SIXTIETH ANNUAL REPORT

for the period January 1, 1959
to March 31, 1960.
OTTAWA-HULL SEEN FROM THE AIR
"In the development of the Nation's Capital is symbolized the rapid development of the Canadian nation itself. None of this could have been possible but for the cooperation of governments - federal, provincial and municipal - none of it would have been possible without the unceasing devotion that the National Capital Commission and the Commissions which preceded it, have given to this work, the building of a monument in Nature to a great city - to the Capital of Canada - symbolic of its greatness and also of its grandeur".

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Honourable David J. Walker, P.C., M.P.,
Minister of Public Works,
Ottawa, Canada.

Dear Mr. Walker:

In accordance with Section 85(3) of the Financial Administration Act, we have the honour to submit herewith the Annual Report of the activities of the Commission covering the period January 1, 1959 to March 31, 1960. This is the Sixtieth Report of the Commission and of its predecessors.

Respectfully submitted,

(sgd) Alan K. Hay,
Chairman.

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

P.S. This is the first report of the National Capital Commission. Annual reports previously submitted by preceding Commissions on the basis of the calendar year as required by the governing acts. The National Capital Commission is subject to the requirements of the Financial Administration Act and its fiscal year terminates March 31. This Act calls for an Annual Report of the Commission's activities together with financial statements for the fiscal year. This is the reason why the present report covers a 15-month period, namely January 1, 1959 to March 31, 1960. Future annual reports will be submitted on a fiscal year basis ending March 31.
NATIONAL CAPITAL COMMISSION

CHAIRMAN


VICE-CHAIRMAN

Professor Anthony Adamson, M.R.A.I.C., M.T.P.I.C.

COMMISSIONERS (as of March 31, 1960)

P. Horace Boivin, Granby, Quebec.
J.G. Boultbee, Kamloops, B.C.
Honourable John Bracken, B.S.A., LL.D., Manotick, Ontario.
David L. Burgess, M.B.E., M.C., Ottawa, Ontario.
R.D. Chénier, Eastview, Ontario.
Raymond Cossette, B.L., LL.L., Quebec City, Quebec.
A. Walthen Gaudet, LL.B., Charlottetown, Prince Edward Island.
Aimé Guertin, Hull, Quebec.
J.A. Hagerman, Saskatoon, Saskatchewan.
J.C. Horwitz, Q.C., Ottawa, Ontario.
M.M. Maclean, C.B.E., Ottawa, Ontario.
Mrs. R.H. MacLeod, New Glasgow, Nova Scotia.
Miss S. Clyde McLellan, Saint John, New Brunswick.
H.G.R. Mews, St. John's, Newfoundland.
J.N. Morin, J.P., Aylmer, Quebec.

OFFICERS


EXECUTIVE COMMITTEE

Chairman: Major General Howard Kennedy (retired on March 31, 1960).
Vice-Chairman: Professor Anthony Adamson

Honourable John Bracken
Aimé Guertin
David L. Burgess

LAND COMMITTEE

Major General Howard Kennedy, Chairman
Col. J.D. Fraser
F.W. Berry
ADVISORY COMMITTEE ON DESIGN

Professor Anthony Adamson, Chairman
Gordon Culham
Watson Salharbie
Professor James A. Murray
Claude Beaulieu
J. S. Lefort
C. E. Trudeau

INFORMATION ADVISORY COMMITTEE

M. M. Maclean, Chairman
Aimé Guertin
J. C. Horwitz
Miss S. Clyde McLellan
R. D. Chénier
J. N. Morin
E. R. Tavender
Major General Howard Kennedy - (ex officio)
Professor Anthony Adamson - (ex officio)

HISTORICAL ADVISORY COMMITTEE

Professor Anthony Adamson, Chairman
Dr. Lucien Brault
R. F. Legget
W. E. Fancott
W. F. C. Anderson
Harry Walker
A. J. H. Richardson
W. E. D. Halliday
Dr. R. H. Hubbard
Eric W. Morse
Edgar Boutet
Rev. Father Maurice Gobeil
Mrs. W. H. Gilleland
Dr. Wilfred L. Caron
M. M. Maclean

GATINEAU PARK ADVISORY COMMITTEE

James M. Wardle, Chairman
J. N. Morin
More than a year has elapsed since the coming into force of the National Capital Act, 7 Elizabeth II, Chapter 37 - an Act respecting the Development and Improvement of the National Capital Region. The Corporation known as the National Capital Commission, consisting of twenty members, was established on February 6, 1959. The members are appointed by the Governor-in-Council and hold office during pleasure for a term not exceeding four years. In addition to the Chairman and the Vice-Chairman, the Act provides for the appointment of at least one member from each of the ten provinces; at least two members from the City of Ottawa; at least one member from the City of Hull, and at least one member each from a municipality within Ontario and Quebec sections of the National Capital Region excluding the Cities of Ottawa and Hull.

An Executive Committee of the Commission consisting of the Chairman, the Vice-Chairman and three other members appointed by the Commission - of whom one at least is from the Province of Quebec - functions between meetings of the full Commission.

The National Capital Region described in the Act - the area within which the Commission is authorized to spend funds - has been enlarged from 900 to approximately 1,800 square miles, and now comprises 58 towns, townships and villages which in whole or in part lie within the new National Capital Region - 21 in Ontario, and 37 in Quebec.

The objects and purposes of the Commission are to prepare plans for and assist in the development, conservation and improvement of the National Capital Region in order that the nature and character of the seat of the Government of Canada may be in accordance with its national significance.

Changes in Membership of N.C.C.

The Commission records with deep regret the passing of two of its members: Mr. J. Alexander Walker, C.E., B.A.Sc., M.T.P.L.C., engineer and town-planning consultant of Vancouver, B.C., on September 21, 1959, and Mr. Gaston Vincent, Q.C., LL.D., lawyer and educationalist of Ottawa, Ontario, on October 12, 1959.

The Commission also wishes to record the following changes in its membership in the period under review occasioned by the appointment, in August, 1959, of Mr. Maurice Cousineau, Q.C., to the Bench of the Superior Court of the Province of Quebec, and the appointment of Honourable Mrs. J.C. Irvine to the Senate of Canada, on January 14, 1960.
On January 14, 1960, the Governor in Council was pleased to appoint the following three persons to the membership of the National Capital Commission:

(1) Mr. J. Gardner, Boultbee, Kamloops, B.C.
(2) Mr. R.D. Chénier, Eastview, Ontario and
(3) Mr. P. Horace Boivin, Granby, Quebec.

Having learned that Major General Howard Kennedy had decided to leave the post of Chairman of the Commission on March 31, 1960, the members of the Commission wished to record their appreciation of the eminent services rendered by General Kennedy during the years of his distinguished leadership (1952-1960), by unanimously adopting the following Resolution at the regular meeting of the National Capital Commission held on March 28, 1960:

"The members of the National Capital Commission wish to express to Major General Howard Kennedy their sincere regret that he has decided to leave the post of Chairman at the end of this month and to ask him to accept from all his colleagues their best wishes for his happiness and success in what they hope will be many more years of active service to the community.

We wish the retiring Chairman to know that in our view the Commission has been most fortunate to have had his distinguished leadership over the past eight years; as Chairman of the Commission, he has been instrumental in establishing and carrying out policies and procedures that were vital to the implementation of the National Capital Plan. The results of his services as General Director during that period bear eloquent testimony to his vision, energy and devotion to public duty.

The members also wish to say that General Kennedy's experience, farsightedness and practical wisdom will be greatly missed by all his former associates on his departure. We feel that the impact of his leadership will be felt for generations to come in the National Capital area and that Canadians at large will benefit from the plans he so successfully carried forward for making Ottawa a city worthy of being the Nation's Capital."

(Mr. Alan K. Hay was appointed Chairman of the Commission on April 7, 1960 by Order-in-Council No. P.C. 1960-463 for a term of two months.)

