

## Department of Highways

During the past year the extensions to the highway system were carried out in a manner than maintained the high standards necessary under modern traffic demands.

The following table showing total highway accidents in the Province of Ontario from 1933 to 1938 indicates a positive reduction in every item:

Year	No. of Accidents	Deaths	Persons Injured	Property Damage
1933	8,634	403	7,877	\$ 834,442
1934	9,645	512	8,990	942,722
1935	10,648	560	9,839	1,085,084
1936	11,388	546	10,251	1,241,851
1937	13,906	766	12,092	1,712,467
1938	13,715	640	11,683	1,470,508
	67,936	3,427	60,732	\$7,287,074

In order to further reduce the accident toll the width of road grades has been increased and wherever possible the alignment chosen is that with the least amount of curvature. These improvements are particularly noticeable on main travelled highways in both the north and south sections of the province as well as on the divided highways in Old Ontario. We have continued our policy of separating highway traffic from railway traffic by the construction of subways or overheads, and also of separating traffic on heavily travelled intersecting roads, as a further safety measure. An experimental section of lighting has been added to our system between Oakville and Toronto with a view to improving night driving conditions, and the results have well warranted the expenditure.

## Pavement and Grading

In New Ontario we graded for future pavement 200 miles of road through very difficult country. Pavement was completed on eighty-two miles and a bituminous gravel surface placed on an additional forty-seven miles. We also constructed fifty-three bridges of a major type. A real problem confronts the department in this northern work in that early construction was intended to serve from a local point almost exclusively. We have found that directness plays a paramount part because of the enormous distances. Tourist traffic will not traverse this northern section unless it can reach its destination with a minimum of time. In the work we are doing we are obliged to abandon much of the old locations, realigning and regrading. A typical example of an improvement of this kind is the work that is being performed on our great northern highway between Severn Bridge and Timmins, where we will save, because of realignment and improving the grades, a distance of seventy-one miles.

In old Ontario 100 miles of grading was completed, mostly for divided highways. In addition, eighty miles of pavement of various types were built. We also completed thirty-one bridges, several of which were on divided highways, and were of a dual type. Our dual highway construction was continued in those areas of dense traffic and the grading was 90 per cent completed between St. Catharines and Oshawa.

The construction of roads is a valuable factor in providing employment, as a large portion of the cost is paid in direct wages.

## Tourist Registration

Foreign tourist registration during 1933 showed that 2,004,940 cars crossed the Ontario border. Last year 2,790,198 cars passed the same points, an increase of 785,258, or almost 40 per cent of an advance. From the information we are able to obtain, we are assured that this vast army of cars came to Ontario because of its road development. Studies made by the Bureau of Statistics to determine as to revenue indicate that at least \$108,000,000 in foreign money was left in this province. We, therefore, feel satisfied that the expenditure we

are making in our highways is well justified. In order to assure a continuance of this tourist traffic, we must provide easy entrances to the province and we have assisted in the construction of the approaches of two new international bridges, one at Point Edward and the other at Ivy Lea.

The assumption of 1,651 miles of country roads as King's Highways will be of material assistance to the municipalities, as they will thus be relieved of further expense toward their maintenance. Our policy of lightening the burden of road construction in the municipalities has been continued by subsidies to townships and counties.

It is estimated that our subsidy to townships this year will amount to \$3,116,000, and to the counties, \$2,547,000. These figures are particularly striking when one realizes within a comparatively short period the province has advanced from the stage where it paid no subsidy to municipalities at all to the position where we now pay over 90 per cent of the entire cost of all roads throughout the province.

### Savings of 20 Per Cent by Counties on King's Highways.

1935-36 (actual)	\$ 993,000
1936-37 (actual)	1,711,000
1937-38 (actual)	3,729,000
1938-39 (estimated)	3,026,000
	\$9,459,000

### Savings of 10 Per Cent to Townships by Increased Subsidy.

1937-38 (actual)	\$ 396,000
1938-39 (estimated)	624,000
	\$1,020,000

Pavement must be considered as part of our program, particularly in the northern part of the province where many miles of grading have been completed to permit of surfacing. It has been found that tourists will not follow gravel surfaces when they are accustomed to paved highways at home. Some States last year went so far as to warn their motorists to stay away from the northern part of the Province of Ontario until such times as improvement in surfaces might be expected. This condition will be remedied just as fast as funds can be obtained to permit of the work being completed.

The Department of Highways is quite seized with the desirability of providing the northern part of the province with paved highways at the earliest possible time, and will continue the present high standard being set so that in the final analysis work throughout the entire province will be brought to the same quality, regardless of location.

Total King's Highways at end of 1933	3,016.39 Miles
Total King's Highways at end of 1938	7,188.17 Miles
Total King's Highways paved 1933	2,219.42 Miles
Total King's Highways paved 1938	3,348.88 Miles

## Department of Labor

All branches of the Department of Labor increased their services to the public during the past fiscal year.

The task of establishing fair and proper wages is being carried on with a view to protecting workers and eliminating the practice of unfair competition among some employers in the province, and better conditions have been maintained in industry through the efforts of the inspection staff. Since January the annual inspection of uninsured boilers and other pressure vessels has been undertaken by qualified inspectors of this department, which change should result in increased revenue to the government, as well as make for safety in the operation of power plants. There was an increase of more than 25 per cent in the number of examinations held by the board of examiners of operating engineers and an increase in the number of plant registration certificates issued by the board.

The report of the apprenticeship branch indicates that considerable progress is being made in re-establishing apprenticeship as the means of teaching young men and women the various trades. The number of apprentices indentured has increased from 319 in 1934 to 1,409 in 1939, the last figure being an increase of over 27 per cent, as compared with last year.

The extension of the conciliation services of the Department of Labor has resulted in a decided decrease in the losses of the people of the province because of strikes. This fiscal year there has been less than one-quarter the amount of time-loss due to strikes, as compared with last year. The chief conciliation officer has negotiated increasing numbers of agreements which provide wages, hours and conditions of labor satisfactory to both employers and employees, and through the conciliation service strikes are being settled more quickly than formerly. The establishment of schedules pursuant to the Industrial Standards Act is another factor making for industrial peace, since there has been no strike in connection with wages and hours in any industry

where schedules are in force. At present there are eighty-five such schedules operating which affect approximately 33,000 workers.

## 120,000 Placements

Approximately 120,000 placements have been made by the Ontario Government offices of the Employment Service of Canada during the fiscal year, and a large proportion of this number were placements of young persons between the ages of 18 and 30. New branches of the service were opened at Owen Sound, Welland and Simcoe, and a branch of the Toronto office was established in York Township to serve the district north of the city.

The Department of Labor has taken a very active part in the work of the Dominion-Provincial youth training program, and many young people of this province are taking advantage of the instruction offered. The courses are varied and are planned with a view to meeting the need for skilled workers. Since the inception of the program approximately 4,608 young persons, both boys and girls, have been assisted in training for useful occupations, and 3,038 of them have been placed in employment at the completion of their course of training, or have jobs waiting for them. Of those trained this fiscal year, approximately 87 per cent have been placed in employment, which may be considered a very high percentage.