried on its normal development programme and brought into operation its newest large urban park at Hog's Back.

One measure of the work done this year is indicated by the fact that the Commission used over seven tons of grass seed.

Parliament Hill: Planting was completed for the new parking area west of the West Block. Planting and other erosion control measures were continued on the bank of the Ottawa River in the Parliament Hill area.

Hog's Back Park: The attractively designed refreshment pavilion, shelter and comfort station, adjacent to the east end of the Hog's Back Bridge over the Falls, were completed and opened in mid-May. The refreshment stand is a Commission concession. The new park and its facilities were an immediate success, and at the end of the season, it was necessary to enlarge the storage and parking areas.

The construction of three-quarters of a mile of walking trail made the rugged beauty of the shores of the Rideau River available to the general public and the erection of a two-tiered overlook provided vistas to Parliament Hill and the Gatineau Hills beyond. Clusters of benches were placed at convenient points along the walking trails, and parking space was provided for one hundred and thirty cars.

Reforestation, grading and establishment of ground cover begun in 1954 was continued and the hillsides were made secure against erosion. Planting and paving in the vicinity of the refreshment pavilion completed the setting.

The furniture and accessories were specially designed to suit the nature of the new park. Even the trash receptacles were specially designed and painted to harmonize with the surroundings. In fact, the receptacles were noticed by the National Industrial Design Committee and were featured in an exhibit sent all across Canada.

Rideau River Park: For several years, the low lying land on the east bank of the Rideau between Billing's Bridge and Hurdman's Bridge has been in process of reclamation by means of sanitary fill. The process had progressed this year to the point where the Commission was able to seed to grass a ten-acre area in the section from Billing's Bridge northerly.

Ottawa River Parkway: The Commission has also acquired land for the development of a waterfront park on the Ottawa River between Nepean Bay and Britannia. This year, preliminary clean-up work was carried out in the Lazy Bay area. Two acres were reclaimed and added to maintenance in the vicinity of the Champlain Bridges.

Victoria Island: The Royal Canadian Air Force establishment here co-operated with the Commission in making general improvements in the area by removing an incinerator and a burning dump for papers, all of which had given the area an untidy appearance from Parliament Hill and other vantage points on the river bank. The Royal Canadian Air Force provided funds for a covering of soil at the point of the island and turf was established. Trees were planted to hide the unsightly buildings and the parking area.

Sussex Drive: Heavy filling and top-soil operations were carried out. The central boulevard and shoulders were planted. Thirty-foot trees were planted as an avenue on both sides of the street, and the triangle at the corner of Lady Grey Drive and Sussex Drive was graded and seeded.

Preliminary grading was done and turf was established on a section of Green Island north of the Bytown Bridges. This is the site of the proposed Commonwealth Air Forces Memorial.

Rockcliffe Park: One new parking area was completed and a start was made on the construction of two others in order to provide services for the public and render the area safer for children. The new section of parkway in the Mile Circle was graded and seeded. The McKay Creek area was graded and seeded and foundations for new paths were laid.

Colonel By Memorial Fountain: Necessary landscape and construction work was carried out in connection with the erection of this Memorial Fountain.

National Research Council, Montreal Road: Five acres were cleared and improved for Building M-50. The sides of the approach roads were regraded and ditches were improved. For Building M-19, parking areas and a complete landscape setting were constructed.

Shirley's Bay: Ten acres of turf were established and planting was done around three buildings of the Defence Research Board in this area.

Tunney's Pasture: Landscape construction at the Bureau of Statistics was nearly completed and work on several other buildings was started. A start also was made on the planting of large trees on the main streets of this government building area.

Department of Veterans' Affairs: The grounds of the east building of the Department of Veterans' Affairs on Wellington Street were planted and taken over for maintenance.

Ornamental Pond, Driveway: One of the projects most appreciated by the public was the complete rebuilding of the old ornamental pond on the Driveway at Fourth Avenue. The walls were completely rebuilt and the depth of the water reduced. Apparatus was installed to aerate the water, and the water lilies planted in the pond were an outstanding success all through the summer.

Gatineau Parkway: Turf was established on the shoulders and flanking areas of the first two miles of the parkway. Some thousands of shrubs and vines were planted, and grading and stoning of rough areas were completed.

Mackenzie King Estate: The Commission co-operated with the Kingsmere Festival of the Arts by making available Moorside and the Booth House. A safe water supply was provided, and outdoor lighting of paths and parking areas were installed.

At the Farm House, a new roof was put on and repairs were made to the veranda and eaves. The exterior was painted and most of the interior rooms were redecorated.

