

ous sheet of water nearly land locked, but obstructed by several bars which retard the improvement and prosperity of the port. These could be removed by dredging at an expense very trifling when compared with the benefit which would accrue from it. Shippegan is an estuary or channel uniting the waters of the Bay Chaleur with the Gulf of St. Lawrence. A passage through this channel obviates the necessity of sailing round Point Misericord, and shortens the distance from Bay Chaleur to Miramichi and southern ports nearly fifty miles; but to give a depth of water sufficient for practical purposes, dredging the south gully and building a breakwater on each side of its entrance is an absolute necessity.

*Henry.*—There are about eight good harbors in the County of Charlotte, viz: Lepreaux, Beaver L'Etang Head, Harbor de Lute, Quoddy River, (embracing West Isles and Campo Bello),—which may all be considered good ship harbors. There is a good ship harbor at the port of Welsh Pool; St. Andrew's Harbor at the port of the same name; Magaguadavic Harbor at the port of St. George, and the St. Croix River may be considered a harbor all the way up to the port of St. Stephen; that is the ledge, so called.

*Improvements.*—There should be a beacon on the ledge which bares at low water off the western head of the entrance of Lepreaux Harbor. No improvement could be made at Beaver Harbor. St. Andrew's Harbor is not accessible for large vessels at low water. There might be a channel dug out on the western bar so that steamboats and small vessels could enter the harbor at low water. There should also be a good beacon placed in about 8 feet of water off the bar on the eastern end of St. Andrew's Island, as this is the main entrance to St. Andrew's Harbor. I am not aware that any improvement could be made in any of the other harbors.

*J. & S. Leonard.*—L'Etang harbor, Harbor de Lute, Welshpool, Fish Island, Doctor's Cove, and many others are spacious and easy of access.

*Edgett.*—Salmon River and Point Wolf are the only harbors in the Parish of Alma. Small vessels can get in at top high tides. Ports,—no places of refuge. About six miles easterly from Cape Enrage is Two Rivers, a small port. Small vessels can get in at about half flood. The Petitcodiac river, an extensive highwater harbor is used as a shipping port. There are some places below Hillsborough where loaded vessels lie afloat. The current is rapid, five knots an hour and at times more. Vessels lay very safe on mud flats in many places.

*D. W. Stewart.*—To begin with the lowest loading place in this port at present there is first River Louison or Nash's Creek, that would be the better of a breakwater if considered of sufficient importance. Next, New Mills, perfectly safe as it is. Then Dalhousie and Restigouche river perfectly safe, but will soon require dredging to clear them of slabs and saw-dust.

*Robertson.*—Moncton, Dorchester, Sackville, Joggins, Shediac and Rockland.

*Hickman.*—Dorchester, one of the best and safest harbors in the County; Sackville, Joggins, Shediac, and the new port of Rockland.

*R. Cole.*—There are about six good harbors,—Dorchester, Shediac, Sackville, Baie Verte, Wood Point and Pecks' Cove. As a general thing there is good anchorage along the shore.

*A. Ferguson.*—The bays at the entrance of the Jacquet river and Charlo river form good roadsteads for ships. The Restigouche river for twenty miles from its mouth may be considered as one great haven. For the convenience of trade it has been divided into two ports or harbors, viz: Dalhousie at its entrance and Campbellton sixteen miles above. The channel is marked by buoys and is easy of navigation. There is a bar on the channel about three miles below Campbellton called the "Traverse" with fifteen feet of water over it at low tide. There is not a rock or a reef in the whole distance from the entrance of the river to Campbellton. The ballast ground at Dalhousie is in the main or north channel, and the place indicated by a buoy immediately abreast the town. It is reported that the spit at Maguasha point at the entrance of the river has materially extended westward, and the depth of the channel much lessened since the discharging of ballast in this place. I cannot refrain from mentioning the fact of saw-dust drifting into the river and channel of the Restigouche from saw mills, (of which we have four) situate in the tide way, in full operation in the summer. The ballast and saw-dust together are doing material injury to the navigation and anchorage of this fine haven, and it is manifest that something should be done without delay to arrest this evil.