

are in general small, owing to the frequent subdivision among families. The soil appears light, but it produces very good crops. Through this settlement there is a good carriage road, and about the centre of the settlement there is a large stone Chapel well finished and handsomely decorated, built entirely by the voluntary subscriptions of the people; the view from it over the Bay and River of Caraquet is exceedingly fine. A number of vessels load every season in Caraquet Harbor with Oysters for the Quebec market; every Cove sends forth daily its fleet of fishing boats during the season, and I was told that it was not an uncommon sight to see one hundred boats starting together out of one Cove, of a morning, for the fishing ground. The Caraquet River is similar in character to the Tabusintac and Pokemouche Rivers, and possesses equal advantages for settlement. There is from four to five fathoms water in the channel which leads into Caraquet Harbor.

I did not visit the Settlements between Caraquet and Bathurst, which, although but recently formed, are already in a very flourishing condition. The settlers are chiefly from Ireland, and they attend exclusively to agriculture; by unremitting industry and good management they have succeeded in raising themselves from poverty to a comfortable, and comparatively independent situation.

The New Bandon Settlement was formed by a party of Emigrants from Bandon, in the County of Cork, and the success which has attended their labours, is a convincing proof (if any were wanting) of the advantages which flow from the formation of compact settlements, or little communities, where every man cheers, assists and encourages his neighbour—where combined efforts overcome with ease, obstacles and difficulties which are quite insurmountable to the solitary settler, who is depressed and disheartened by his very loneliness.

The Bay of Chaleur may be considered an immense haven, with many excellent harbours; its length is said to be ninety miles,—in breadth it varies from 15 to 30 miles, yet in all this great extent of length and breadth, *there is neither rock, reef or shoal*, and no impediment whatever to navigation. The land on the South or New Brunswick side of the Bay, is low, and the rocks are altogether grey sandstone; the water deepens gradually from the shore, at a short distance from which the fishing is excellent. On the North shore or Gaspé side, the coast is bold and precipitous, rising into eminences which may almost claim to be called mountains. The scenery along the whole of the Gaspé shore is striking and picturesque in the highest degree. High cliffs of sandstone, almost blood-red in colour, border the sea in several places for miles together, intersected occasionally by deep and rugged ravines, through which the mountain torrents seem to force their way, and down which they come foaming and roaring until they finally leap into the tide.

On the summit of the cliffs there is a *plateau* of good land, generally in cultivation, but beyond this narrow border, all is wilderness and desolation. The land rises, at first gently, but afterwards abruptly into a long range of lofty hills, whose elevated summits are wooded to the very top. The outline of these hills, when seen from a distance, is peculiarly fine. When I saw them in September, owing to the long-continued and excessive drought, the woods were on fire in all directions, and the "Gaspé mountains" at night presented a very singular spectacle. The fire at times appeared to climb up the steep hill sides, with slow and stealthy pace, licking up every combustible in its way—then it would rush up to the mountain's brow like a whirlwind, throwing up huge jets of glowing flame, and immense volumes of dense smoke, sparkling with thousands of burning brands, carried aloft and tossed wildly about by strong currents of air, created by the heat and rarefaction of the atmosphere. Coasting the shore at this time, on a dark, but calm night, the hills appeared to be active volcanoes, as grove after grove of lofty trees, burst into masses of flame, then gradually died away into darkness, and after smouldering for a time, again broke forth with renewed vigour, as the raging fire reached fresh materials for combustion.

In crossing the Bay from Grand Ance to Paspebiac, a distance of 21 miles, I saw a great number of whales, many of them of large size. On reaching Paspebiac, we were told that a schooner had been fitted out there for whaling, and had but recently returned after a short cruise, having taken eight of the black or right whale. At this place I visited the fishing establishments of Robin & Co. and Le Boutillier Brothers, which for extent, convenience, and perfect fitting up, are said to be unequalled. The water on the Gaspé shore being deep and the bottom rocky, the fishing is not good. The Gaspé boats therefore cross to the shore of this Province, near which the best fishing ground is found. Although our own people have the fishing thus at their very door, they do not prosecute it with the same vigor or assiduity as the Canadians, who no doubt are encouraged and stimulated by the extensive and well conducted establishments on their coast.

