



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Fishing Harbours of the Acadian Peninsula

Part of Our History, Heart of Our Community



Canada 

Fishing Harbours of the Acadian Peninsula

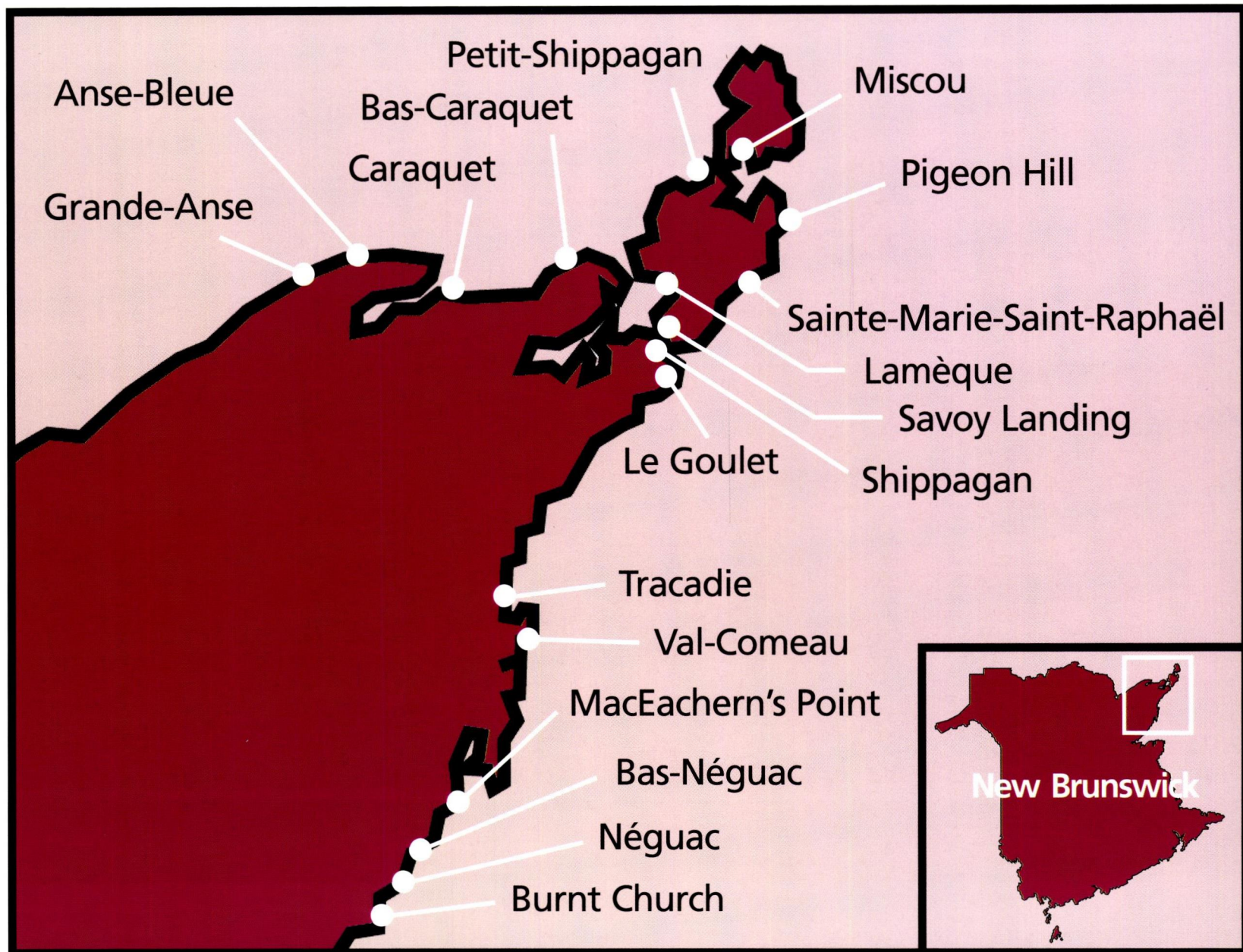


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CONGRÈS
MONDIAL
ACADIEN
2009

Péninsule acadienne

L'Acadie rassemble...

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Boat blessing, Caraquet, NB

Introduction

Fishing Harbours of the Acadian Peninsula

The sea is one of the Acadian Peninsula's defining characteristics. Its presence, and its riches, have figured more prominently in the region's settlement and development than in any other part of New Brunswick. The commercial fishery remains one of the Peninsula's main industries, and a visit to the region would not be complete without stopping at one of the many wharves that dot the coast.

A bit of history

In the 19th century, public wharves were managed by parish officers appointed by government representatives. Among them were the port warden, whose job was to oversee traffic in the port, arrivals and departures and vessel registrations; pilots, who guided boats in the harbour and placed the navigation buoys each year; and, in some places, ferrymen, who offered a ferry service where there was no bridge. Various buildings and structures related to navigation and fisheries were located close to the wharves. These buildings included warehouses, lighthouses and processing plants.

After the arrival of the fishing companies, most of which were owned by interests from the English Channel Island of Jersey, various warehouses were built close to wharves. Subsequently, during the second half of the 20th century, local interests

became more prominent than foreign ones. Motorization and technological advances in commercial fishing enabled the sector to industrialize, creating an even greater need for harbour facilities. As a result of developments that took place at this time, many wharves began to look like the modern wharves we see today.

Wharves are important gathering places, and numerous activities take place there, or once did: auctions, visits by dignitaries, boat blessings and more.