There were eight regular meetings of the new Commission held during 1959 and the first 3 months of 1960 which was a significant period both for the Commission as reconstituted, and in the progress made toward the implementation of several phases of the National Capital Plan. The Commission records with appreciation the vast amount of work accomplished by the Executive Committee, the Land Committee, the Advisory Committee on Design, the Information Advisory Committee, the Historical Advisory Committee and the Gatineau Park Advisory Committee.
Detailed reference is contained in the 1958 Report of the Commission to the constitution, powers, responsibilities of the Ottawa Improvement Commission and the Federal District Commission respectively, also to the physical progress made in planning, construction and development both of Commission and other federal projects, and those of a joint nature with local and provincial authorities, specially since 1946. Copies of the 1958 Annual Report of the Commission are still available, on written request, addressed either to the Queen's Printer, (office of the Superintendent of Publications) - (Cat. No. V.91-1958) - Ottawa, or to the National Capital Commission, Carling and Bell, Ottawa. In the circumstances, the present annual report will set forth mainly a description of the nature and extent of the works and undertakings of the Commission for the period January 1, 1959 to March 31, 1960.

The cordial working relationship which has been established with Ottawa, Hull and other municipalities in the Region, on both technical and policy levels, is continuing to be mutually beneficial both for the municipalities concerned and for the proper overall development of the National Capital Plan. This is evidenced by the assistance in matters of zoning and planning which the Commission has continued to render to municipalities during the period under review and, as well, by the continuing annual grants given to the City of Ottawa for financial assistance in connection with large scale sewer and water projects constructed in advance of need by reason of the implementation of the National Capital Plan. The Commission has also commenced to pay to the Township of Nepean instalments, as construction progresses, on account of a grant of $160,000 to assist the Township in the construction of sewers and of a sewage disposal plant.
On October 31, 1959, the Prime Minister announced that authority had been given to the National Capital Commission to proceed with the final stages of the railway relocation programme in the Ottawa area including the construction of a new passenger terminal in the Hurdman's Bridge area, as recommended by the Commission. This announcement marked one of the most important milestones in the fulfilment of the National Capital Plan. The removal of practically all the railway lines from the central area to the outskirts of the City of Ottawa has long been considered a key project of the Commission, far-reaching in its implications.

The railway relocation programme was originally planned for three stages. With the decision to proceed with the construction of a new Union Station in the Hurdman area, stages 2 and 3 will be combined. When completed, it will remove 35 miles of trackage from the metropolitan area, eliminate 70 level crossings, and make available for desirable redevelopment a total of about 440 acres of railway-occupied lands, mostly located in, or adjacent to, the central area of the Capital.

The abandoned rights-of-way are to be used for arterial roadways. The first such conversion of rail right-of-way to highway is the 17½ mile long "Queensway", of which ten miles are within the limits of the City. The "Queensway" - a joint federal-provincial-municipal project - utilizes the former C.N.R. cross-town tracks for most of its length within the City limits.

Stage One (see illustration)- begun in 1950 and completed in 1958, required the following construction:

1. Connection between the C.N.R. Renfrew and Beachburg subdivisions at South March.
2. Construction of 5½ miles of mainline track to develop a new rail belt along the southern edge of Ottawa.
3. Construction of highway bridges over the new rail belt on Highway 31 and the Russell Road.
4. Construction of a new freight shed and trackage at Russell Road replacing old facilities on Besserer Street near Union Station.
5. Construction of nine miles of yard tracks, yard office, freight car repair and auxiliary facilities, to establish the Walkley rail yards.
6. Installation of Railway Signal Central Train Control System.

Stage One eliminated 10 miles of trackage and 11 level crossings.
RAILWAY RELOCATION PROGRAM

STAGE TWO

Abandoned trackage ----
Stage Two (see illustration) provides for the elimination of all duplicate C.N.R.-C.P.R. trackage in the metropolitan area through the establishment of an Ottawa terminal railway company. It will remove:

A. The C.P.R. main line from Nepean Bay to Bell's Corners.

B. The C.P.R. Ottawa-Hull connection via the Interprovincial Bridge.

C. The C.P.R. Sussex Street spur.

D. The C.N.R. connection to the Chaudière area via the crosstown tracks.

E. The C.P.R. Broad Street yards and local freight terminal.

F. The C.N.R. Nicholas Street and Ottawa East roundhouse facilities.

The C.P.R. yard operations and local freight terminal will be relocated on space reserved for them in the permanent new railway sites already developed for the C.N.R. in the Walkley Road and Hurdman areas.

The most significant development of Stage Two will be the construction of a new station in the Hurdman area to replace the present Union Station. The removal of the railway station from the centre of the City will substantially reduce the ultimate costs of the railway relocations, make possible an early rehabilitation of the central area of the Capital and greatly advance the progress of the National Capital Plan.

The first step is the signing of an agreement between the Commission, the C.N.R. and the C.P.R. for the organization of a terminal operating company. Agreement in principle has been reached on the proposed company. Stage Two will permit completion of the Queensway - the progressive removal of a further 25 miles of railway trackage from the metropolitan area, and eliminate another 59 level crossings. About two hundred acres of valuable lands in and adjacent to the central area will be available for redevelopment purposes.

The signing of an agreement with the railway companies and substantial construction are necessary in order to clear remaining trackage from the route of the Queensway between the Rideau River and Preston Street, and permit highway construction to proceed.

Construction projects for Stage Two are as follows:

1. Build a new Union Station in the Hurdman area.

2. Build various track connections between C.P.R. and C.N.R. to permit joint operation.

3. Build a new freight switching yard at Walkley for the C.P.R.
4. Build a diesel locomotive shop for the proposed terminal company at Walkley.

5. Build trackage in the new industrial area at Hurdman.

6. Build a new freight shed on the Russell Road for the C.P.R.

7. Build five structures on the C.P.R. Prescott Subdivision to eliminate existing railway level crossings on heavy traffic city streets.

8. Extend the existing railway signal system to include new rail connections and the new Union Station.

9. Rebuild existing telegraph line on the C.P.R. Carleton Place Subdivision when it is abandoned.

GATINEAU PARKWAYS

The Pinks Lake and Kingsmere sections of the Gatineau Parkway, in Gatineau Park, were officially opened by the Rt. Hon. John G. Diefenbaker, on October 2, 1959. A new 10-mile extension of the Gatineau Parkway from Boulevard Gamelin to the junction with Fortune Lake Parkway was thereby made available to the public for their enjoyment of the natural beauty of the Park. Visitors and residents of the area may now travel over a 14-mile scenic drive of the Gatineau Parkway from Val Tetreau to the Champlain Lookout - in the very heart of the Gatineau Hills - by way of Pinks Lake, Notch Road, Kingsmere Park, Black Lake and Mud Lake. The vista at the lookout is one of outstanding natural beauty, and, on a clear day, one can see as far as 40 miles to the south west.

PM OPENS GATINEAU PARKWAY LINK
As funds become available, the Commission proposes to construct additional sections of the parkway through Gatineau Park. Present planning includes an extension of the Gatineau Parkway eastwardly from the Notch Road Overpass to join the Fortune Lake Parkway at Dunlop's on the Meach Lake Road. Later on, it is intended to extend the Parkway westwardly from Champlain Lookout overlooking the Ottawa River, crossing to Lac Philippe and returning along the northern side of the escarpment with views of Lac Philippe, Harrington Lake (Lac Mousseau) and Meach Lake and the Gatineau Valley. With a branch to Lac Lapêche, the Gatineau Parkway system will total 55 miles of scenic drive through the hills and lakes formed within the oldest known geological formation in the world, the "Laurentian Shield".

As stated by the Chairman of the Commission at the time of the opening ceremony in October last, "this new Parkway is not just another road, it is the result of vision and perseverance". It was more than 20 years ago that the Commission commenced the acquisition of land over which the Parkway passes. Three years ago, the first link from Meach Lake Road to Champlain Lookout was opened. It is hoped that during the next decade, other sections of Gatineau Parkway will be completed.

During the next year, it is proposed to complete the paving from Boulevard Gamelin to approximately 3/4 of a mile beyond the Notch Road overpass.

THE NEW PINK LAKE SECTION OF THE PARKWAY
THE "QUEENSWAY"

An agreement for the construction of the 10 miles of the "Queensway" within the City of Ottawa was signed in March 1957 between the Federal District Commission (predecessor to the National Capital Commission), the Federal Department of Public Works, the City of Ottawa and Ontario Department of Highways. The contribution of the Commission is valued at $3,600,000 for the former right-of-way of the C.N.R. cross-town tracks, widened to 180 feet, the necessary land for the section east from the Rideau River to the city limits at Boulevard St. Laurent as well as the landscaping of the right-of-way.

