

culty was met with in draining all the roads in the Clay Belt, which were graded and ditched last season. Much difficulty, however, is found in making permanent roads for want of gravel or stone, which is seldom met with in that district.

"In the Valley of the Rainy River, which comprises an area of about three-quarters of a million acres of good agricultural land, I have found that sections are still unoccupied; and in other sections during the last fifteen years the development which might have been expected has not taken place, owing in some measure to the want of roads. The continuation, however, for a year or two of the work commenced in 1913 will remove this difficulty, and I am confident that settlers will go into this district in the future in greatly increased numbers, as the land is nearly all of good quality.

"On my first visit to the Rainy River Valley, over twenty years ago, I found the conditions there almost similar to those in the Clay Belt to-day. The character of the country, its soil, and its climatic conditions are almost identical. It is in the same latitude, and to-day in the Rainy River Valley, where settlement has taken place and large clearings made, all kinds of grains and vegetables are produced in abundance. Summer frosts are almost of the past.

"In the Districts of Nipissing, Sudbury, Algoma, Thunder Bay and Kenora, the trunk roads as constructed or improved will make it possible for the settlers to reach markets for their produce at all seasons of the year. Other roads are required in these districts to make it possible for the settlers in the outlying sections to reach the main trunk roads. Several of the trunk roads as graded last season still require to be surfaced in places with gravel or stone. It was found impossible in one season to complete many of the roads.

"The mining roads constructed in the Kirkland Lake gold fields and the West Shining Tree gold fields will give to the miners in those sections an opportunity of developing the several mining prospects opened up; the road from Iroquois Falls Junction on the Timiskaming & Northern Ontario Railway to the pulp mill at Abitibi River will give