Jaccues Cartier Park: The old brick chimney of the Gilmour Mill was finally demolished and removed, and the area was graded and turned over to the City of Hull for recreation purposes. Several additional acres toward the Montreal Road were prepared and seeded.

A block of buildings near the Interprovincial Bridge had been demolished and the site was blended into the surrounding park by Commission staff. The whole river bank from the Interprovincial Bridge to Brewery Creek was treated with chemical weed eradicator and heavily fertilized.

Brewery Creek, Hull: The island in Brewery Creek was improved by grading the north end and adding a stone retaining wall. Development of the stone building by the City of Hull will permit work in this area to be completed.

Breboeuf Park: The Commission co-operated with the Men's and Women's Canadian Clubs of Ottawa in the erection of two plaques to mark this well preserved section of the old "voyageurs'" portage of the second Chaudiere Rapids. Careful brushing was done along the route of the old trail and the ancient steps erected by the voyageurs were rebuilt.

Parc Fontaine: A new metal tool shed was erected to replace one destroyed by fire. The unstable mounds in the park were circled with a thousand feet of security fence and some six hundred feet of boundary fence was erected.

Co-operation with other agencies: The Commission co-operated with the E. B. Eddy Company in their efforts to improve the ground around the mills by giving advice on landscape construction. Professional advice was also extended by the Commission staff to Canadian Arsenals Limited, Atomic Energy of Canada Limited, the National Research Council, the Defence Research Board and several government departments.

Floral displays: The bulb shows continued to be the feature of the parkway system. The daffodil display at the Commission rockeries in Rockcliffe Park was extended in order to be seen by motorists over the new section of the parkway. Daffodils were planted on hillsides and in strategic positions along the driveway through Rockcliffe Park, and more daffodils also were added in Major's Hill Park. The plantings on the banks near the Perley Home were enlarged.

Large new crocus plantations were placed in Major's Hill Park, Elgin Street and Echo Drive.

Gatineau Park

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 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 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 report on master plan 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.

The total land acquired by the Commission to date is about 50,000 acres. This means that the Commission now owns over 60% 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, 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.

The Commission authorized the Kingsmere Festival of Arts to be held at Kingsmere during the summer season of 1955. Open air concerts were given at week-ends and several plays were presented. The Festival proved to be an attraction appreciated by visitors to the area and residents alike, and is to be continued next year.

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 forty-five 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 Pink's Lake. There it will divide, one arm passing near Old Chelsea and thence following Meach, Harrington and Philippe's Lakes. The other arm from Pink's 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.

Also in Gatineau Park, a scenic road from the Meach Lake Road at Dunlop's through the Valley of Fortune Lake and Creek to the highest point of the escarpment has been surveyed and construction work began in the early summer of 1955.

The area at the north end of Lac Philippe continues to attract many visitors. For this reason, the Commission decided to improve during 1955 the picnic and bathing facilities as well as the parking areas at this lake. Extensive land acquisitions were made in the Lac Lapeche area, noted for its excellent beach.

The park is maintained by a superintendent, an assistant and a force of eight full-time rangers, four part-time rangers and one full-time foreman in charge of seasonal labourers. The rangers act as constables under Royal Canadian Mounted Police supervision, game wardens and fire rangers in co-operation with provincial authorities.

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.

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 1955, to regular maintenance locations by the Commission are as follows:

National Research Council - Rideau Annex
National Research Council - Radio and Electrical Engineering
Building, Montreal Road
Kelly Building - Chief Electoral Officer
New Department of Veterans'
Affairs Building - Wellington Street
Garland Building
Imperial War Museum Stores
Tunney's Pasture, summer maintenance
New Parkway area at R. A. Playing ground site, mostly for new
Department of Veterans' Affairs Buildings, maintenance
and snow removal.

During the year, work was started on the repair of older sections of fences surrounding some Government buildings. Provision was made also for the painting of the Rideau Hall fence.

Construction, etc. - for Government Departments and other agencies

Following its usual practice, the Commission, at the request of various departments, carried out during 1955 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 competitive prices.

The projects executed during 1955 included the following:

Department of Public Works: Completion of construction of a new parking lot on the site of the R. A. playing field at the west end of Wellington Street between the Government heating plant and the mill race of the Ottawa River; construction of a new parking area at the north end of Bank Street; improvements to the grounds of the Mines Branch, Department of Mines Building on Booth Street; resurfacing of the concrete sidewalk at the Connaught Building on Sussex Street; replacement of bumper logs at the parking area on Green Island; landscaping of the grounds surrounding the Veterans' Memorial Building.