The first results of this scheme are being noted in the vicinity of Mann Avenue, Alta Vista and Kirkwood Avenue interchanges. Motorists are already making use of the Mann Avenue and Alta Vista interchanges which form a link on the "Queensway" route to the centre of Ottawa. The first stage to be completed will be the section lying between Hurdman's Bridge and Green's Creek. The next stage, from Kirkwood interchange to the Richmond Road (Highway 15) is scheduled to be finished in 1961. It is expected that contracts will be awarded for the section from Kirkwood Avenue to Loretta Avenue in the spring of 1960 and that the section between Loretta Avenue and O'Connor Street will be under construction before the end of 1963. Progress in the centre town section will be accelerated as a result of the decision recently reached by the Government in regard to the relocation of the Union Station and the related railway facilities in the Ottawa area.
Another important step in the implementation of the National Capital Plan was the approval by the Government of the contribution to be made by the Commission toward the construction of a new bridge across Commission Driveways and the Rideau Canal at Bronson Avenue. Together with the Dunbar Bridge over the Rideau River, the new Bronson Bridge will enable Bronson Avenue to become the main southern entrance to, and exit from Ottawa connecting the Queensway already under construction with the new projected highway to the south now being planned to replace the northerly end of Highway 31. In addition, the new bridge will be able to carry the large volume of traffic to and from the new Government buildings being constructed south of the Dunbar Bridge.

The Commission's contribution represents 40% of the cost of the new bridge, its immediate approaches and ramps, and the necessary revision in the Driveways. The contribution includes, as well, lands owned by the Crown which are required for the project. The west lane of the Bronson Bridge was opened to the traffic during December 1959.

RIVERSIDE DRIVE

During the year, the Commission was also authorized to participate with the City of Ottawa in the improvement and re-construction of Riverside Drive - approaches thereto from a point east of its intersection with Rank Street to its junction with Heron Road. It was considered desirable that the project be carried out jointly with the City in order to provide, in part, access to the new Government buildings under construction in the Rideau Heights area.

The new 4-lane drive will be opened to all traffic and will replace a proposed parkway with restricted usage, the whole cost of which was to be borne by the Commission and the construction of which had been contemplated some years ago.

The Commission will reimburse to the Corporation of the City of Ottawa 50% of the cost of the work. The Commission will be responsible for all the landscaping required for the project and, upon completion of the work, will maintain the landscaping. The maintenance of the drive will be at the City's expense. It is expected that work on this project will commence early in the next fiscal year, 1960-61.

EASTERN PARKWAY

Work was begun, during 1959, on grading and installation of culverts for the first section of the Eastern Parkway extending from Montreal Road south to Ogilvie Road. In addition to its desirability as a section of the parkway system, this route will greatly relieve traffic conditions in the Montreal Road area. Traffic to and from Central Mortgage and Housing Corporation, National Research Council and Forest Products Laboratory will use
this route to reach the Queensway and to proceed south and west from Hurdman's Bridge in preference to proceeding via the congested route through Eastview.

**RELOCATION OF DRIVEWAY - DOW'S LAKE AREA**

A new section of the Driveway skirting the northeast corner of Dow's Lake was built by the Commission during the summer and opened to traffic in the latter part of September. The relocation of the Driveway in this section was constructed in order to eliminate the sharp curve which existed west of Bronson Avenue and to provide a new approach (via Lakeside Avenue) to the Bronson Avenue Bridge. The area between the old and new sections will now be used for extending the area of planting of tulips in that location. The tulip beds in the vicinity of Dow's Lake have, for many years, been considered among the finest on the Continent. The new display with the much expanded tulip bed which will be unsurpassed in extent, will be the focal point of the 1960 Tulip Festival.

**PLANNING**

During 1959, as during previous years, the planning work of the Commission has fallen under the following main headings:

1. **Development and implementation of the Master Plan proposals:**

   The most important developments during the year were:

   a. the gradual emergence of the greenbelt as a positive force shaping the metropolitan development and

   b. the decision of the federal government to remove the Union Station to Hurdman's Bridge.

   The creation of the greenbelt has tended to stimulate the development of the 12,000 acres of land which is available for residential development within its inner limit and is leading to a more careful use of this land.

   There has been an increase of planning activity in areas other than the City of Ottawa, much of which is being done by the Commission in order to assist the development of the National Capital. Within the greenbelt itself, Bell's Corners has continued to develop and studies have taken place which might lead to the development of a community in the eastern half of the greenbelt at Blackburn.

   During the summer of 1959, the Commission prepared a study regarding the Union Station relocation. This included a comprehensive development scheme for the area lying north and south of the Queensway between Alta Vista and St. Laurent Boulevard and including a new Union Station with ancillary passenger handling and freight facilities, set in a complex of industrial and commercial development designed to complement the rail facilities proposed, and to make the best use of the Queensway intersections provided at Alta Vista and St. Laurent Boulevard.
Acceptance of these proposals makes possible the demolition of the present Union Station and will free an area of about 16 acres at the heart of the National Capital for comprehensive redevelopment. Preliminary proposals for this area have been drawn up. These are related to the suggested Sparks Street pedestrian Mall, the proposed cultural centre immediately south of the D.V.A. Building, and the Lower Town business district. To connect this new complex to the existing and proposed road system, especially the Queensway and the proposed new Interprovincial Bridge at Sussex Drive, a preliminary road scheme has been studied. This proposal is based on the use of abandoned C.P.R. trackage which runs through the present station and involves improvements to the existing Interprovincial Bridge. As well, it is considered that additional parking must be provided and therefore, extensive underground and multi-storey parking developments are suggested for the downtown area. These far-reaching proposals have been illustrated by drawings, reports and a model, and approved in principle by the Commission. These have already been explained in detail to the Mayor and Board of Control and staff of the City of Ottawa.

(2) Advice to municipalities:

It should be emphasized that planning advice to municipalities is a continuing, and often informal process, throughout large areas of the National Capital Region and is given only when formally requested from Councils.

At the end of 1958, 14 municipalities were receiving, or had received, advice from the Commission on the planning of their areas.

(i) City of Hull - One of the most important and far reaching decisions made during the period of review has been the establishment by the City of Hull of THE CITY OF HULL LIAISON COMMITTEE, the sole duty of which is to be the liaison between this Commission and the municipal authorities of the city. The mayor of Hull and the representative of Hull on this Commission are both members of this Liaison Committee, and due to their leadership they have formed the City of Hull Technical Advisory Committee on planning, zoning and urban renewal which includes representatives of the City, the National Capital Commission, and the Province of Quebec.

The Technical Advisory Committee has as its objective the preparation of a Master Plan for the whole city. The increasing population and the recent completion of preliminary proposals for the redevelopment of downtown Ottawa, make such studies especially opportune.

(ii) City of Ottawa - The Commission has continued to be represented on the Ottawa Planning Area Board, the Building Appearance Committee, the Technical Advisory Committee and the Joint Staff Committee on Official Plan and Urban Renewal. Liaison with City planning staff has been a two-way process - the Commission having supplied regional maps and data and having received traffic statistics as well as land use information.
(iii) Goulburn Township - request for advice on planning Police Village of Stittsville received. Discussions continuing.

(iv) Onslow Township - request for advice on zoning and building by-laws. Meetings held.

(v) Village of Guyon - request for advice on zoning and building by-laws received and a preliminary report submitted to the Council.

(vi) Township of Nepean - request for planning advice relating to the area between the inner limit of the greenbelt and the boundary of the City of Ottawa was received early in 1959 and a preliminary report was made to the Council shortly afterwards.

(vii) Manotick - request for planning assistance covering the Police Village of Manotick was received and meetings held. As four townships are involved, the official plan must be in four parts.

(viii) West Templeton - request for advice on preparation of a zoning by-law received. Discussions have been held and a preliminary submission made. It is the view of the Commission that the problems of West Templeton are inextricably bound up with the adjacent municipalities and therefore close co-operation on planning is highly desirable.

(ix) Town of Gatineau - request for additional zoning suggestions in respect of areas recently annexed by the Town of Gatineau were received and a submission was made.

3) Planning Survey and Mapping

Mapping of the greenbelt to a scale of 200 feet to the inch with five foot contour interval, was completed. Also a similar map for Manotick was obtained.