Visits by dignitaries were always major public events that brought residents together at the wharf, since the wharf was often where the dignitaries arrived and departed. For example, when New Brunswick Lieutenant Governor Sir Edmund Head visited the Acadian Peninsula in the 1850s, his ship went from harbour to harbour. More recently, in 2007, Caraquet Wharf welcomed Her Excellency the Right Honourable Michaëlle Jean, Governor General of Canada, on the occasion of her visit to the Acadian Peninsula. Madame Jean did not come by boat this time, but her visit to the wharf was a public event that brought back memories of her illustrious predecessors.

One activity that became a tradition among Catholics and Acadians is the blessing of the boats. On the Acadian Peninsula, this form of celebration has been taking place since the 19th century. Fishers, with their nicely decorated craft, would gather near the wharf in every village. The blessing might take place at sea or directly on the wharf. The reason for the blessing was to keep the fishers safe from the dangers that might arise at sea and to ask for a bountiful fishing season. This tradition has endured, and such blessings take place each year, for example,

during the Caraquet Acadian Festival and the Provincial Fisheries and Aquaculture Festival in Shippagan.

Today

Since the late 1980s, wharves have been managed by committees known as harbour authorities. The federal government has entrusted wharf management to users, and provides the funding for major repair and improvement projects. Harbour Authorities ensure that the harbours are soundly managed, and they offer a wide range of services such as refuelling, recycling, launching ramps and mooring.

Wharves are workplaces, but they are also social venues. Over the years, they have become meeting places for all Acadian Peninsula residents. This guide is a portrait of some of the main harbours of the Acadian Peninsula and pays homage to the men and women who make them such significant parts of the lives of people in the region.



Visit by the Governor General of Canada, Her Excellency the Right Honourable Michaëlle Jean, in Caraquet in 2007

Modern Day Fishing on the Peninsula

More than 35 species are fished commercially in the Gulf of St. Lawrence. However, certain species represent the biggest catches in terms of volume and value: lobster, snow crab, herring, shrimp, and shellfish such as oysters, scallops and mussels.

Most fishing businesses fall into one of the following categories:

- **Inshore fishery:** Fishery conducted a short distance from the shore, using boats that are less than 45 feet long; owners often have multi-species licences, but the primary focus is generally lobster.
- **Midshore fishery:** Fishery involving trips that span several days, using boats that are longer than 45 feet; the primary focus is herring, snow crab or shrimp.
- **Aquaculture:** On the Acadian Peninsula, most aquaculture operations grow oysters or mussels in suspension culture or on the sea floor. Boats used for these operations have a flat bottom and a short draught so that they can move around in shallow bays that are best suited for aquaculture.

Harbour classification

The harbours presented in this guide are classified under three categories that correspond to their vessel capacity, calculated in terms of “vessel-metres.” Class A harbours have a capacity of more than 800 vessel-metres, while Class B harbours have a capacity between 300 and 900 vessel-metres and Class C harbours, not more than 400 vessel-metres.



The Harbour Authorities – Your Link to the Sea

Wherever you are in the Maritimes, when you board a fishing vessel or a pleasure boat, and when you throw out your fishing line from a pier, you are probably using a facility managed by a local harbour authority.

The Harbour Authority program of the Department of Fisheries and Oceans (DFO) was created as a means of enhancing the local autonomy of harbours everywhere in the country. The program, which is managed by the Small Craft Harbours Branch of DFO, is designed to give more authority and control to local communities in handling the day-to-day operation of harbours.

A strength in Coastal Communities

Harbour authorities are essential organizations in the socio-economic life of many coastal communities in the Maritimes. By keeping harbour facilities in a good state of repair, by enforcing rules, by representing the facility needs of the fishing industry at the community level, harbour authorities link up people to the sea.

Although harbour authorities are comprised mainly of volunteers, there are nonetheless costs associated with the services they offer. Each harbour authority establishes its own operational charges and is responsible for collecting user fees to cover the costs of services.

The success of the Harbour Authority program is largely the result of volunteer participation at the board of directors level. In addition, a large number of the people who oversee the day-to-day operation of the wharves do so on a voluntary, unpaid basis.



MAXIMUM
15
KMS/HR

Maximum
15
km/h

Administration Portuaire de L'île Miscou

"Safeguarding our environment is our goal."

PRIMARY RESPONSE NUMBERS

Harbour Authority
Small Craft Harbours (DFO)1-800-983-6161
Environmental Emergencies (CCG).....1-800-565-1633
Search & Response (CCG).....1-800-565-1582
Fire Dept. , RCMP, Ambulance.....911

GENERAL RULES TO BE OBSERVED

1. Administration and control of this harbour is the responsibility of the Harbour Authority by way of lease with Fisheries and Oceans Canada.
2. Responsible environmental practices are required in carrying out your business.
3. Accidents, safety issues and other concerns must be reported to the Harbour Authority immediately.
4. All posted signs and harbour rules must be strictly adhered to.
5. Failure to abide by harbour rules could result in harbour access/services being denied and or court action.
6. All persons may use the facilities at their own risk.
7. User fees apply.

