
DARK HARBOUR.

Captain Owens's Report of Survey of Dark Harbour, Grand Manan.

To His Excellency Sir William Macbean George Colebrooke, K. H., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

Campo Bello, 12th October, 1841.

SIR,—Finding myself nominated as a Commissioner to examine and report upon Dark Harbour, in the Island of Grand Manan, as to its capability of being made an available Port for Commercial purposes, I proceeded in a small vessel procured for the purpose on the 13th ult., to survey that spot, and have the honor to forward a rough draft of that survey, in which I have noted all the particulars that appeared to me essential.*

Its area is about twelve acres, and it appears to me, it might be made a very commodious Harbour and Wet Dock, at a very inconsiderable expense; and from its situation in the centre of the Island of Grand Manan and of a mine of Fisheries, now unavailable, would soon become an important and wealthy place, and would render the communication with Grand Manan at all times available, the distance from Campo Bello being only seven miles, and all the requisite materials of Timber and Stone are on the spot.

The delineation of proposed Jetties, Breakwater and Canal on the Plan, is on such a scale as would render it available for vessels from 300 tons and under.

I have the honor to remain your humble and faithful servant,

W. F. W. OWEN, *Captain R. N.*

*OBSERVATIONS NOTED ON DRAFT OF SURVEY.

The heaviest swell and sea is from the south west, with winds from North by the East to South. The sea is generally very smooth on the beach, composed of large loose stones—many of them Rotten Stone. At low water, the surface of the water in the basin is about 12 or 15 feet higher than the sea, by estimation.

The Breakwater, Jetties and Cut marked in this plan, are where it appears best calculated for such works. The Cut should be 35 or 40 feet wide and carried down to ten feet above low water mark on the sea side, and should have Water-borne Dock Gates. The Basin would then become a Wet Dock with from 6 to 10 feet more water in it, than noted in this plan; the Cut as herein proposed, is the narrowest part of the beach and where the deepest water is inside, it is also the most sheltered spot. The Breakwater should be the segment of a circle in form, and its sea face sloped in an angle of 40° with horizon. It might then maintain itself by accretions from the sea, besides opposing more effectual resistance. It should face the south west.

The water from the basin percolates through the beach whenever the surface of the sea is lower, but it does not appear to lose more water in this way than it receives from the rivulet. The sea coast here abounds with fish.

There is no anchorage any where on the western shore of Grand Manan more than 200 yards from the shore, which is everywhere very steep too. The general height of the hills above low water is about 350 feet.

Report of Messrs. Wyer and Hatch on Dark Harbour.

To His Excellency Sir William Macbean George Colebrooke, K. H., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

We, the undersigned, having been appointed with the Honorable Charles Simonds and Captain Owen, Commissioners to examine and report upon the practicability of making Dark Harbour available for commercial purposes, beg to state, that we proceeded to Dark Harbour, in the Island of Grand Manan, the last Summer, and examined the same at low tide, both inside and without the sea wall. That the area within is about thirteen acres, with a depth of water for vessels of upwards of three hundred tons.

That no obstacle presents itself to an opening through the sea wall at a comparatively small expense, on the southern end, which is least exposed to the action of the sea, for the admission of Coasters and Fishing Crafts, immediately where Fish is taken of every kind in great abundance, and where there is no place of safety along an iron bound Coast for nearly twenty miles; and further, it would greatly facilitate the communication with the main land by lessening the distance.

All which is respectfully submitted.

THOS. WYER,
H. HATCH.