

development and construction plans in the Capital and District for the Defence Research Board, the National Research Council, the Experimental Farms Branch of the Department of Agriculture and the Department of Public Works.

The Commission, on the recommendation of the Sub-Committee, has approved submissions by various departments of the Federal Government for eight major site plans and 60 buildings. Construction is well advanced on a number of these projects, the most important including buildings for the Department of Veterans Affairs on Wellington Street, the Dominion Bureau of Statistics and Department of Public Works at Tunney's Pasture in the west end of the city, Central Mortgage and Housing Corporation on the Montreal Road, Eastview, extensions to the Bureau of Mines establishment on Booth Street and the Government Printing Bureau at Hull, Que.

The MacKenzie King Bridge in Confederation Park, built by the Federal District Commission in co-operation with the City of Ottawa, was made usable, temporarily, on Dec. 8, 1951, while approaches and final surfacing, etc., will be completed as soon as possible. This provides another greatly needed east-west route through the centre of the Capital, enabling heavy commercial traffic to by-pass the National War Memorial at Confederation Square and Wellington Street, the main artery for Government buildings, and also relieving serious traffic congestion on other bridges over the Rideau Canal. The eastern section of the span of the bridge over the railway yards, now supported by steel pillars, cannot be finished in conformity with the remainder of the bridge until the Union Station and rail yards are re-located in south Ottawa some years hence.

The Highways and Traffic Sub-Committee of the National Capital Planning Committee examined, and the Commission subsequently approved, road re-locations necessitated by the expansion of the Ottawa Airport and extensions to the Commission's driveway system, and made recommendations regarding a new riverside driveway from the Quebec end of the Champlain Bridges to Aylmer. The Gatineau Power Company *et al* made a generous gift to the Commission of the abandoned Hull Electric Railway right-of-way from Hull to Aylmer.

Installation of new railway facilities proceeded in accordance with the long-range plans to move the railway lines from central Ottawa and Hull to the outskirts, and subsequently to use the abandoned rights-of-way as the basis of a new arterial road system for the Capital. Land was acquired along the new rail belt for the re-location of industries that require rail services. Grading was completed for the rail belt and yards for the use of the Canadian National Railways along the Walkely Road at the south edge of Ottawa. Two highway overpasses on the Metcalfe and Russell Roads were completed, except for hard-surfacing of the roadways.

Construction was begun of a junction of the two C.N.R. lines near South March, a few miles west of the Capital, to enable traffic to be routed to the new belt line and yards. The installations may be ready for use in about two years, when the C.N.R. will transfer its operations from the crosstown tracks and yards, which bisect the Capital along Catherine Street. The abandoned crosstown right-of-way will be used for the construction of a new east-west traffic artery from Hurdman's Bridge to the west end of the Capital and a junction with Highway 17 beyond Britannia. The crosstown artery will be linked with Highway 17 on the east by an extension northeast of Hurdman's Bridge to the vicinity of Green's Creek. This will result in an entirely new main eastern entrance to the Capital for the Montreal Road, by-passing Eastview and built-up areas. It will also route through-traffic on Highway 17 away from the congested city centre.