"Notre objectif: la protection de notre environnement"

RESSOURCES POUR LES INTERVENTIONS D'URGENCE

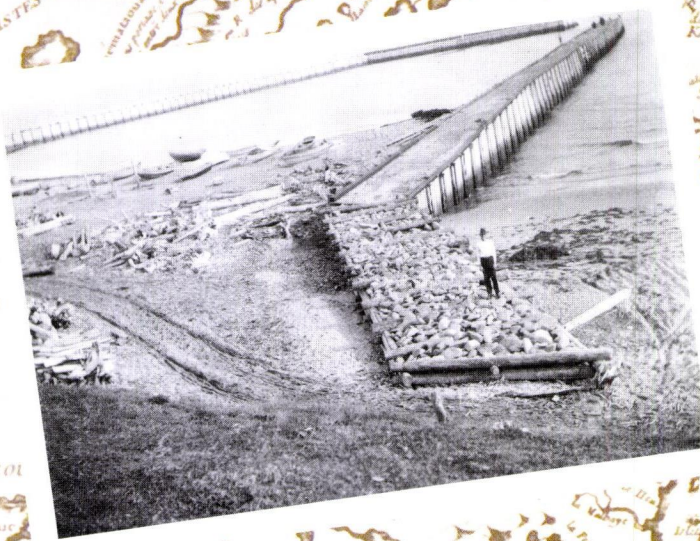
Administration Portuaire
Ports pour petits bateaux (MPO).....1-800-983-6161
Urgences environnementales(GCC).....1-800-565-1633
Recherche et sauvetage(GCC)1-800-565-1582
Service des incendies, GRC, Ambulance911

RÈGLEMENTS GÉNÉRAUX À RESPECTER

1. L'administration et le contrôle de ce port sont sous la responsabilité de l'administration portuaire, qui le loue auprès de Pêches et Océans Canada.
2. Vos activités doivent être effectuées en utilisant des pratiques environnementales responsables.
3. Les accidents, problèmes de sécurité et autres préoccupations doivent être immédiatement rapportés à l'administration portuaire.
4. Tous les règlements et panneaux du port doivent être scrupuleusement respectés.
5. Le non respect des règlements du port pourrait entraîner un refus d'accès au port ou à ses services et/ou une poursuite en justice.
6. Quiconque peut utiliser les installations à ses propres risques.
7. Des frais d'utilisation s'appliquent.

Grande-Anse Harbour





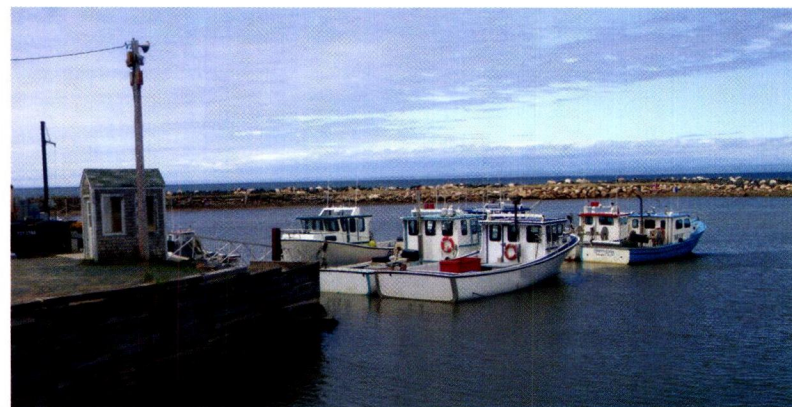
Grande-Anse Harbour

Harbour facilities were first built in Grande-Anse toward the end of the 1800s, in the form of a breakwater. After many repairs between 1885 and the early 1900s, an official wharf was finally built (the work was completed in 1902). It was said at the time that the Grande-Anse wharf would be of immense value to fishers and navigators all around Chaleur Bay. This proved to be especially true as the harbour provided a welcome refuge for many vessels during storms.

At the beginning of the 20th century, lobster and cod buyers (including Joseph Poirier, who ran a lobster factory in 1907, and M. McIntyre in 1911) operated on the wharf. The village has had a seafood processing industry since the 1970s, which has played a significant role in the local economy and been a source of innovation for the fishing industry in general.

A giant lobster trap in the municipal park serves as a reminder of how important fishing is to the village.

Harbour classification: C
Comité d'Autorité Portuaire de Grande-Anse Inc.
incorporated in 1989



Anse-Bleue Harbour





Anse-Bleue Harbour

The initial work on Anse-Bleue harbour took place in the late 1920s with the construction of a breakwater. The wharf was built much later, in the 1950s.

These facilities helped the village to develop a fish and seafood processing industry. In the 1970s, fishing, processing and smoking of herring were the community's major economic drivers. Herring is still one of the main products landed at the wharf, along with lobster.

There is also a scuba diving club at the wharf, which attracts many diving enthusiasts during the nice weather season.

Harbour classification: B

Administration Portuaire de Anse-Bleue incorporated in 1996



Caraquet Harbour





Caraquet Harbour

Caraquet Harbour is home to inshore, midshore and offshore fish harvesters and has some of the most modern facilities, boats and processing plants. The quantity and value of landings in Caraquet make it one of the most important fishing ports in Atlantic Canada.

Caraquet has had five different wharves over time. The current wharf dates back to the 1850s, when companies from the British island of Jersey bought fish and salted it. The very first wharf belonged to the Charles Robin fishing company. Robert Young moved to Caraquet in 1851 to manage a branch of his father's company. That was when the family business built an additional wharf, known as Young's Wharf. It became the basis for the current wharf, which was built by the federal government in 1902 and has undergone numerous improvements since that time.

