

Barley at 26.7 and Oats at 45.1. In the matter of values the figures are equally favorable, as the following comparison will show:

1913	\$168,455,253
1918	361,037,617

The total value of the field crops in Ontario for the past four years exceeded the total value for the previous four years by \$398,779,646.

This refers only to field crops; in addition there should be considered the tremendous production in live stock and dairy products.

Roads

The importance of good roads as a factor in the economic development of the Province has been an established part of the policy of the Government. Highway improvement has made remarkable advances under the Hearst administration. An outstanding feature of that policy is seen not alone in the enlarged expenditures on road construction from year to year, but in the increased percentage in the amount given by the Government for highway betterment.

Good roads are recognized as among the most important of a country's assets. An effort has been made in Ontario to perfect a system of organization and assistance that will be equitable, efficient and financially stable, and at the same time be the means of extending the benefit of good roads to every section of the Province. That the Government is succeeding in this object is the opinion of the Surveyor and Municipal Engineer, a leading authority on municipal affairs in Great Britain, which, in a review of Ontario highway legislation says:—

"It will be observed that not only has the principle of main roads being considered as a national charge been recognized, but that a fairly elaborate system of graduated charges between township, county and province, with joint control, has been set up. Thus, beginning with statute labor, as this country did, the Province of Ontario has arrived earlier at the goal of equitable highway finance. The example, in its broad lines, is one which might well be considered with a view to the adoption of a similar plan in the Mother Country."

A Comprehensive Plan

Following an investigation and report by the Public Roads and Highways Commission, appointed in 1913, the Government announced its plan and secured its endorsement in legislation. The Department of Highways was created, presided over by the Minister of Public Works and Highways, with a Deputy Minister of Highways in immediate charge. Under the plan adopted there are main classes of roads, namely:

Provincial highways—Toward the construction of which the Government pays 70 per cent. and the municipalities 30 per cent. The cost of maintenance is distributed on a similar basis.