The base maps which the Commission's staff have maintained for many years, covering local municipalities were brought up to date. As well, land use surveys were undertaken in Gatineau, Stittsville, Manotick and other areas.

4) Industrial Development

During the year, the development of the commercial-industrial lands near Hurdman's Bridge was substantially advanced. Plans for the southern area - Belfast Road - were registered and subdivision agreements entered into with the City of Ottawa. Of the 130.2 acres available, (figure here is area of subdivision less new railway requirements), 14.3 acres have been disposed of to 3 owners.
A draft plan for the Coventry Road industrial area has been approved and petitions for sewer and water service submitted to the City of Ottawa. Of the 72 acres available in this area, 27.2 acres have been tentatively committed to 6 owners.

In both the Belfast Road and Coventry Street areas, land is being sold subject to deed restrictions designed to ensure the development of the land in accordance with the best practice for such industrial areas. The restrictive covenants deal with use of the land, setbacks, bulk of buildings, parking, outdoor storage, display of signs and architectural design and materials.

Commission and City Officials at a ground breaking ceremony marking the first construction in the National Capital Commission on Industrial Park, Belfast Road.
During the year 1959, the National Capital Commission's Property Branch undertook the largest programme of land acquisition and rental in the history of the Commission.

This tremendous programme resulted from the acquisition of properties for the greenbelt plus a very large acquisition of properties along the Queensway. As well, properties were acquired as in other years, along the Ottawa River Parkway, Eastern Parkway, in Gatineau Park, etc. All told, the volume of work doubled in the year 1959.

Most of the early greenbelt acquisitions took place in the Township of Nepean rather than the Township of Gloucester due to complete survey and ownership records being available and the decision of the Department of Agriculture to move certain of its research activities which were being carried out at the Central Experimental Farm to 4,000 acres in the greenbelt.

Towards the end of 1959, the aerial survey of the greenbelt was completed, thus making it possible to carry out extensive purchases in Gloucester Township. The mapping covers the whole Greenbelt at 200 feet to the inch with a contour interval of five feet.

The Commission staff has conducted over 2,000 interviews to deal with greenbelt purchases alone and simultaneously held approximately 900 interviews which resulted in the acquisition of 116 other properties of which 83 were along the Queensway.

To date the Commission has acquired 410 greenbelt properties which in area total 12,000 acres at a cost of $12,661,264. In addition, the Commission expropriated 14 properties, comprising 1,634 acres.

This flood of new properties has caused a change in the administration of Commission properties. To cope with greenbelt problems of weed control, fencing, maintenance of farms and farm buildings, and rehabilitation of farms in general, a rental section was set up January 1, 1959.

Consistent with the Commission's policy for the greenbelt of retaining good agricultural lands and market gardens in active operation, five-year leases are being arranged. The first option for such a lease has been given to former owners. Rentals are based on the agricultural productivity of the land which reflects the value of the dwellings and service buildings such as barns and stables.
As the land in the greenbelt comprises an infinite range of soils and uses, a survey team composed of agricultural college undergraduates, supervised by a specialist in agricultural soils and economics, investigates each farm as it is purchased. These surveys assisted in the determining of economic values for rental purposes as farms, and also determined sub-standard units which should be withdrawn from agricultural use. A substantial acreage is now being earmarked for a conservation programme.

Due to the enlargement of existing agricultural units, and the withdrawal from agriculture of acreage better suited to conservation practices, a number of farm dwellings are available for lease. However sub-standard dwelling units, as well as farm buildings which were beyond repair, are being demolished.

During 1959, a programme of weed control and fence maintenance was commenced on lands under the control of the Commission. It is expected that this programme will continue on an enlarged scale in 1960.

In 1959, along the right-of-way for the Queensway from Loretta Street to Kirkwood Avenue, some 70 tenancies were terminated, and buildings sold and cleared from the sites to provide the land necessary for Queensway construction in the Spring of 1960.

The National Capital Commission has, exclusive of Gatineau Park and Greenbelt properties, 220 leases of houses in force.

A row of houses on Edgar Street in Ottawa purchased and demolished by the NCC to provide right of way for the Queensway.
LANDSCAPE DEVELOPMENT 1959-60

LAND SURROUNDING GOVERNMENT BUILDINGS

Printing Bureau in Hull

Planting of large trees in the front suitably to frame the building and some thousands of shrubs and trees on steep slopes completed the landscape treatment.

Trade and Commerce Building, Wellington Street

The landscape development was completed for this building.

Parking area, Baldwin Street

In order to screen this parking area on the bank of the Ottawa River from Parliament Hill and other points of vantage, and to provide shade for parked cars, planting was completed here, and in the central islands, where the cars are parked.

Forest Products Laboratory, Montreal Road

In line with what is now generally accepted practice at government buildings, all major parking was placed in the rear. A small area for visitors was provided to one side, and the pedestrian approach to the front door was through a large paved area. Three textures were used in the paving pattern and a garden of loose stones with brightly coloured flowers.

Having in mind the function of the building, many types of trees were planted. Relating these grounds to those of the adjoining Central Mortgage and Housing Corporation, completed the project.

Department of Northern Affairs and Natural Resources, Carling Avenue and Lebreton Street

Work was started on this building group and carried as far as building construction permitted.

The grounds of the Chemistry and Radio Active Ores Building were completed.

A scheme for the Geology Building calls for the natural rock ledges to be revealed. Some of this work has been carried out. Some major grading was completed on the Carling Avenue side of the Administration Building.

National Research Council, Sussex Street

Additional parking space was provided and some re-routing of roads leading to a general improvement of appearance of grounds was carried out.
Montreal Road

Numerous additions to buildings in the past few years led to the necessity for rehabilitation of disturbed areas generally through the site. On the south side of the road, demolition of an old barn and reclamation of approximately eleven acres of land from pasture and scrub brush greatly improved the surroundings.

General

Funds for these projects do not appear in the Commission's budget but are provided by the Department of Public Works or the Crown agency concerned.

When the grounds are in good condition, funds for maintenance are placed in the Commission's budget.

NATIONAL CAPITAL COMMISSION GROUNDS

City of Hull

Leamy Lake Park

Some thirty acres were rough graded and seeded to produce turf. Thinning of heavy woodlands gave an advantage to the more desirable species and opened the areas. The new roads were blended to the terrain by grading.

Jacques Cartier Park

Site of the former hospital was converted to park.

Parc Bréboeuf

The park was extended by two acres and now commands an excellent view across the Ottawa River and up the stream to the Remic Rapids and the Champlain Bridge. The addition of parking areas makes these views readily available to the public.

Brébeuf Park

The traffic circle around the statue of Brébeuf has been replaced by a paved pedestrian terrace and low hedges. The figure is now outlined against the sky.
Promenade du Lac des Fées

Construction of a school and extension of some streets by the City of Hull, caused disturbance to the boundaries. Filling was placed and heavy planting undertaken to complete the promenade border in those locations.

Promenade de la Gatineau

On completion of paving of the Kingsmere section, shouldering and seeding of steep banks by the hydroseeding and mulching method was undertaken. This method is economical and fast, achieving its object of controlling erosion at an early date. In a short time, the scars inevitably caused by construction are quickly obscured and the promenade takes on a settled, natural appearance.

Vista cutting presents the scenery from the parkway. Careful delineation followed by sensitive cutting directs the motorist's notice. A special effort has been made to open views to the Peace Tower. This has been achieved in four locations.

Hampton Park

New restroom facilities (with attendant) and landscape improvements were completed.

Dow's Lake

In connection with the new Bronson Avenue Bridge, the Driveway was re-routed over a section of the lake which has been filled in. The filled land provides a safer road alignment which presents the lake to the motorist in a much more pleasing way. A considerable width of park land has been added to a hitherto narrow, sharply divided ribbon. It is now possible to double the size of the already famous floral displays and to enhance their value by the provision of an adequate foreground.

Strathcona Park

The restrooms and tool shed, undertaken jointly with the City of Ottawa in Strathcona Park, were opened for use in June. The landscaping was completed late in the fall.
Rideau River Development

On the east bank of the Rideau, north of Hurdman's Bridge in the vicinity of Drouin Street, some four acres were filled to above high water level.

At the west end of the Heron Road, opposite the parking area for Vincent Massey Park, about two acres of swamp were filled to blend with surrounding terrain.