In the late 1950s and early 1960s, a large American fish processing plant, Gordon Pew, set up operations in Caraquet. The American company built a huge factory that included a large refrigerated warehouse. This marked the beginning of frozen fish fillet production.

In the early 1970s, with the arrival of new midshore and offshore vessels, and the construction of processing plants that belonged to local interests, fishing for shrimp and herring with large seiners became popular. During the same period, there was growth in snow crab, groundfish, lobster and herring fisheries. In 1963, the province of New Brunswick opened its School of Fisheries, where students are taught to become commercial fishers.

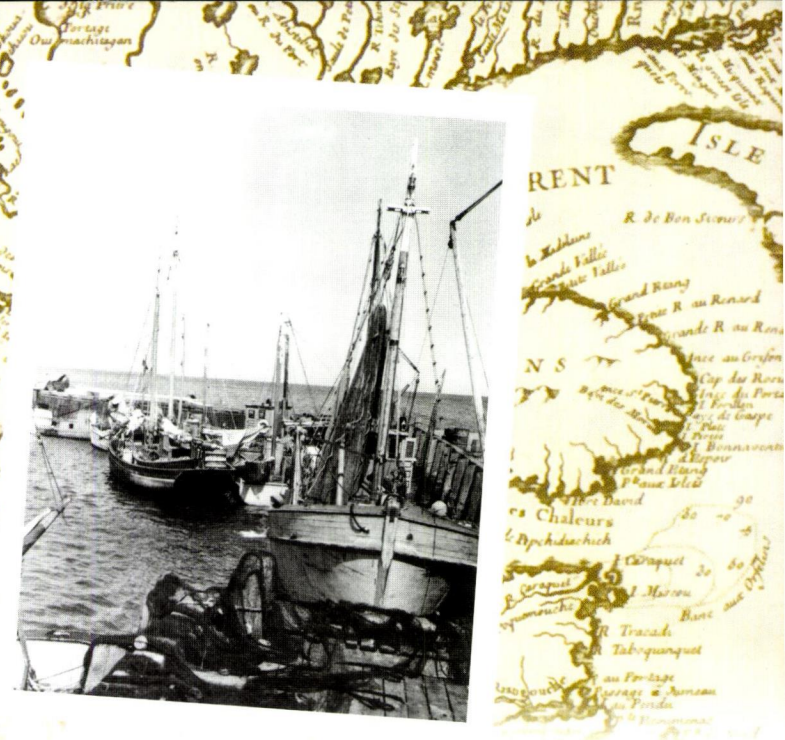
Caraquet was the first wharf in the country managed by a harbour authority. *The Comité du Port de Caraquet Inc.*, as the local harbour authority is called, recently celebrated its 20th anniversary. It also received the Fisheries and Oceans' National Harbour Authority Achievement Award for its innovation and effective harbour management over the years.

Harbour classification: A
***Comité du Port de Caraquet Inc.* incorporated in 1987**

Bas-Caraquet Harbour



July 2008



Bas-Caraquet Harbour

In the early 1900s, there was a wharf in the village (at a place formerly known as Middle Caraquet). This wharf was the scene of important cod and herring landings, harvested with schooners and row boats. Its vocation changed in the early 1980s when it became a marina. A second wharf was built several years after the first one, at Lower Caraquet. It started to expand in the 1960s with the arrival of a fish meal plant and big herring seining vessels.

In the 1950s, the arrival of motor boats led to the development of a major shipbuilding industry in the community. The village had four naval shipyards, which enabled it to build a fleet of wooden and steel midshore and offshore fishing boats, used for modern day fishing of snow crab, shrimp, groundfish and herring.

Nowadays, the fishing industry remains the backbone of the economy in Bas-Caraquet, as can be seen by the processing plants and busy shipyards in the village's industrial sector. The village also has a service centre for fish harvesters with a slipway and a recreational harbour that can hold 110 ships.

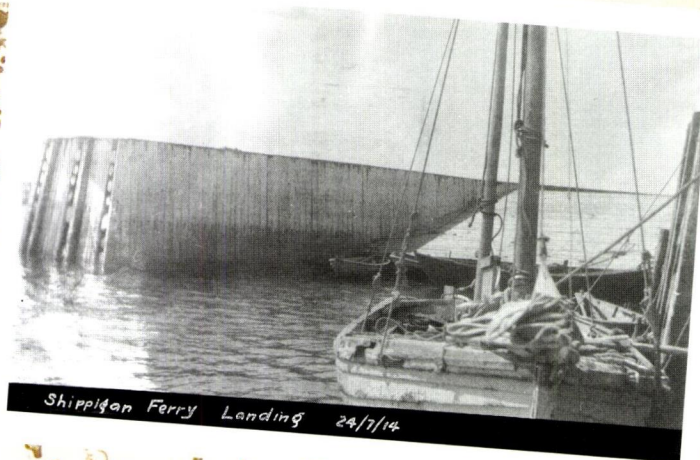
In the 1980s, Vincent Thériault of Anse-Bleue invented a fibreglass life raft that he called Ovatek. Since 1995, this product has been marketed by a factory located in the village.

Harbour classification: B

Comité de gestion des Ports de Bas-Caraquet Inc. incorporated in 1988

Petit-Shippagan Harbour





Shippagan Ferry Landing 24/7/14

Petit-Shippagan Harbour

The Petit-Shippagan wharf was originally a simple landing for the ferry that operated between Lamèque Island and Miscou Island. It was built in 1935. In 1949, the government authorized work to extend the length to 250 feet, which made life easier for fishers, who were landing their catches here.