The Restigouche, which separates us from Canada, falls into the head of the Bay of Chaleur, and is one of the noblest rivers in this part of America. At its entrance into the Bay at Dalhousie it is three miles in width, and from thence to Campbellton, a distance of 20 miles, it maintains a great breadth, and may be considered for the whole distance one magnificent harbour, fitted for ships of the largest class. I beg to refer to the plan of this river, copied from the best and only authentic survey, which I have already submitted to His Excellency.

Opposite Campbellton, the Metis or Kempt Road strikes off for Quebec by the Matapedia and Metis rivers. From Campbellton to Fredericton, by the present circuitous route, the distance is about 230 miles; while in a direct line across the country, the distance is little more than 100 miles. The necessity for a Great Road from Fredericton to the Restigouche is daily becoming more pressing. The advantages of such a Road would consist in the establishment of a direct and easy communication between the Seat of Government and a valuable portion of the Province rising rapidly into importance, from the excellence of its harbours, the magnitude of its rivers, and the variety and extent of its resources—in opening for settlement a very large tract of country at present inaccessible for that or any other purpose—in forming a junction with the Great Metis Road to Quebec, an object of much importance in many points of view—and in placing Fredericton, and the upper part of the Saint John, in immediate connection with the fisheries on the northern and eastern coast.

If bodies or associations of Emigrants of a superior class, possessing some capital, could by any means be induced to settle on the Restigouche, they would find a profitable field for their labours, and they would greatly increase the prosperity of the Province by the development of the resources of that part of the country. The mineral wealth of the Restigouche is very great, but as that river will probably be visited next year by the Provincial Geologist, I but barely allude to the importance and value of its resources in that respect.

In concluding this Report, I beg leave respectfully to offer for His Excellency's consideration some observations on the best means of advancing the real interests of New Brunswick and promoting its prosperity.

Lord Durham has beautifully described the wild lands of the Colonies of Great Britain, as the natural heritage of her unemployed poor. He styles them the rightful patrimony of the English people, the ample appanage which God and nature have set aside in the New World for those whose lot has assigned them but insufficient portions in the Old.

Steam Navigation has so far reduced the distance between England and this Colony, that it is almost as easily reached as the remoter parts of the United Kingdom, and it must soon attract a greater share of public attention on the other side of the Atlantic. We now only require *labour* and *capital* to open up our country, and bring forth its latent capabilities and hidden resources. A well regulated emigration of persons of all classes from the United Kingdom, where there is not only a superabundance of labouring population, but where each department of every trade and profession is overstocked, would give prosperity to England by converting thousands of the unemployed and destitute into the happy and independent cultivators of a fertile soil, who would become in this country the well paying customers for the manufactures of their native land.

A considerable immediate outlay is required for executing the greater and lesser works of communication and improvement throughout New Brunswick in an effectual and permanent manner, after which they may be kept in repair at a comparatively trifling expense. A small portion of our annual revenue would suffice to maintain roads when once well made, but the whole of our revenue for several years would be required for the original construction of such roads. The construction of great public works *by loan*, would materially accelerate the physical prosperity of the Province. The beneficial effect of the loan system would be two-fold—it would call into operation individual capital and enterprise, and it would give distant capitalists an immediate interest in the welfare of the country. By anticipating the revenue in this manner, an impetus would at once be given to the Colony of which it is impossible to exaggerate the beneficial results. The *unemployed* capital of England would furnish work for her *unemployed* labourers on the *unemployed* lands of New Brunswick, for the purpose of giving a value to that, which without such combination, would continue valueless.

The observations of Lord Durham with respect to the capabilities and advantages of the North American Colonies, generally, are specially applicable to New Brunswick. It possesses great natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture. The wealth of vast forests of the best timber, and of extensive regions of the most valuable minerals yet remain untouched. Along the whole line of sea-coast, around each Island, and in every River are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water power are available for the coarser manufactures, for which a market may always be found. Trade with other countries is favoured by the possession of a large number of safe and commodious harbours; long, deep and numerous Rivers supply the means of easy intercourse; the structure of the country generally, affords the utmost facility for every species of communication by land. Unbounded materials of agricultural, commercial and manufacturing industry are present; and with wise and energetic measures, these elements of wealth and special advantages may at once be turned to profitable account. A long career of prosperity will open upon us; a large and flourishing population will fill the country, and a Province now viewed as a mere wilderness will become one of the fairest and richest portions of British Colonial Empire.

(Signed) M. H. PERLEY.