

Gulf to the Bridge, above which there are but few inhabitants. Two miles below the Bridge is the extensive and very convenient Ship Yard of Messrs. J. Cunard & Co. where a number of large vessels have been built of late years. There were two Brigs on the stocks nearly ready for launching at the time of my visit in October last. The channel of the River sweeps in close to the Ship Yard, and is of sufficient depth for vessels of 500 tons. Square Timber and Logs have been "driven" down this River for forty miles from its mouth. The Country on both sides the River is thickly covered with white and red pine, cedar, birch and maple. That excellent and rapidly growing species of Timber the Larch (or Hackmatack) is found on this River in very extensive groves, and of large size. It has been much used in ship building at this place, for which it is in great request, as vessels built with it bear a high character and bring a better price.

Salmon and Alewives are caught at the mouth of this River in considerable quantities, and close to the entrance of the harbour there is an excellent Cod and Mackerel fishery.

The banks of the Kouchibouguac above the Mills are almost wholly ungranted; the soil is good, and from all I could learn, it appears that this River possesses several advantages for the formation of Settlements which would enjoy many privileges. There is now the beginning of a Village where the Great Road crosses this River; and were the Country in the rear settled it would soon spring into a Town, receiving support from, and conferring benefits upon, the Settlements in its vicinity. I would particularly recommend this River to His Excellency's notice.

The Road from Kouchibouguac to Chatham crosses three small Rivers—the Baie des Vents, Black River and Napan River, on all which there is much good land yet in a wilderness state, where Settlements might be formed with advantage.

The Miramichi is too well known to require any particular notice at my hands, and I therefore pass it over. The coast to the Northward is precisely similar to that to the Southward of it, being generally low land with long Islets, or rather Sand Bars, in front, thrown up by storms, between which and the main land are a series of well sheltered lagoons, perfectly secure and admirably adapted for boat navigation at all times. Through these Sand Bars the Rivers force their way by narrow passages which are commonly called "Gullies;" these frequently fill up and shift their position from violent gales and heavy seas, as well as from great freshets in the Rivers themselves. Outside the Sand Bars there is good fishing every where, from Escuminac to Miscou, which might be carried on more extensively than at present, and would prove a source of wealth to the Province.

The Tabusintac is the principal River on this part of the coast; in the second part of this Report I have described the admirable quality of the land on its banks, which it is surprising should so long have been suffered to remain ungranted.

There is about eight feet water on the bar at the mouth of the Tabusintac at ordinary tides, and about three feet more at spring tides. Alewives are caught in the River every Spring in considerable numbers, and Salmon in August and September. Herrings are in some seasons caught in large quantities at an Island between the mouth of the Tabusintac and Neguac. There are said to be abundance of Fall Herring and Mackerel off this coast every season, but not many are caught, owing to the fishermen not being properly fitted out for taking them.

It was stated to me that there was an admirable line of Country for settlement, all ungranted land, from Burnt Church River to the Tabusintac, (in the rear of the Neguac Villages) and thence Northerly across the Great and Little Tracadie Rivers, the different Branches of the Pokemouche, to the Caraquet River on the Bay of Chaleur. This part of the Province is altogether in a wilderness state, without Roads or Bridges, and at present is only accessible by the coast and the Rivers which intersect it. A number of large settlements might be formed within this extensive tract of Country, which would have peculiar advantages from their proximity to the Sea and River fisheries and to the coast. The only Road in this portion of New Brunswick is that by the coast from the Miramichi to Bathurst, very nearly 100 miles, which in many places is but a bridle path. It was a general subject of complaint with the inhabitants, that very little money had been granted by the Legislature for the improvement of this Road, and none for the opening of several new lines which are much needed by the present settlers, and which if laid out and worked would lead to the settlement of the vacant land almost immediately. Many persons on the coast expressed to me their anxious desire to become settlers in the interior; but said they, we are deterred from settling; there being no Road by which they could reach the land they wished to occupy, or by which they could communicate with the settlers on the coast. The formation of Settlements in this part of the Province would greatly encourage the fisheries, and lead to their being more vigorously and extensively prosecuted, while the farmers would be benefitted by having the fishermen as consumers; agriculture and the fisheries would thus assist and promote each other.