In the 1980s, major improvements were made to the wharf to accommodate fish harvesters from neighbouring communities. The ferry landing was operational until the Miscou bridge was built in the 1990s.

These days, the wharf is still being used by commercial fishers. The main species being landed are lobster and herring.

Harbour classification: B

Administration portuaire de Petit-Shippagan incorporated in 1996



Miscoon Island Harbour





Miscou Island Harbour

For a long time, the only way to get from Lamèque Island to Miscou Island was to use the ferry service which operated during periods of open water, or to cross the Miscou channel over the ice in the winter. The government had to build ferry landings on either side of the channel so the ferry could dock.

In 1905, a wharf was built beside the Miscou ferry landing, and some time after the wharf was built, a lighthouse was also built on the Island to guide ships entering the harbour. The internationally renowned lighthouse is still an attraction for the many tourists visiting the island.

In 1996, the provincial government built a bridge between the community of Petit-Shippagan (on Lamèque Island) and Miscou Island. This bridge allowed the population to travel back and forth freely all year round, and gave visitors an exceptional view from the highest point on the bridge.

Since Miscou is an island, its economy is naturally based on commercial fishing. For example, there were five lobster canneries on the island in 1881. That total was up to nine by 1905.

These days, Miscou remains one of the most important coastal harbours on the Acadian Peninsula. The primary landings are herring, lobster and snow crab, harvested by inshore fish harvesters.

The current wharf was built in the 1980s after a fire. It has been managed by the Miscou Island Harbour Authority since 1996.

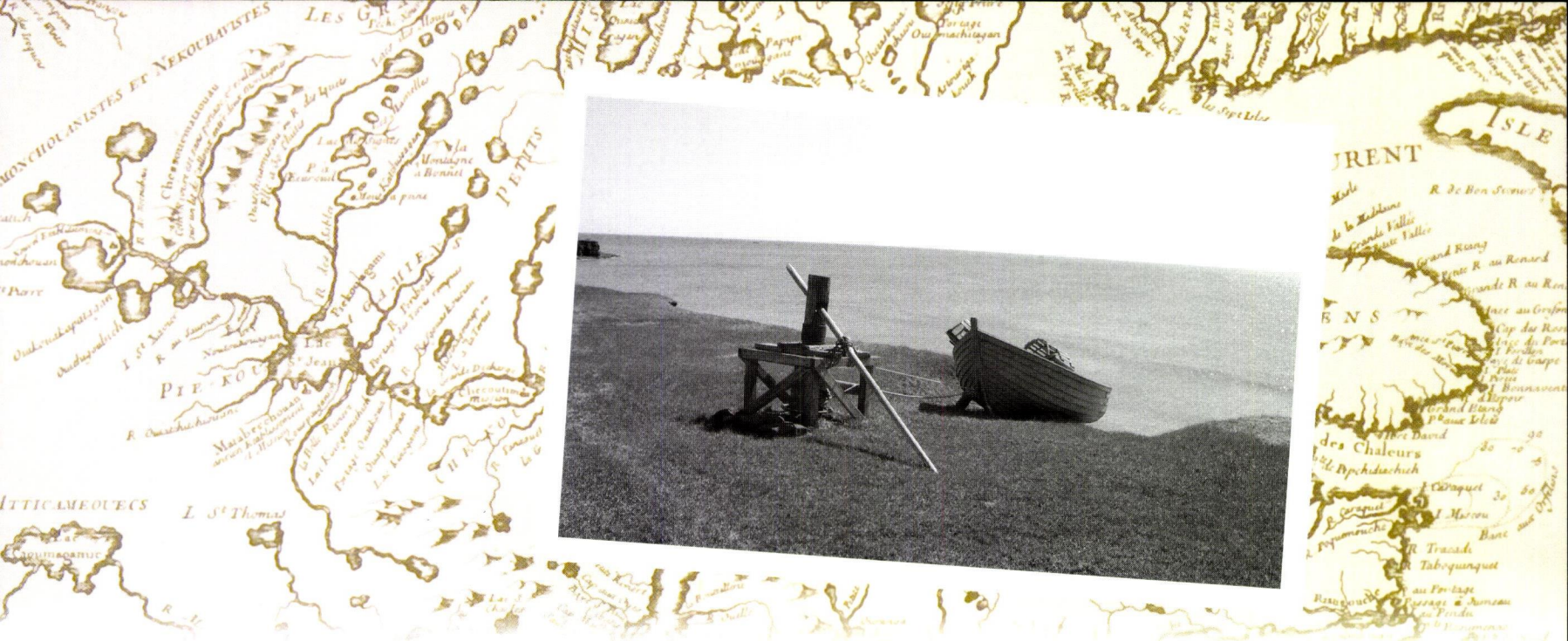
Harbour classification: A

Administration portuaire de l'île Miscou incorporated in 1996

Pigeon Hill Harbour



July 2008



Pigeon Hill Harbour

Before the Pigeon Hill wharf was built, local fishers had to moor their boats on the water's edge using capstans. The pitch or horse-operated capstan was a vertical winch used for winding cable. It was widely used on the Acadian Peninsula before harbour facilities and motorization made it obsolete. Nowadays, traces of these capstans can still be found along the coast.

Construction of the Pigeon Hill wharf resulted from an agreement between the federal and provincial governments in the 1970s. The wharf was built at the same time as the road leading to it, which incidentally promoted the development of an industry based on peat moss, an abundant local resource.