Queensway

The Commission is responsible for landscape development on that part of the Queensway which passes through the city limits. This fall, construction had progressed to a point where about one mile between Hurdman's Bridge and St. Laurent Boulevard was ready for planting. Several thousand units were placed featuring spreading shrubs, red pine and flowering crabapples. Hardy roses were used at the overpasses. All steep banks were completely covered in order to keep future maintenance at a minimum.

Major's Hill Park

The Commission constructed the terrace and landscape setting for the Artillery War Memorial.
In its first season, this park attracted a steady stream of visitors. For the first time, the public were able to look from a through street directly to the Ottawa River and the Gatineau Hills beyond. On the south, the National Research Council and on the north the French Embassy were drawn into the scheme through strategic planting. Within the park, the Commonwealth Air Training Plan Memorial and a well designed Power House provided interest. Special terraces were built to create vantage points from which the little know Hideau Falls could be seen.

The whole project was brought close to completion during the year.

Maintenance

The usual operations for maintaining parks, parkways and grounds around government buildings were carried out. Special patrols were made for the detection of plant diseases particularly Dutch Elm disease. Snow removal along the parkways and from the land surrounding government buildings is a major winter operation and provides a backlog of winter employment.

Gifts

A gift of some sixteen thousand tulips was received from Queen Juliana of the Netherlands.

The Canadian Girl Guides presented some five thousand Golden Harvest tulip bulbs in celebration of their fiftieth or golden anniversary of their founding.

Both these gifts were placed in new beds in Confederation Park with suitable markers.

Assistance to Local Municipalities

Advice and reports on park planning were prepared for Almonte, Gatineau and Orleans.
The Ottawa City Hall overlooks Rideau Falls and a park maintained by the NCC. On the right is the Commonwealth Air Forces Memorial.

Gatineau Park is a game refuge and busy beavers can be seen in considerable numbers.
Gatineau Park is an area in the shape of a wedge which comprises approximately 75,000 acres of land in the Province of Quebec, northwest of Ottawa and Hull. It is about 30 miles long and 7 miles across at its widest point, and consists of several ranges of hills - highest elevation being 1,300 feet above sea level. The park contains four large lakes - Keach, Harrington (Mousseau), Philippe and Lapêche, and about 40 smaller lakes. Approximately 90% of the area is forest land.

Acquisition of lands in Gatineau Park was begun by the Commission in 1938, and the project was greatly accelerated after 1945 when it became an integral part of the National Capital Plan.

Gatineau Park is a bird and game sanctuary. It is famous for deer, bear, beaver and other fur bearing animals which are quite numerous. Following upon numerous complaints from farmers about extensive damage done to their lands, and at the request of municipalities concerned, the Commission undertook, in 1957, a programme of beaver control in the park. This programme of beaver trapping is under the direction of the Superintendent of Gatineau Park and is being carried out with the knowledge and consent of the Provincial Game Service.

Hunting in season is permitted at the far westerly end of the park where land ownership by the Commission is not yet extensive.

The development of the facilities of Gatineau Park as the summer and winter recreation area of the National Capital Region for the use and enjoyment of the public - while safeguarding the natural scenic beauties of the park - is one of the objects of the Commission.

The existing facilities for picnics, camping, boating, swimming and woodland hiking are used extensively throughout the summer months, by local residents and visitors from various parts of Canada and the United States. During the last summer season, for instance, the Lac Philippe camping grounds proved to be very popular with as many as 190 campers under canvas at weekends.

The autumn colour of the wooded hillsides also attracts thousands of visitors. In the winter, the park is a skiers' paradise.

Harrington Lake (Mousseau) which has become the summer residence of Prime Ministers of Canada, is located in the middle of Gatineau Park.

In order to provide winter work, the Commission hired, during the winter of 1959-60, a crew of men to continue cutting a 12-foot swath to mark the boundaries of a section of Gatineau Park. The work of marking park boundaries which was begun two years ago as a part of winter work programme for local labour, will require several more years to complete.
In 1959, grants amounting to $23,677.70 in lieu of municipal and school taxes were made to twenty municipalities and school commissions in Gatineau Park.

The Park is administered by a Superintendent, a Clerk of Works and a force of 10 full-time rangers in charge of seasonal labourers who also act as constables under R.C.M.P. supervision during the summer, as well as game wardens and fire rangers in co-operation with Quebec Provincial authorities. All Gatineau Park rangers have attended and are graduates of firefighting courses from schools operated by national parks in New Brunswick or provincial schools in Ontario and Quebec.

By March 31, 1960, the Commission will have acquired approximately 59,000 acres representing 78.7% of 75,000 acres proposed park area.

Records show that the total attendance in Gatineau Park for the year 1959 was 355,786 plus a further 200,210 who skied during the 19 winter weeks at the Ottawa Ski Club at Camp Fortune.

Gatineau Parkway: The restrained use of filtered vistas often does more for the beauty than a slashed opening in the trees.
The National Capital Commission maintains an Information Division which seeks by all acceptable means to keep the public informed of the work and plans of the Commission and to see that dynamic developments are clearly interpreted as they occur.

In accomplishing this aim, during the fiscal year the Information Division with a staff of two functioning under a director, prepared and distributed in both English and French, 51 press releases on the work of the Commission, contributed to eight television programmes by interviews on pertinent subjects, and took part in 5 radio programmes. At the request of newspapers and periodicals, 11 special articles were written comprising a total of 6,600 words. The Division co-operated as well with 5 feature writers in the preparation of feature articles which appeared in newspapers in Canada and the United States as syndicated columns.

HOG'S BACK PARK:

An imaginative and brightly coloured pavilion serves the public well and adds to the festive feeling of the landscape. Wide paved paths guide the public to focal points.

An extensive photo collection numbering 3,700 prints is kept by the Division, and these were augmented this year by 118 more on subjects relating to the work of the Commission. These are distributed to news media free upon request. 2,100 colour slides are kept as well, and a further 260 were taken this year to continue the colour pictorial record of the Commission's work.

These slides are used for public lectures and during the year a total of 55 lectures were given, many utilizing the colour slides. 17 school groups, 7 church groups, 5 women's organizations, 18 service clubs and 8 other groups were given explicit details concerning the National Capital Commission and its work in 1959-60.
Public lectures are given by the staff of the Division outside Ottawa as well since the work of the Commission is for all Canadians, and audiences in Metcalfe, Greene, Manotick, Hull, North Bay, Sudbury, Sault Ste. Marie, Fort William and Port Arthur were given addresses during the year.

A display area is maintained in the Daly Building where the model of the National Capital Plan may be viewed along with other changing exhibits of the Commission's work. An estimated 1,000 persons per month visited this area during the year. Lectures are given here as well and many groups come to receive instruction from the exhibits, photographs and slides. These included four University groups from the United States and other groups from Winnipeg, Saint John, N.B., and several Ontario cities.

During the year, the National Capital Commission, co-operating with the Rotary Club of Ottawa, played host to 200 high school seniors from all ten provinces at the annual "Adventure in Citizenship" and, in 1959, the Commission obtained Arnold Edinborough as guest speaker at the banquet at which the students were joined by 112 Members of Parliament from their home ridings. The extensive organization required is undertaken by the Information Division.

For the ninth consecutive year, an Information Map was printed, showing the land held by the Commission in the urban area and the extent of the National Capital Region on the reverse side. 14,000 copies of this map were distributed through newsstands and the Commission's offices.

The Information Division acts as secretariat for the Historical Advisory Committee of the Commission, and during the year initiated a programme of research into the buildings of historic interest in the National Capital Region. Seventy-one buildings in Ottawa were documented and photographed, and plans made for a similar programme in Richmond, Almonte, Manotick, Hull, Aylmer, Wakefield and Old Chelsea. Liaison with the City of Ottawa was established in this programme and a marker designed to mark the buildings and sites considered to be of greatest historical merit. Work continued all year on gathering information for an eventual interpretative programme on historical subjects in the Region.

Evidence that the work of the Commission is becoming known in Canada is that 61 papers from 10 provinces carried news stories of some aspects of the Commission's work at least once during the year.

Authority was given for the appointment of a bilingual Assistant Director (French and English) of the Information Division on April 1, 1960, and this officer will inform French-speaking Canadians of the Commission's work, through lectures and by dissemination of news to the French language press in Canada.
Traffic patrols have been maintained on N.C.C. Driveways and in the Gatineau Park area as well as property patrol for the Ottawa and Hull areas within the same terms of reference as last year.