Defence Research Board: Continuation of the landscaping of the land surrounding new buildings at Shirley's Bay.

Department of National Defence: Construction of roadway and curbing at Ottawa airport and improvements to the grounds at Victoria Island for the Royal Canadian Air Force.

National Research Council: Continuation of the landscaping of the grounds surrounding the buildings of the National Research Council on the Montreal Road; and construction of new parking areas and roadways at the Research Centre.

Bank of Canada: Maintenance of grounds of the King Edward Avenue and Wellington Street properties.

Civic Hospital: Maintenance of the grounds surrounding the hospital buildings, Carling Avenue.

Central Mortgage and Housing Corporation: Maintenance of the grounds surrounding Montreal Road and Laurentian Terrace properties.

Department of Agriculture: Annual maintenance of roadways at Central Experimental Farm.

Joint Project: Engineering Institute of Canada, the City of Ottawa, the Historic Sites and Monuments Board and the Commission - erection of the Colonel By Memorial Fountain on the Driveway near the Laurier Avenue Bridge.

ROYAL CANADIAN MOUNTED POLICE

"A" DIVISION

FEDERAL DISTRICT COMMISSION PATROL SQUADS

ANNUAL REPORT - NOVEMBER 25TH, 1954 TO OCTOBER 31ST, 1955

1. The strength of Federal District Commission Patrol Squads is twenty members. Patrol vehicles consist of fourteen radio equipped units comprised of four marked patrol cars, two ghost cars and seven motorcycles.

2. Gatineau Park patrolmen maintained liaison with Park Rangers and there are no untoward incidents to report. The popularity of the Gatineau Park area increased during the past summer to the extent that the Lake Phillipe parking area was unable to accommodate the large number of vehicles during the week-ends, necessitating the parking of vehicles on the roadways.

3. All patrols have maintained our policy of constant vigilance and strict traffic law enforcement which has resulted in a substantial increase in convictions and warnings for violations and an encouraging decrease in the number of motor vehicle accidents. There has been a decided increase in the number of motor vehicles registered in the Ottawa area and in spite of this increase our accidents have decreased by 40. This decrease could reasonably be attributed to two important factors:-

- (1) Traffic Law enforcement policy.
- (2) Excellent co-operation of the F.D.C. in taking immediate action on engineering problems brought to their attention by this Branch.

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

- (a) As a result of infractions committed under F.D.C. Bylaw 32 there were 3,124 Traffic Violation Tickets issued, the results were as follows:

Convictions	430
Dismissals	4
Withdrawals	6
Warnings	2673
Court Cases pending	11

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

Number of Motor Vehicle Accidents	160
Damage to F.D.C. Property	\$2,145.00
Damage to Private Property	\$58,063.00
Persons injured in Accidents	75
Fatal Accidents	1

(c) Monies paid into Ottawa District Courts as a result of Convictions under F.D.C. Bylaw 32.

Fines paid into Court	\$3,822.00
Costs paid into Court	935.50

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

Traffic Control Duties during visits of visiting dignitaries and receptions at residences on F.D.C. Driveway	102
Motorcycle Escorts provided	24
Assistance to other Police departments	83
Investigations of damage to F.D.C. property other than by M/V Accidents, Amount of damage \$162.00	5

(e) Total Mileage travelled by Policy Transports in the enforcement of F.D.C. Bylaw 32.

Motorcycle Mileage	47,001
Police Car Mileage	203,870

5. Close liaison and friendly co-operation is maintained with all Police Forces in the surrounding district and as in the past has proven most beneficial to all concerned.

6. The friendly and harmonious co-operative spirit existing between Officials and other personnel of the F.D.C. with personnel of the Traffic Branch has a decided influence on maintaining a high standard of efficiency in so far as the operations of our Branch are concerned.

(sgd.) J. F. Smith #12081. Sgt.
I/C Traffic Branch.