A 400-foot breakwater was built in 1997 and has kept damages due to strong winds and ice movement to a minimum. The harbour authority also built a waste oil shed near the wharf, complete with washrooms, to accommodate fishers and tourists.

Pigeon Hill is now known as one of the major fishing ports on the Peninsula. The catches landed here are primarily lobster, herring and groundfish.

Harbour classification: A

Comité Portuaire de Pigeon Hill Inc. incorporated in 1989

Sainte-Marie-Saint-Raphaël Harbour





Sainte-Marie-Saint-Raphaël Harbour

In 1952, the wharf project became a reality in Sainte-Marie-Saint-Raphaël, when a breakwater and the first part of the wharf were built. A second part was added in the early 1960s. Approximately 40 boats from Sainte-Marie-Saint-Raphaël and the neighbouring villages used the wharf regularly.

For many years, the wharf was where members of the *Association coopérative des pêcheurs de l'Île Ltée* landed their catches, which were then shipped by land to the co-op plant in Lamèque.

A modern processing plant was then built in Sainte-Marie-Saint-Raphaël. From the start, it has been a model of modern and profitable processing on the Acadian Peninsula.

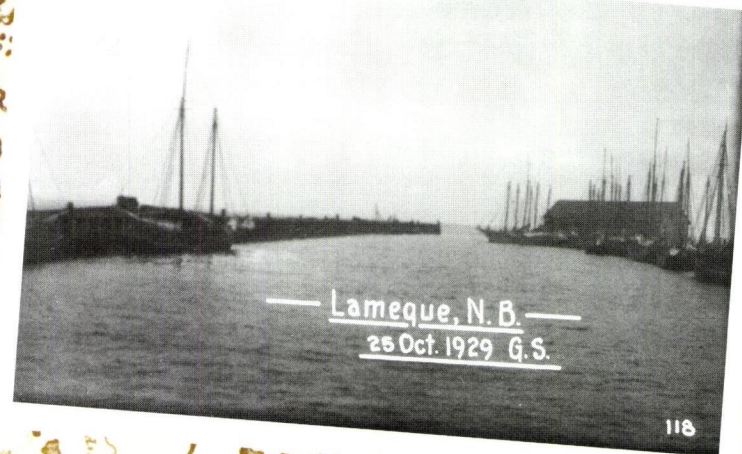
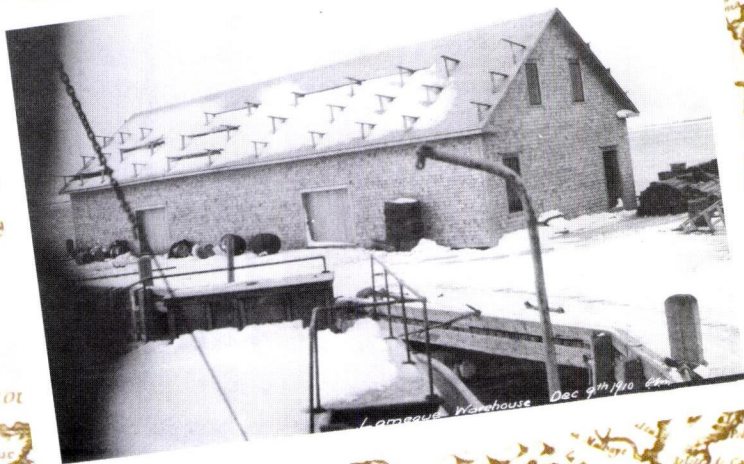
Harbour classification: B

Administration portuaire de Sainte-Marie-Saint-Raphaël incorporated in 1996



Lamèque Harbour





Lamèque, N. B.
25 Oct. 1929 G.S.

118

Lamèque Harbour

Construction work on the Lamèque wharf began in 1900. When the work was completed around 1902–1903, the William Fruing fishing company in Pointe-Alexandre moved all of its buildings and main office close to this new wharf.

Shortly after construction of the wharf, local businessmen ventured into the market, including André D. Chiasson, store owner and cod buyer. Another such businessman was Azade Benoît, who ran a mill in 1932 to provide fishers with wood strips to build their lobster traps.

In the 1930s, co-ops were formed everywhere on the island and, in 1944, the *Association coopérative des pêcheurs de l'Île Ltée.* had a refrigerated warehouse built, so members could enter the fresh fish market. Originally, the co-op was buying fish from inshore fish harvesters; however, the arrival of new midshore and offshore vessels drove the co-op to expand its operations.

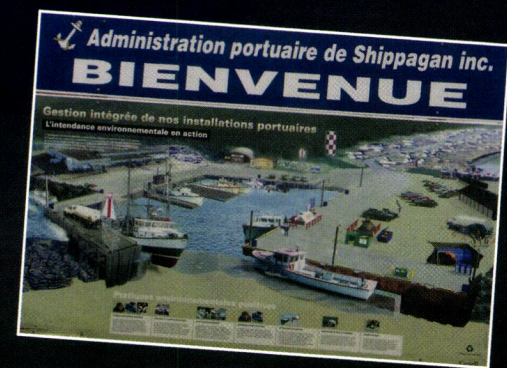
During the same period, there was an increase in the fishing of snow crab, shrimp and herring using large seiners, and an increase in lobster fishing. To this day, Lamèque has one of the largest, if not the largest, fishing co-op in Quebec and the Atlantic region.