The following are the statistics for the period under review:

(a) As a result of infractions committed under the N.C.C. Act there were 6,121 traffic violation tickets issued and the results were as follows:

<table>
<thead>
<tr>
<th></th>
<th>1 January, 1959</th>
<th>1 October, 1957</th>
<th>31 March, 1960</th>
<th>31 December, 1958</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convictions</td>
<td>1,026</td>
<td>1,278</td>
<td>1,278</td>
<td>1,971% decrease</td>
<td></td>
</tr>
<tr>
<td>Dismissals</td>
<td>15</td>
<td>23</td>
<td>15</td>
<td>34.3% decrease</td>
<td></td>
</tr>
<tr>
<td>Withdrawals</td>
<td>3</td>
<td>15</td>
<td>15</td>
<td>60.0% decrease</td>
<td></td>
</tr>
<tr>
<td>Warnings</td>
<td>4,928</td>
<td>4,524</td>
<td>4,524</td>
<td>10.47% increase</td>
<td></td>
</tr>
<tr>
<td>Court Cases Pending</td>
<td>79</td>
<td>26</td>
<td>26</td>
<td>203.4% increase</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>6,121</td>
<td>5,866</td>
<td>5,866</td>
<td>4.07% increase</td>
<td></td>
</tr>
</tbody>
</table>

(b) Motor vehicle accidents investigated under N.C.C. Act and information pertaining to same:

<table>
<thead>
<tr>
<th></th>
<th>1959-60</th>
<th>1957-58</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of accidents</td>
<td>234</td>
<td>247</td>
<td>5.26% decrease</td>
</tr>
<tr>
<td>Approximate damage NCC property</td>
<td>$5,006.67</td>
<td>$6,500.00</td>
<td>22.97% decrease</td>
</tr>
<tr>
<td>Approximate damage private property</td>
<td>$114,516.00</td>
<td>$121,640.00</td>
<td>6.77% decrease</td>
</tr>
<tr>
<td>Persons injured</td>
<td>75</td>
<td>101</td>
<td>25.74% decrease</td>
</tr>
<tr>
<td>Fatal</td>
<td>2</td>
<td>3</td>
<td>33.3% decrease</td>
</tr>
</tbody>
</table>

(c) Monies paid into Ottawa District Courts as a result of convictions under N.C.C. Act:

<table>
<thead>
<tr>
<th></th>
<th>1959-60</th>
<th>1957-58</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fines Paid into Court</td>
<td>$11,642.00</td>
<td>$15,431.00</td>
<td>24.55% decrease</td>
</tr>
<tr>
<td>Costs paid into Court</td>
<td>$2,359.45</td>
<td>$3,234.50</td>
<td>27.05% decrease</td>
</tr>
</tbody>
</table>
(d) The following outlines other duties carried out by N.C.C. Patrol Squads during the period under review:

<table>
<thead>
<tr>
<th></th>
<th>1959-60</th>
<th>1957-58</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic control duties,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>during visits of dignitaries</td>
<td>31</td>
<td>47</td>
<td>34.04% decrease</td>
</tr>
<tr>
<td>and functions at Landsdowne Park.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle escorts provided</td>
<td>45</td>
<td>28</td>
<td>60.71% increase</td>
</tr>
<tr>
<td>Assistance to other Police Forces.</td>
<td>265</td>
<td>414</td>
<td>35.99% decrease</td>
</tr>
<tr>
<td>Investigations of damage to</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N.C.C. property other than</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>by motor vehicle accidents</td>
<td>84</td>
<td>81</td>
<td>3.7% increase</td>
</tr>
</tbody>
</table>

(e) Total mileage travelled by Police Transport on the enforcement of N.C.C. Act:

<table>
<thead>
<tr>
<th></th>
<th>1959-60</th>
<th>1957-58</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>337,072</td>
<td>393,997</td>
<td>14.44% decrease</td>
</tr>
</tbody>
</table>

Activity A - Administration and operation and maintenance of parks, parkways and grounds adjoining Government buildings $1,897,419

The Commission has spent for this purpose $1,897,419 including $89,196 for improvements to the parkway lighting system, motor vehicles and machinery and equipment. These expenditures were financed by miscellaneous income of the Commission amounting to $159,985 and by a parliamentary appropriation of $1,795,795 of which $58,361 is refundable to the Receiver General of Canada.

Activity B - National Capital Fund - Expenditures for improvements and development within the National Capital Region $2,401,440

The Commission has spent $2,401,440 for this purpose of which $1,805,743 was for capital outlays and $595,697 for assistance to the City of Ottawa and Township of Nepean, including $56,557 for maintenance of undeveloped lands. After crediting the current year's parliamentary appropriation of $4,000,000, the National Capital Fund's balance at the end of the fiscal year was $2,680,818 of which $2,360,000 was held by the Minister of Finance and $520,818 was in the hands of the Commission. $2,500,000 was drawn by the Commission from the Fund during the year.

Activity C - Interest charges on outstanding Government of Canada loans $590,278

The Commission has spent $590,278 for interest payable to the Receiver General of Canada on loans made to the Commission for the acquisition of property in the National Capital Region. These expenditures were financed by rentals earned and interest income of $133,515 and by a parliamentary appropriation of $460,000 of which $3,237 is refundable to the Receiver General of Canada.
Activity D - Acquisition of property through loans provided by the Government of Canada. $10,901,588

The Commission has spent during the year $10,901,588 for the acquisition of property as follows:

- Greenbelt: $8,836,497
- Parks, driveways, etc.: $2,049,829
- Industrial and railway sites: $15,262
- (excluding acquisition of property in Gatineau Park - see National Capital Fund) $10,901,588

These acquisitions were financed by loans to the Commission by the Government of Canada of $9,000,000 for the Greenbelt and $1,700,000 for the acquisition of other property. The cash on hand at the end of the fiscal year amounted to $450,317. The total loans outstanding at the end of the fiscal year amounted to $17,742,352.

The total expenditures of the Commission for the year ended March 31, 1960 amounted to $15,790,725.

These expenditures were financed out of:

- Parliamentary appropriations $4,595,637
- Loans to the Commission $10,901,588
- Revenues of the Commission $293,500

$15,790,725
Expenditures for developments and improvements within the National Capital Region from April 1, 1947 to March 31, 1960

The Commission has spent $50,087,835 for developments and improvements within the National Capital Region during the period from April 1, 1947 to March 31, 1960. These expenditures were made for the following purposes:

Acquisition of lands
Construction of the Mackenzie King Bridge
Relocation of railway facilities
Miscellaneous construction - Commission properties
   Parkways in Gatineau Park
   Lac des Fées Parkway
   Development of Hog's Back Park
   Development of Hull parks
   Gatineau Park (improvement of park facilities)
Miscellaneous projects
Assistance to municipalities - Share of joint projects and grants -
   Grants to the City of Ottawa for construction of sewers and water mains,
   total $2,808,988, paid to date $1,918,916
   Grant to Nepean for construction of a new sewer and sewage disposal plant, total $160,000, paid on account
Construction of Bytown bridges and improvements to Sussex Drive
Construction of new Bronson Bridge, estimated total $620,000
Improvements to Hull approaches to Chaudiere Bridge
Improvements to Ottawa approaches to Chaudiere Bridge
Construction of Dunbar Bridge
Miscellaneous assistance
Miscellaneous maintenance of undeveloped lands
Interest on loans to acquire lands
Total expenditures

$31,373,930
1,351,548
3,554,934
$4,526,946
469,827
473,093
258,116
381,522
2,204,055
8,313,559

76,582
934,064
372,030
490,092
367,511
190,815
96,219
341,768
765,867

$50,087,835
The Honourable D. J. Walker,
Minister of Public Works,
Ottawa.