Ottawa, June 28, 1955

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, 1955, and certified financial statements are 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

(Established by the Federal District Commission Act)

Balance Sheet as at March 31, 1955

<u>Assets</u>		<u>Liabilities</u>	
Cash	\$ 816,024	Accounts Payable and Accrued Liabilities	\$ 187,598
Canadian National Railways Bonds, at cost (market value, \$19,600)	20,136	Provision for Grants in Lieu of Municipal Taxes	15,418
Rentals and other Receivables (less provision for doubtful accounts, \$6,415)	62,186	Advances by Government Departments, for services	13,367
Inventories of Maintenance and Operating Supplies, Small Tools and Equipment, and Trees and Shrubs in Nurseries, at cost or estimated value	150,180	Contractors' Security Deposits	24,258
Payments made in respect of Land Purchased, pending delivery of title deeds, etc.	814,565	Unexpended Balances of Parliamentary Appropriations, re- fundable to the Receiver General of Canada, per Statement of Receipts and Expenditures (Sections C and D)	32,930
Capital Assets, at cost, less accumulated provision for depreciation (Schedule "A")	17,718,290	Property Rentals Suspense Account - Balance of rentals from properties purchased, per Statement of Receipts and Expenditures (Section B)	314,616
		Unexpended balance of payments received out of the National Capital Fund, per Statement of Receipts and Expenditures (Section E)	270,177
		Accumulated Provision for Replacement of Machinery and Equipment and Motor Vehicles, less cost of replacements	39,982
		Proprietary Interest, per Statement of Proprietary Interest	<u>18,683,035</u>
	<u>19,581,381</u>		<u>19,581,381</u>

Notes:

- (1) As at March 31, 1955, a balance of \$4,210,000 was held by the Minister of Finance at the credit of the National Capital Fund, available for payment to the Commission for expenditure, with the approval of the Governor in Council, on the construction, operation and maintenance of works or projects within the National Capital District, in keeping with the approved general plan for the improvement and development of the National Capital.
- (2) In addition to the liabilities shown in the above Balance Sheet, the Commission was under obligation, as at March 31, 1955, for: (a) amounts totalling approximately \$1,485,000 in connection with works contracted for, including reimbursement of part of costs to be incurred by the City of Ottawa; (b) unsettled property purchase options, to the extent of approximately \$900,000; (c) compensation, in indeterminate amount, for properties expropriated; and (d) annual grants to the City of Ottawa, until 1965, to a total of \$1,810,667, for interest on debentures issued to finance certain sewer and waterworks projects, undertaken in advance of normal construction.

Certified correct:

.. (Sgd.) H. R. Gram.
Secretary

Approved:

.. (Sgd.) Howard Kennedy.
Chairman.

Certified in accordance with my report dated June 28, 1955
to the President of the Privy Council, under section 87 of the Financial
Administration Act.

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, 1955

A. Construction, improvements, maintenance and operation of Parkway System

Available balance as at April 1, 1954, representing accumulated excess of receipts over expenditures to March 31, 1954		\$ 21,910
Add: Receipts during the year -		
Statutory grant	\$ 300,000	
Authorization through Parliamentary appropriation (see Activity C)	121,607	
Miscellaneous income - equipment rentals, sales of supplies and nursery stocks, supervisory charges, etc.	<u>157,930</u>	
		<u>579,537</u>
Deduct: Expenditures -		<u>601,447</u>
Maintenance:		
Operating	487,735	
Repairs	84,087	
Administrative salaries and expenses (\$86,790, less one-half allocated to maintenance and improvement of grounds adjoining Government buildings - Activity C)	43,395	
Commissioners' travel expenses, etc.	10,090	
Grants to municipalities in lieu of taxes	14,137	
Provision for replacement of machinery and equipment and motor vehicles	33,555	
Miscellaneous	<u>11,276</u>	
	684,275	
Capital outlays -		
Land	\$ 79	
Parks and boulevards	330	
Parkway lighting system	6,913	
Buildings	15,420	
Machinery and equipment	31,734	
Motor vehicles	9,027	
Office furniture and equipment	<u>1,460</u>	
	64,963	
		<u>749,238</u>
Excess of expenditures over available balance as at April 1, 1954 and receipts during the year		147,791
Deduct: Transfer from Property Rentals Suspense Account (Activity B)		<u>147,791</u>
		Ø

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

B. Property Rentals Suspense Account

Balance as at April 1, 1954	\$ 245,941
Add:	
Rentals earned to March 31, 1954, from properties purchased with funds received out of the National Capital Fund (transferred from Activity E)	\$ 90,667
Rentals earned during the year ended March 31, 1955, from properties under the control of the Commission	<u>125,799</u>
	<u>216,466</u>
	462,407
Deduct: Amount transferred towards construction, improvements, maintenance and operation of Parkway System - (Activity A)	<u>147,791</u>
Balance as at March 31, 1955, carried to Balance Sheet	<u>314,616</u>

