



ROYAL GAZETTE.

[SUPPLEMENT.]

FREDERICTON, NEW BRUNSWICK, SATURDAY, APRIL 30, 1842.

REPORTS ON INDIAN SETTLEMENTS, &c.

[Concluded from last Supplement.]

No. 4.

LAST PART OF MR. PERLEY'S REPORT UPON THE MICMAC INDIANS.

Saint John, 20th January, 1842.

SIR,—I now have the honor of submitting for the information of His Excellency the Lieutenant Governor, the third and last part of my Report upon the Micmac Indians and their affairs, consisting of information relative to the country passed over on my recent mission to that people.

Commencing with the River Petitecodiac in the County of Westmorland, I have to state that there is a very fine tract of land, fit for settlement, between the Coverdale River (a branch of the Petitecodiac) and the Shepody Settlement, said to comprise about 30,000 acres, covered with hardwood timber, and well watered. It was represented to me that this tract offered very favorable prospects to settlers.

Between the "Bend of Petitecodiac" and the River Richibucto, a road was laid out some years since by Captain Maclauchlan, and a large extent of country in the vicinity of it was surveyed into lots of 100 acres each. But a small number of these lots have as yet been taken up, and there is here an excellent opening for a large number of emigrants to settle in bodies, the land being laid off into Townships, and being very easy of access. Vessels of considerable burthen can proceed to "the Bend," where the road commences, and the other end of the same road is also accessible to vessels of equal size by the Richibucto. The head waters of the Cocagne, the Buctouche, and the Shediac, are within this line of country, and a large portion could be reached without any difficulty from the harbours at the mouth of those Rivers, which would also afford convenient outlets for agricultural produce. The land is stated to be of very good quality, thickly covered with a mixed growth of timber, among which Ash and large Birch predominate, and it certainly possesses many advantages with respect to situation.

I cannot pass over this part of the country without adverting to the proposed Canal for connecting the waters of the Bay of Fundy with those of the Gulf of Saint Lawrence, two routes for which have been proposed—the one from Cumberland Basin to the Bay Verte, and the other from Memramcook to Shediac Harbour. It is stated that the length of the Canal in either case would not exceed fifteen miles, through a very level country, offering no serious obstacles to the undertaking. With respect to the Bay Verte, it appears in evidence, that at low water it is nearly dry for about two miles, except in the channel, which has only four feet, at the mouth of the River, and on the bar at low water, and that the rise and fall of tide is seven and a half feet. The Bay Verte, from the shallowness and crookedness of the channel, can only be approached by vessels of small size, and is difficult to get in, or out of, with particular winds. Shediac Harbour on the contrary, is represented as easily accessible from the Gulf, with sufficient depth of water for vessels of large size, with good anchorage, and safe shelter. These statements are supported by recent surveys of the Harbour of Shediac, made by the Messrs. Milne, two very intelligent pilots residing there, who have taken the soundings with much care and precision.

It cannot for a moment be doubted that the completion of this Canal would be of the greatest possible importance to New Brunswick, by opening the extensive and valuable Fisheries of the Gulf and the Labrador Coast, by giving a ready means of communication between the whole Eastern coast of the Province and Saint John, without the tedious and dangerous voyage around Nova Scotia,—and by developing new branches of trade and business from the intercourse with Prince Edward Island, the Bay of Chaleur, the Gulf of Saint Lawrence, and Canada. Should large bodies of Emigrants arrive in New Brunswick, the Canal would furnish them with employment until they became acquainted with the country, and could make arrangements for settling upon the vast tracts of fertile land, yet unoccupied, upon the Eastern side of the Province;—thus in-

ternal improvement and the settlement of the country would go on simultaneously, with advantage to each other.

Passing along the eastern coast from Shediac northward, the next harbour is that of Cocagne, at the mouth of the River of that name. The entrance of this harbour is a mile in width; in ordinary tides, there is about nine feet on the bar at low water, and 14 feet at high water—there is 2 or 3 feet more at spring tides. Within the harbour there is good anchorage in 5 fathoms water. I noticed a number of fishing vessels riding safely in a very violent gale. The Cocagne River is about 30 miles in length, and is but thinly settled, although the land on its borders is very good.

Buctouche Harbour is at the mouth of the Great and Little Buctouche Rivers; the entrance to it, between two low sand-beaches, is narrow. At low water there is 9 feet on the bar, and at high water about 14 feet. Within the bar, there is a safe harbour with good anchorage in 4 fathoms water. Several square-rigged vessels load here annually for Britain with timber and deals; and the largest ship ever launched in New Brunswick, (about 1500 tons) was built on the Great Buctouche, up which the tide flows about 13 miles. The land on this River is a deep rich loam, exceedingly fertile, and covered with large-sized and valuable timber. The Great Buctouche is about 40 miles in length; the Little Buctouche about 35 miles. On the latter River there is but little timber; the excellence of the soil is testified by several very fine farms. The Settlements on these Rivers extend only to the head of the tide; the inhabitants are principally French, who pursue agriculture almost exclusively, and appear in comfortable circumstances.

Twenty miles north of Buctouche is the harbour of Richibucto, the entrance to which is rather narrow, between sand-beaches. There is about twelve feet on the bar at low water, and seventeen feet at high water. The harbour is safe and commodious; the river is navigable for vessels of large size upwards of 15 miles, the channel for that distance being from 4 to 6 fathoms in depth. At the head of navigation for large vessels, the road to Petitecodiac commences. The tide flows up the river 25 miles; the banks on either side rise moderately from the water, presenting easy slopes. The soil is very fair, but not quite so good as that on the Buctouche, being more sandy. The river is but thinly settled as far as the head of the tide, above which the whole country is in a state of wilderness. A new road was opened two years since from the Richibucto to the head of the Grand Lake, intersecting the Great Road recently opened from Fredericton to the Bend of Petitecodiac, by that route. I passed over this line of country in 1837, and found the land very level, and well adapted for settlement. The line for a rail road from the head of navigation on the Grand Lake to the head of navigation on the Richibucto, was surveyed about six years since, and the plan of survey was lithographed at my expense; some copies of this plan are herewith sent for His Excellency's acceptance.

The Richibucto has five tributaries—the Saint Nicholas and the Mill Branch on the South side—and the Aldoine, the Molus and the Bass Rivers on the North side, upon each of which there is much vacant land fit for settlement. The Molus River falls into the Richibucto near the centre of the Indian Reserve, and adds much to the value of that tract by the facility of access which it affords. The land on the Molus is particularly good, and is covered with beech, birch and maple of large size.

Next in order is the Kouchibouguacis, a small River said to have its rise in a Lake about 50 miles from its mouth. This River is broad but shallow, the banks are low and very level, the tide flows up about 12 miles, to which distance the Settlements extend. The soil is a dark rich loam well adapted for tillage, and produces good crops. The fishery at the mouth of this River is valuable; lobsters are so abundant that they are used for manuring the land.

About six miles from the mouth of the Kouchibouguacis the Kouchibouguac enters the Gulf. The tide flows up this River seven miles to the bridge on the great North Road, close to which there is an extensive and valuable Mill Establishment. The Kouchibouguac is about 50 miles long; it is tolerably settled from the