Sir,

The accounts and financial statements of the National Capital Commission have been examined for the year ended March 31, 1960. In compliance with the requirements of section 87 of the Financial Administration Act, I now 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 income and expense, give a true and fair view of the income and expense 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
A. M. Henderson
Auditor General.
NATIONAL CAPITAL COMMISSION
(Established by the National Capital Act)

Balance Sheet as at March 31, 1960
(With comparative figures as at March 31, 1959)

<table>
<thead>
<tr>
<th>Assets</th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash</td>
<td>$908,662</td>
<td>$994,301</td>
</tr>
<tr>
<td>Short-term Deposit Certificates</td>
<td>300,000</td>
<td>300,000</td>
</tr>
<tr>
<td>Investment in Canadian National Railway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Company Bonds, at cost (market value, $17,000)</td>
<td>20,136</td>
<td>20,136</td>
</tr>
<tr>
<td>Due from Receiver General of Canada under</td>
<td>110,000</td>
<td></td>
</tr>
<tr>
<td>Parliamentary Appropriation in respect of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>interest charges on loans from the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government of Canada</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rentals and other Receivables</td>
<td>42,279</td>
<td>35,662</td>
</tr>
<tr>
<td>Inventories of Small Tools and Equipment,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance Supplies, Nursery Stock, etc.,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at cost or estimated value</td>
<td>197,855</td>
<td>194,931</td>
</tr>
<tr>
<td>Payments made in respect of land acquired,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>pending delivery of title deeds, etc.</td>
<td>935,363</td>
<td>799,370</td>
</tr>
<tr>
<td>Capital Assets, at cost, per Schedule &quot;A&quot;</td>
<td>502,587,740</td>
<td>37,733,136</td>
</tr>
<tr>
<td></td>
<td>52,773,035</td>
<td>40,077,536</td>
</tr>
</tbody>
</table>

The appended notes form an integral part of this statement.

Certified correct:

...(Sgd.) Marcel Couture...
Treasurer

Approved on behalf of the Commission:

...(Sgd.) Alan K. Hay
Chairman

...(Sgd.) M. E. Maclean
Commissioner
<table>
<thead>
<tr>
<th>Liabilities</th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts Payable</td>
<td>$305,389</td>
<td>$223,094</td>
</tr>
<tr>
<td>Provision for Grants in lieu of Municipal Taxes</td>
<td>23,642</td>
<td>16,892</td>
</tr>
<tr>
<td>Contractors' Security Deposits and Holdbacks</td>
<td>19,313</td>
<td>100,877</td>
</tr>
<tr>
<td>Unexpended Balances of Parliamentary Appropriations, refundable to Receiver General of Canada, per Statement of Income and Expense (Sections A and C)</td>
<td>61,598</td>
<td>22,780</td>
</tr>
<tr>
<td>Unexpended Balance of Amounts drawn from the National Capital Fund, per Statement of Income and Expense (Section B)</td>
<td>520,618</td>
<td>345,303</td>
</tr>
<tr>
<td>Government of Canada Loans, for acquisition of land</td>
<td>17,742,352</td>
<td>7,100,000</td>
</tr>
<tr>
<td>Proprietary Interest, per Statement of Proprietary Interest</td>
<td>34,099,923</td>
<td>32,267,590</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>52,773,035</td>
<td>40,077,536</td>
</tr>
</tbody>
</table>

Certified in accordance with my report dated June 27, 1960 to the Minister of Public Works, under section 87 of the Financial Administration Act.

Original signed by
A. H. Henderson

Auditor General of Canada
As at March 31, 1960, after crediting a parliamentary appropriation of $4,000,000, a balance of $2,360,000 was held by the Minister of Finance at the credit of the National Capital Fund, available for payment to the Commission to finance, with the approval of the Governor in Council, the cost of capital projects of the Commission and contributions towards the cost of municipal projects, within the National Capital Region.

In addition to the liabilities shown in the Balance Sheet, the Commission was under obligation as at March 31, 1960, for:

(a) unsettled property purchase options totalling approximately $2,300,000; and

(b) compensation for properties expropriated, in indeterminate amount.

In addition to the obligations contained in (2) above, the Commission was committed to local municipalities, for:

(a) annual grants to the City of Ottawa, the balance of which amounts to $891,000 up to 1969, in connection with interest on the cost of construction of certain sewer and waterworks projects, undertaken in advance of normal construction;

(b) a grant to the Township of Nepean, the balance of which amounts to $83,418, towards the cost of constructing a main outfall sewer and disposal plant;

(c) the balance of a contribution to the City of Ottawa towards the cost of constructing a bridge on Bronson Avenue at the Rideau Canal, amounting to $248,000; and

(d) a grant of approximately $450,000 to the City of Ottawa, being part of the cost of reconstruction of a section of Riverside Drive.
NATIONAL CAPITAL COMMISSION

Statement of Income and Expense, by Activities
for the year ended March 31, 1960
(with comparative figures for the year ended March 31, 1959)

A. Administration, and operation and maintenance of parks, parkways and grounds adjoining Government Buildings at Ottawa and Hull

<table>
<thead>
<tr>
<th>Expense</th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioners' travelling expenses and Chairman and Committee members' remuneration and expenses</td>
<td>45,527</td>
<td>13,818</td>
</tr>
<tr>
<td>Administration, secretarial and accounting</td>
<td>91,481</td>
<td>78,739</td>
</tr>
<tr>
<td>Planning, property acquisition and management</td>
<td>151,955</td>
<td>97,528</td>
</tr>
<tr>
<td>Engineering and outside supervision - construction and maintenance</td>
<td>83,644</td>
<td>76,840</td>
</tr>
<tr>
<td>Landscape architecture - construction and maintenance</td>
<td>40,211</td>
<td>32,605</td>
</tr>
<tr>
<td>Information Division</td>
<td>30,036</td>
<td>30,679</td>
</tr>
<tr>
<td>Gatineau Park Division</td>
<td>166,984</td>
<td>154,682</td>
</tr>
<tr>
<td>Operation and maintenance of parks and parkways of the Commission</td>
<td>703,247</td>
<td>656,620</td>
</tr>
<tr>
<td>Operation and maintenance of grounds adjoining Government Buildings</td>
<td>440,817</td>
<td>469,777</td>
</tr>
<tr>
<td>Contributions to Public Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Superannuation Account, unemployment insurance and workmen's compensation</td>
<td>48,321</td>
<td>42,679</td>
</tr>
<tr>
<td>Capital outlays -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkway lighting system</td>
<td>87,844</td>
<td>5,163</td>
</tr>
<tr>
<td>Machinery and equipment</td>
<td>43,095</td>
<td>19,001</td>
</tr>
<tr>
<td>Motor vehicles</td>
<td>22,830</td>
<td>17,068</td>
</tr>
<tr>
<td>Office equipment</td>
<td>15,427</td>
<td>2,300</td>
</tr>
<tr>
<td>Total expenses for the year</td>
<td>1,897,419</td>
<td>1,697,499</td>
</tr>
<tr>
<td>Income - Equipment rentals, sales of supplies and nursery stocks, supervisory charges, etc.</td>
<td>159,985</td>
<td>176,159</td>
</tr>
<tr>
<td>Excess of Expense over Income</td>
<td>1,737,434</td>
<td>1,521,340</td>
</tr>
<tr>
<td>Provided for by means of:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parliamentary appropriation</td>
<td>1,795,795</td>
<td>1,535,000</td>
</tr>
<tr>
<td>Less: Unexpended balance refundable to the Receiver General of Canada</td>
<td>58,361</td>
<td>13,660</td>
</tr>
<tr>
<td>Total</td>
<td>1,737,434</td>
<td>1,521,340</td>
</tr>
</tbody>
</table>
Statement of Income and Expense, by Activities (Cont'd)

<table>
<thead>
<tr>
<th>National Capital Fund transactions</th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unexpended balance at beginning of year</td>
<td>$345,303</td>
<td>$262,558</td>
</tr>
<tr>
<td>Income -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amounts drawn from the National Capital Fund</td>
<td>2,500,000</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Proceeds from sales of land</td>
<td>76,955</td>
<td>282,779</td>
</tr>
<tr>
<td></td>
<td>2,922,258</td>
<td>3,545,337</td>
</tr>
<tr>
<td>Expense -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital outlays -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gatineau Park</td>
<td>185,484</td>
<td>356,555</td>
</tr>
<tr>
<td>Approaches to Mackenzie King Bridge</td>
<td>152</td>
<td>665</td>
</tr>
<tr>
<td>Roads and driveways</td>
<td>1,110,293</td>
<td>1,592,128</td>
</tr>
<tr>
<td>Bridges and approaches</td>
<td>51,452</td>
<td>14,136</td>
</tr>
<tr>
<td>Parks and boulevards</td>
<td>293,580</td>
<td>399,243</td>
</tr>
<tr>
<td>Removal, re-routing and reconstruction of cross-town tracks and facilities</td>
<td>29,116</td>
<td>84,943</td>
</tr>
<tr>
<td>Buildings</td>
<td>135,666</td>
<td>166,121</td>
</tr>
<tr>
<td></td>
<td>1,805,743</td>
<td>2,613,791</td>
</tr>
</tbody>
</table>

