

Several of the new buildings have been completed and occupied, including the head office for Central Mortgage and Housing Corporation on the Montreal Road and the Dominion Bureau of Statistics at Tunney's Pasture. Others nearing completion are the Department of Veterans Affairs building on Wellington Street and the Government Printing Bureau at Hull. Approval has been given for the construction of a National Library of Canada building on the high ground overlooking the Ottawa River, west of the Supreme Court. The site is at present partly occupied by No. 1 Temporary Building, which is to be removed. The Library of Parliament, which was damaged by fire in 1953, was restored in 1954.

Work continued on a variety of other buildings and projects throughout the Capital area. Among these is an overpass on the Montreal Road designed and built by the Commission to provide a controlled entrance to the National Research Council establishment. Removal of the Aylmer Building permitted completion of the western approach to the Mackenzie King Bridge. The bridge, which was the first completed project in the National Capital Plan, opens up an east-west traffic artery over the Rideau Canal in Confederation Park. Work was also begun by the Commission on the development of the Hog's Back-Mooney's Bay Park. When completed this area will provide a very attractive 50-acre addition to the Commission's park system in the National Capital.

An important project during 1954 was the rebuilding of Sussex Street, a main artery on which are located several national institutions including the Public Archives, the Royal Canadian Mint, headquarters of the National Research Council, the Prime Minister's official residence and Rideau Hall, the residence of the Governor General. The project included the rebuilding of the Sussex Street bridges over the Rideau River at Rideau Falls. Street-car tracks were removed (motor-buses are now used on the route) and overhead wiring was placed underground. The project was carried out jointly by the City of Ottawa and the Federal District Commission.

Notable progress was made on the installation of new railway facilities in accordance with long-range plans to remove trackage from central Ottawa and Hull to the urban outskirts and subsequently to use the rights-of-way thus released for arterial roads. Land was acquired along the new rail belt for the construction of railway yards and for the relocation of industries requiring rail services. Since November 1953, CNR manifest freight trains from Montreal en route to Western Canada have been using the new belt line and yards, thus by-passing the central area of the Capital. The signal system has been installed in the new yards and as soon as other installations are completed the CNR will transfer its operations from the tracks and yards that bisect the Capital along Catherine Street. The FDC completed the acquisition of extra land to widen and link up this crosstown right-of-way to permit construction of an east-west traffic artery, averaging 200 feet wide, which will join with Highway 17 east and west of Ottawa. Seven miles of trackage has been lifted preparatory to construction of the western end of the new traffic artery. Plans were made by the City, with the co-operation of the FDC, to construct a new bridge at Hurdman's where the new east-west artery will cross the Rideau River.

The Commission continued its policy of using part of the National Capital Fund, into which are paid annual parliamentary grants of \$2,500,000, to share in the costs of extending municipal water and sewage services in conformity with the Master Plan. Progress also continued on the acquisition of land for the new eastern