C. Maintenance and improvement of grounds adjoining Government buildings

Receipts -	
Parliamentary appropriation (\$516,800, less \$121,607 relating to Parkway System)	\$ 395,193
Other	<u>2,327</u>
	\$397,520
Expenditures -	
Maintenance	314,986
Administrative salaries and expenses (transferred from Activity A)	43,395
Miscellaneous	<u>10,400</u>
	<u>368,781</u>
Unexpended balance refundable to the Receiver General	<u>28,739</u>

D. National Capital Planning Committee

Receipts - Parliamentary appropriation	\$ 105,305
Expenditures -	
Engineering salaries and expenses	\$ 64,844
Professional and special services	8,552
Information office salaries and expenses	17,678
Exhibit maintenance	9,033
Committee members' travel expenses	<u>620</u>
	100,727
Capital outlays - Office furniture and equipment	<u>387</u>
	<u>101,114</u>
Unexpended balance refundable to the Receiver General	<u>4,191</u>

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

E. Construction, operation and maintenance of works or projects within the National Capital District, in keeping with the approved general plan for the improvement and development of the National Capital

Unexpended balance as at April 1, 1954		\$ 1,369,798
Less: Property rentals earned to March 31, 1954, transferred to Property Rentals Suspense Account - (Activity B)		<u>90,667</u>
		\$1,279,131
Add: Receipts -		
Payments out of the National Capital Fund		<u>4,500,000</u>
		5,779,131
Deduct: Expenditures -		
Capital outlays -		
Land -		
Parks, driveways, etc.	\$ 2,199,214	
Gatineau Park	265,346	
Industrial and railway sites	161,929	
Roads and driveways	599,474	
Bridges and approaches	60,270	
Parks and boulevards	38,798	
Removal, re-routing and reconstruction of cross-town tracks and facilities	1,111,729	
Buildings	<u>28,261</u>	
		4,465,021
Other Outlays -		
Contributions towards cost of construction of Bytown Bridges and Sussex Drive	529,852	
Cost of improvements to Chaudiere Bridge approaches, in Ottawa and Hull	250,299	
Grant to City of Ottawa, re interest on debentures issued to finance certain sewer and waterworks projects undertaken in advance of normal construction	223,860	
Miscellaneous grants	14,820	
Maintenance expenses	<u>25,102</u>	
		<u>1,043,933</u>
		<u>5,508,954</u>
Unexpended balance as at March 31, 1955, carried to Balance Sheet		<u>270,177</u>

FEDERAL DISTRICT COMMISSION

Statement of Proprietary Interest for the year ended March 31, 1955

Balance as at April 1, 1954	\$ 14,282,746	
Less: Balance available for Parkway System expenditures	<u>21,910</u>	\$ 14,260,836
Add:		
Capital outlays during the year		4,530,372
Replacement of machinery and equipment and motor vehicles out of accumulated provision for replacements		22,733
Increase in equity in certain leasehold property		3,603
Gain on sale of capital assets		1,060
Increase in inventories of maintenance and operating supplies, etc.		<u>10,911</u>
		18,829,515
Deduct: Provision for depreciation for the year		<u>146,480</u>
Balance as at March 31, 1955		<u><u>18,683,035</u></u>

Note: The balance as at March 31, 1955 was represented by: capital assets, less accumulated provision for depreciation, \$17,718,290; payments in respect of land purchased pending delivery of title deeds, etc., \$814,565; inventories of maintenance and operating supplies, etc., \$150,180.

FEDERAL DISTRICT COMMISSION

Capital Assets as at March 31, 1955

	<u>Cost</u>	<u>Accumulated Provision for Depreciation</u>	<u>Depreciated Value</u>
Land -			
Parks, driveways, etc.	\$ 7,084,410		\$ 7,084,410
Gatineau Park	2,020,954		2,020,954
Industrial and railway sites	1,400,569		1,400,569
Mackenzie King Bridge	192,393		192,393
Leases and licenses of occupation	<u>1</u>		<u>1</u>
	10,698,327		10,698,327
Roads and driveways	2,464,702	\$ 1,087,062	1,377,640
Bridges and approaches	2,251,289	510,446	1,740,843
Parks and boulevards	977,540	2,411	975,129
Parkway lighting system	171,725	93,958	77,767
Removal, re-routing and reconstruction of cross-town tracks and facilities	2,368,526		2,368,526
Buildings	464,445	181,703	282,742
Machinery and equipment	211,269	85,238	126,031
Motor vehicles	96,844	57,167	39,677
Office furniture and equipment	<u>44,578</u>	<u>12,970</u>	<u>31,608</u>
	19,749,245	2,030,955	17,718,290
	<u><u> </u></u>	<u><u> </u></u>	<u><u> </u></u>