Contribution towards cost of construction of Bytown bridges and Sussex Drive | 11,037 | 24,344 |
Contribution towards cost of construction of Bronson Avenue Canal Bridge | 172,030 | 200,000 |
Contribution towards cost of construction of the Queensway - landscaping | 19,594 | - |
Grant to the City of Ottawa re interest on the cost of constructing certain sewer and waterworks projects undertaken in advance of normal construction | 249,909 | 273,683 |
Grant to the Township of Nepean being a share of the cost of constructing a main outfall sewer and disposal plant | 76,582 | - |
Miscellaneous grants | 9,988 | 46,929 |
Maintenance expenses | 56,557 | 41,287 |
|                       | 2,410,440 | 3,200,034 |

Unexpended balance at end of year, carried to Balance Sheet | 520,818 | 345,303 |
Statement of Income and Expense, by Activities (cont'd)

### G. Interest charges on outstanding Government of Canada loans

<table>
<thead>
<tr>
<th></th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expense - Interest on loans</td>
<td>$590,278</td>
<td>$136,728</td>
</tr>
<tr>
<td>Income - Rentals and interest</td>
<td>133,515</td>
<td>95,848</td>
</tr>
<tr>
<td>Provided for by means of: Parliamentary appropriation (including $110,000 received in April)</td>
<td>$460,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Less: Unexpended balance refundable to the Receiver General of Canada</td>
<td>3,237</td>
<td>9,120</td>
</tr>
<tr>
<td>Total</td>
<td>456,763</td>
<td>40,880</td>
</tr>
</tbody>
</table>

### D. Acquisition of property in the National Capital Region through loans provided by the Government of Canada

1. **Property in the Greenbelt**

   - **Receipts**
     - Government of Canada loans | $9,000,000 | 3,808,817 |
     - Proceeds of sale of property | 68,400 | 9,064,400 |
   - **Less: Repayment of loans** | 57,648 | 9,010,752 |
   - **Expenditures - Acquisition of property** | 8,836,497 | 3,808,817 |
   - **Unexpended balance at end of year** | 174,255 | -  |

2. **Property other than Greenbelt**

   - **Unexpended balance at beginning of year** | 641,153 | 327,455 |
   - **Receipts - Government of Canada loans**
     - 1,700,000 | 1,191,183 |
     - 2,341,153 | 1,518,638 |
   - **Expenditures - Acquisition of property**
     - 2,065,091 | 877,485 |
     - 276,062  | 641,153 |
   - **Unexpended balance at end of year** | 450,317 | 641,153 |

**Total unexpended balance of loans at end of year**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>450,317</td>
</tr>
<tr>
<td></td>
<td>641,153</td>
</tr>
</tbody>
</table>

**Note:** Government of Canada loans, per Balance Sheet, are represented by:
- Expenditures incurred for acquisition of property (net) $17,292,035
- Unexpended balance of loans 450,317
- 17,742,352
NATIONAL CAPITAL COMMISSION

Statement of Proprietary Interest for the year ended March 31, 1960
(with comparative figures for the year ended March 31, 1959)

<table>
<thead>
<tr>
<th>Description</th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance at beginning of year</td>
<td>$32,268,590</td>
<td>$29,877,956</td>
</tr>
<tr>
<td>Add:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital outlays during the year:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administration, Parks and Parkway System, Etc.</td>
<td>89,196</td>
<td>43,532</td>
</tr>
<tr>
<td>National Capital Fund</td>
<td>1,805,743</td>
<td>2,613,791</td>
</tr>
<tr>
<td>Increase in equity in certain leasehold property</td>
<td>3,603</td>
<td>3,603</td>
</tr>
<tr>
<td>Increase in inventories of Maintenance and operating supplies,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>etc.</td>
<td>2,924</td>
<td>19,475</td>
</tr>
<tr>
<td>Surplus arising out of the sale of property acquired out of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>loans at a cost of $57,648</td>
<td>10,752</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>34,180,808</strong></td>
<td><strong>32,558,357</strong></td>
</tr>
<tr>
<td>Deduct:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost of property sold - originally acquired out of the National</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Fund</td>
<td>69,420</td>
<td>282,779</td>
</tr>
<tr>
<td>Loss on disposal of motor vehicles and equipment</td>
<td>11,465</td>
<td>6,988</td>
</tr>
<tr>
<td></td>
<td><strong>80,885</strong></td>
<td><strong>289,767</strong></td>
</tr>
<tr>
<td>Balance at end of year</td>
<td><strong>34,099,923</strong></td>
<td><strong>32,268,590</strong></td>
</tr>
</tbody>
</table>
### Schedule "A"

**NATIONAL CAPITAL COMMISSION**

**Capital Assets as at March 31, 1960**
*(with comparative figures as at March 31, 1959)*

<table>
<thead>
<tr>
<th>Asset Description</th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks, driveways, etc.</td>
<td>$15,064,968</td>
<td>$12,626,918</td>
</tr>
<tr>
<td>Gatineau Park</td>
<td>3,553,063</td>
<td>3,416,778</td>
</tr>
<tr>
<td>Industrial and railway sites</td>
<td>1,477,280</td>
<td>1,499,150</td>
</tr>
<tr>
<td>Mackenzie King Bridge</td>
<td>501,164</td>
<td>497,898</td>
</tr>
<tr>
<td>Greenbelt in the Townships of Gloucester and Nepean</td>
<td>11,872,298</td>
<td>3,703,866</td>
</tr>
<tr>
<td>Leases and licenses of occupation</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total Land</strong></td>
<td>32,568,774</td>
<td>21,744,611</td>
</tr>
<tr>
<td>Roads and driveways</td>
<td>7,270,045</td>
<td>6,159,752</td>
</tr>
<tr>
<td>Bridges and approaches</td>
<td>2,376,281</td>
<td>2,324,829</td>
</tr>
<tr>
<td>Parks and boulevards</td>
<td>2,528,551</td>
<td>2,234,971</td>
</tr>
<tr>
<td>Parkway lighting system</td>
<td>213,905</td>
<td>206,061</td>
</tr>
<tr>
<td>Removal, re-routing and reconstruction of cross-town tracks and facilities</td>
<td>3,554,935</td>
<td>3,525,819</td>
</tr>
<tr>
<td>Buildings</td>
<td>1,168,062</td>
<td>1,028,813</td>
</tr>
<tr>
<td>Machinery and equipment</td>
<td>351,461</td>
<td>312,468</td>
</tr>
<tr>
<td>Motor Vehicles</td>
<td>177,530</td>
<td>160,754</td>
</tr>
<tr>
<td>Office equipment</td>
<td>49,176</td>
<td>35,058</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>50,258,740</td>
<td>37,733,136</td>
</tr>
</tbody>
</table>
NATIONAL CAPITAL COMMISSION

EXPENDITURES FOR DEVELOPMENTS AND IMPROVEMENTS
WITHIN THE NATIONAL CAPITAL REGION
FROM APRIL 1, 1947 TO MARCH 31, 1960

$370.838


$50,087,835

765,867


50 MILLION

INTEREST ON LOANS TO
AUDREY LANDS
MISCELLANEOUS MAINTENANCE
ASSISTANCE TO MUNICIPALITIES
CONSTRUCTION PROJECTS AND
GRANTS FOR SEwers AND
WATER Mains

45

40 MILLION

MISCELLANEOUS CONSTRUCTION
COMMISSION PROPERTIES

35

30 MILLION

RELOCATION OF RAILWAY
FACILITIES

1351,548

20 MILLION

MILENIA RING BRIDGE

10 MILLION

LAND ACQUISITIONS

1 MILLION

$31,373,930

1/2 MILLION

$114,637

100,000

50,000

$20,000

$10,000

$5,000

$1,000

$500

$100

$50

$20

$10

$5

$1

FISCAL YEARS