Lamèque is a large fishing harbour with inshore, medium shore and offshore fishers. The facilities, boats and processing plant in Lamèque are all quite modern.

Harbour classification: A

Comité portuaire de Lamèque Inc. incorporated in 1987

Shippagan Harbour





Shippagan Harbour

There has been a wharf in Shippagan since the 1800s, when it served the timber trade. Several companies set up operations on the Shippagan wharf during the 19th century; however, the true history of the public wharf began in 1898, when Onésiphore Turgeon, the M.P. for Gloucester County, inspected the site to assess the need for a public wharf. This led to construction of the wharf, which was completed in 1906.

In the late 1960s and early 1970s, Gully Fish and Food Products Co. Ltd. was the first plant to process snow crab. It began modest operations at its plant in Le Goulet and then moved to a much more modern facility in Shippagan. In the same time period, the arrival of new midshore and offshore fishing boats led to major developments in the herring and groundfish fisheries. Inshore fishing of lobster and herring also increased significantly around the same time.

These days, Shippagan is often considered to be the commercial fishing capital of New Brunswick, due to the number and diversity of fish harvesters based here and the large quantity and value of their catches.

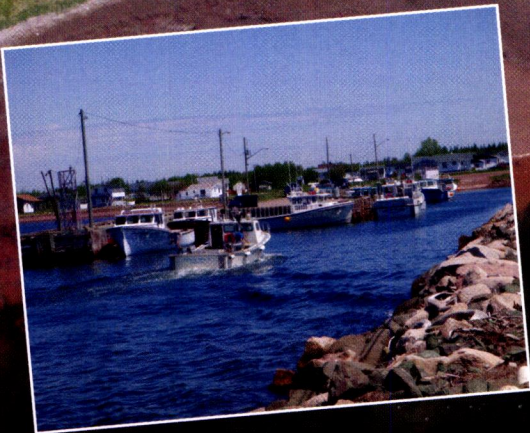
In addition to its fishing harbour, Shippagan is known as a centre for ocean products and peat moss research and development. The Coastal Zones Research Institute is located in the town, as is the Aquarium and a Marine Centre where visitors can observe practically all the marine species in the Gulf of St. Lawrence.

Shippagan is also home to the head offices of many fish harvesters' associations, a university campus and one of the largest fisher service centres, which includes a large-capacity slipway.

Harbour classification: A

Administration Portuaire de Shippagan incorporated in 1994

Savoy Landing Harbour





Savoy Landing Harbour

The wharf at Savoy Landing was built as a direct result of the town's geographic vantage point as the gateway to Lamèque Island.

Prior to the construction of a lift bridge between Lamèque Island and the town of Shippagan, a ferry made the crossing from one bank to the other. In 1912, ferry landings were built on either side to allow cars to cross on the ferry. In 1928, a company was created - *La Compagnie Traversière Shippagan Limitée*. In 1935, the government took over the ferry service and it became free for island residents. When the bridge was officially opened in 1959, the ferry landings were shut down.

Once the ferry landing in Savoy Landing was shut down, fish harvesters began to use it as a wharf to unload their catches. Hence, the purpose of the wharf has changed a lot over time. It now serves inshore fishers from the communities of Chiasson

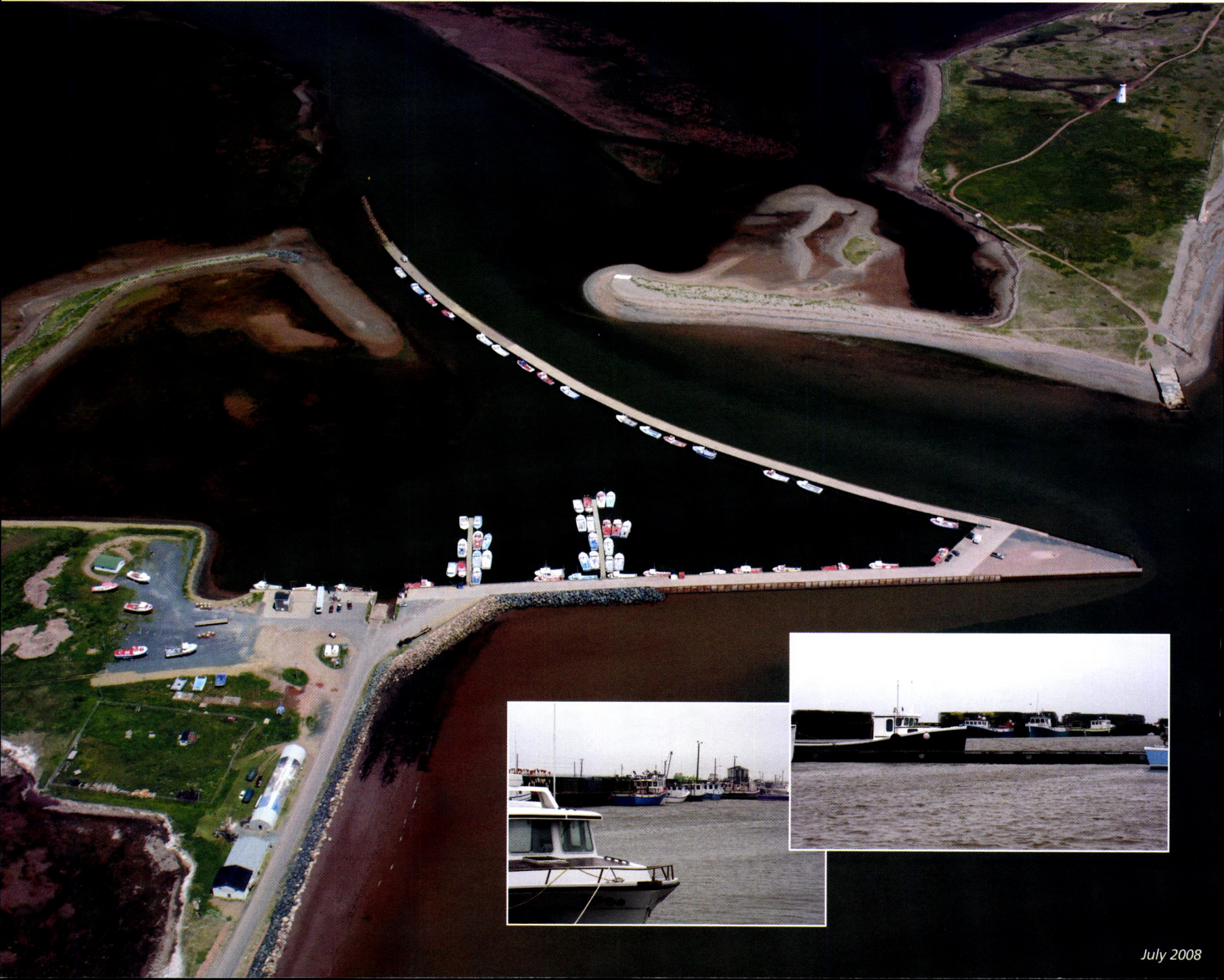
Office and Savoy Landing. Lobster is the main species landed, but for the past few years, local aquaculturists have also been using the wharf for their operations.