Between Pokemouche and Caraquet, at the entrance into the Bay of Chaleur, is the spacious Port of Shippegan, which is formed by Shippegan and Pocksoudie Islands and the main land. It comprises three large and commodious harbours—first, the great inlet of Amacque, the depth of water into which is from five to six fathoms; second, the extensive and well sheltered sheet of water

called "St. Simon's Inlet,"* the channel leading into which is one mile in width, with seven fathoms water from side to side; and third, the middle channel between Shippegan Island and the main land, which runs through from the Bay of Chaleur to the Gulf of St. Lawrence. The entrance into this channel from the Gulf is by Shippegan Gully, which will not admit vessels drawing more than seven feet, that being the depth of water on the bar; but the principal entrance from the Bay has not less than five fathoms on the bar, inside which, within the harbour, there is six and seven fathoms up to usual loading place, from whence to the Gully there is about three fathoms only. Vessels within the harbour of Shippegan have good anchorage, are quite safe with every wind, and can load in the strongest gale—the rise and fall of tide is about seven feet.

The soil of Shippegan is well adapted for farming pursuits; where the land has been properly cultivated, the farmers have at all times had profitable returns. The inhabitants are chiefly French, who, of late years, have improved their farms very much. The settlement of Shippegan contains about 700 souls.

The Islands of Shippegan and Miscou are said to be of little value for settlement, being much cut up with lakes and barrens. But the shores of these Islands seem formed by nature for the prosecution of the fisheries, the numerous creeks and coves affording safe and convenient harbours for boats and schooners during the fishing season, as well as admirable positions for fishing establishments. As yet this branch of business may be considered in its infancy at this place, no attempts having hitherto been made to carry it on upon a large scale. The inexhaustible source of wealth which the bounty of Providence has provided upon this coast, will always furnish the means of obtaining a livelihood, and thousands of people may here with energy and industry secure to themselves comfort and independence. The fisheries will ever be productive of wealth, will furnish a most important article of commerce, and give constant employment to any extent of population. If properly protected and encouraged, they will eventually become one of the greatest and most lasting sources of Provincial prosperity.

The Caplin fishery at Point Miscou generally commences the first of June and ends the first of July. The average take of cod and other fish by the inhabitants of Caraquet, Shippegan, and the fishermen who come over from Gaspé, during the season, is not less than from 15 to 20,000 quintals annually, exclusive of what may be taken by the numerous American fishing vessels on this part of the coast.

The exports of fish and lumber from Shippegan have quadrupled within the last four years. The export of fish during the past season of 1841 to Spain, and coastwise, for home consumption, amounted to 10,000 quintals, valued at £8,000 currency. The export of timber, deals, lathwood, and hardwood for shipbuilding, during the same period, amounted to £7,000, making a total of exports from this out-port of £15,000 for the past year.

Messrs. Cunard & Co. of Miramichi, have a trading and fishing establishment at Shippegan, but all the rest of the business is carried on by Merchants from the Islands of Jersey and Guernsey. At Caraquet, where the inhabitants all follow fishing more or less, the business is entirely in the hands of the Agents of Messrs. Robin & Co. and Le Boutillier Brothers, both Jersey houses, who have extensive fishing establishments in Gaspé. The house of Robin & Co. is extremely wealthy; their riches have been amassed by a steady pursuit of the fisheries only. The late Charles Robin, the founder of the firm, commenced the business on the shores of Gaspé about 1780, since which it has been carried on by the house, with greater or less profit up to the present time.

The settlers on the Pokemouche River are chiefly Irish, who do not engage in the fisheries but follow lumbering and farming. The harbour of Pokemouche will not admit the entry of any craft larger than boats, owing to the shallowness of the water on the bar, but the River abounds with Bass, Trout and Eels at all times, and Salmon and Gaspereaux in their season. The farmers on the Pokemouche have every year a considerable surplus of produce for sale, but from the want of a road to Shippegan, they are in a great measure cut off from market, being obliged to bring their produce round by the shores of the Gulf, with much risk and at great expense, which the articles will not bear. Were roads opened and settlements formed in this district, the Port of Shippegan would rise rapidly into importance; the fisheries would be prosecuted more vigorously, and a town would spring up, in what is now a pathless wilderness. That splendid sheet of water Saint Simon's Inlet, wherein a Navy might find a safe and fitting haven, whose shores are yet wooded to the very beach, and whose waters are only disturbed by the Micmac canoes and flocks of wild fowl, would then become the seat of business, and be animated by the spirit of enterprise and activity. Tall masted ships would displace the frail canoe, and fleets of fishing boats would float in numbers equal to the wild fowl, while hundreds of human beings would gain a comfortable subsistence on a spot which does not now support a single soul.

The settlement of Caraquet extends along the sea side for ten or twelve miles, and contains a population of about 2000 souls, nearly all French, who are settled closely together. The lands fronting on the water only, are granted; those in the rear are yet vacant, the French being always unwilling to quit the water side. The farms

*This Inlet derives its name from a French Corvette called the St. Simon, which was sunk there after the conquest of Canada.