

the city expanded without the benefit of any planned direction. In 1946, however, a Master Plan was approved, designed to guide the development of the Capital's urban area over the next half-century and to protect the beauty of the surrounding National Capital District. That District covers an area of about 900 sq. miles, one-third of which lies in the Province of Ontario and the remainder in Quebec. The co-operation of the Cities of Ottawa and Hull, twenty-eight other autonomous municipalities and the two provincial governments is essential to the successful implementation of the Plan. The federal agency responsible for its fulfilment is the Federal District Commission.

Projects under the Master Plan fall into four main categories: those for which the FDC is responsible, such as development of the Capital's parkway and parks system, including Gatineau Park and the relocation of the Capital's railway system; the federal building program, carried out by the Department of Public Works or other federal agencies, with the locations and exterior design of buildings subject to FDC approval; joint projects with the local municipalities in which the FDC is the federal planning and financial agency; and, finally, entirely municipal projects.

Details of the Plan are given in the 1956 Year Book at pp. 30-34. The present coverage serves to bring that review up to mid-1957.

The year 1957 was the tenth of active development under the Master Plan. During that year, in the urban area, work continued on the development of the 125-acre Hog's Back Park, designed to accommodate group picnics, and on Colonel By Drive along the east bank of the Rideau Canal between Dow's Lake and Hog's Back. The reconstruction of the Lady Alexander Drive section of the Driveway system in Rockcliffe, with its attractive views of the Ottawa River, was completed. Restoration of the Rideau Falls area continued with the demolition of old buildings adjacent to the French Embassy and the landscaping of the point on Green Island between the twin falls. Construction of Ottawa's new City Hall on the upstream end of Green Island was well advanced. In the east Hull area, plans were made for the development of a large park, with bathing and picnicking facilities, at Leamy Lake.

Progress on the long-range project to remove most of the railway operations from the central area of Ottawa to the outskirts continued with the transfer of CNR local freight services from Union Station to the new Ottawa freight terminus constructed by the FDC east of the Rideau River in the Hurdman Bridge area. The new Walkley Road yard facilities constructed by the Commission along the southern boundary of Ottawa West were occupied by the CNR in 1955, permitting the abandonment of the old CNR Bank Street yards on the cross-town tracks and clearing the right-of-way for construction of the Queensway. The agreement for the construction of the Queensway (actually a rerouting of Highway 17 for 21 miles across the Capital and its approaches from east to west, using the right-of-way of the abandoned CNR cross-town tracks for most of its length) was signed in 1957. The costs of this \$31,000,000 project will be shared by the Ontario Department of Highways, the Trans-Canada Highway Authority of the Federal Department of Public Works and by the City of Ottawa, the FDC providing the right-of-way westerly from the City's eastern boundary. Negotiations continued with the Canadian National and Canadian Pacific Railway Companies for establishment of a terminal company to operate all rail facilities south of the Ottawa River.

The extensive federal building program continued, although some years will elapse before new construction will permit the demolition of all the temporary wartime office structures erected in the Capital. Twelve major federal building sites in different sections of Ottawa's metropolitan area are in various stages of development, and over the past decade about 150 new federal buildings have been built or are under construction. Currently under development is the Rideau Heights site, overlooking the Rideau River between the south central area and the airport, where new buildings are being erected for the Department of Public Works and the Post Office Department; and the Department of Mines and Technical Surveys site adjacent to the Bureau of Mines buildings on Booth Street near Carling Avenue. A new Canadian Broadcasting Corporation head office