

a structural terrace, should be tested if it is proved that the underlying rocks are petroliferous elsewhere.

The northwestern part of the plain is not so promising as the southeastern part. The lower part of the Thomonde formation is exposed on the Fond Bleu dome, and the thicker coarse detrital rocks of the same age on the plunging anticline between Maïssade and Pignon are probably entirely delta and flood-plain deposits.

#### POSSIBLE OIL IN OTHER REGIONS.

The Artibonite Valley resembles the Central Plain in many features, as structurally it is a northwestward-plunging syncline, modified by secondary anticlinal and synclinal folds. It also is floored with the Miocene rocks of the Artibonite group. Figures 12 (p. 207) and 13 (p. 208) show that a secondary anticline flanks the major synclinal trough on both sides of the valley. Except in the upper part of the valley the Miocene rocks consist principally of marl and limestone, which do not contain the rich fauna of deposits of the same age in the Central Plain. The Miocene rocks of the Artibonite Valley are therefore not so promising, either as a possible source of oil or as reservoirs.

Miocene rocks probably floor the Cul-de-Sac Plain under the cover of alluvium, but they are so completely concealed that their structure is indeterminable from surface observations. Their lithology, as observed at their outcrop along the borders of the plain, does not warrant any exploration with the drill.

Reports of asphalt near Étang de Miragoâne have been repeated in several accounts of the mineral resources of the Republic. Although no attempt was made during this reconnaissance to find the deposits, the geology of the region indicates that the reports are not authentic.

#### ROAD MATERIAL.

##### PRESENT STATE OF ROAD BUILDING.

As compared with the area of the Republic, the length of improved roads already built is very small, and most of them are not suited for heavy traffic. Roads that will bear heavy traffic are needed in the plains to facilitate agricultural development, and trunk lines connecting the larger cities and towns are desirable.

Although an unlimited amount of good material for road making is available, much of it is inconveniently situated, and a great deal of easily accessible but inferior material is therefore used.

Along the coast much of the soft coralliferous limestone of Quaternary age is used. It binds well but is too soft except for light traffic. Much gravel from stream beds and older gravel beds is used, especially in the Cul-de-Sac Plain. If properly graded and carefully laid it is reasonably satisfactory, although it also is rather soft. The impure