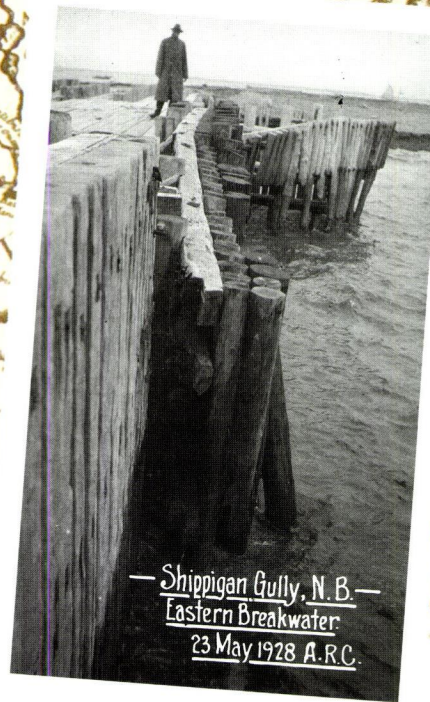
The Savoy Landing wharf is administered by Shippagan Harbour Authority.

Harbour classification: C

Administration Portuaire de Shippagan incorporated in 1994

Le Groulet Harbour





Le Goulet Harbour

The first traces of a wharf structure in Le Goulet date back to 1875, with the construction of a breakwater. A total 1220 feet in length, it was the gateway for fish harvesters from the south who wanted to travel to Shippagan Harbour without having to go around Miscou Island.

It then became necessary to build reinforcements due to sand movement caused by the breakwater. Unfortunately, they broke during a storm in 1880 and close to twenty years passed before the original project achieved its objective, which was to direct the harbour waters into a navigable channel. With the passing of time, the breakwater eventually needed additional repairs in the 1950s and 1960s.

Le Goulet is one of the main coastal harbours in the Acadian Peninsula. It has modern facilities that are primarily used for landing lobster, herring and snow crab catches of inshore fishers.

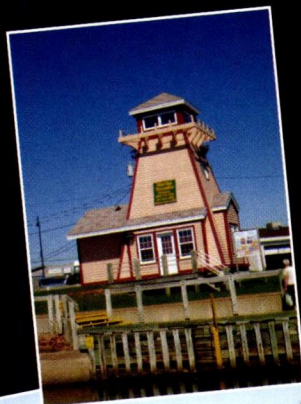
The origins of the current wharf date back to 1978, when a committee was set up to oversee its construction. The work began in 1979. Two years later, boats were able to begin mooring at the wharf and, by 1984, all phases of the project were completed.

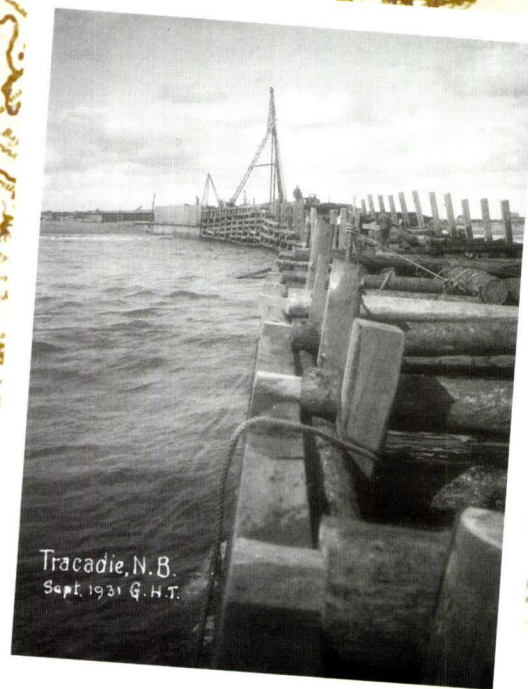
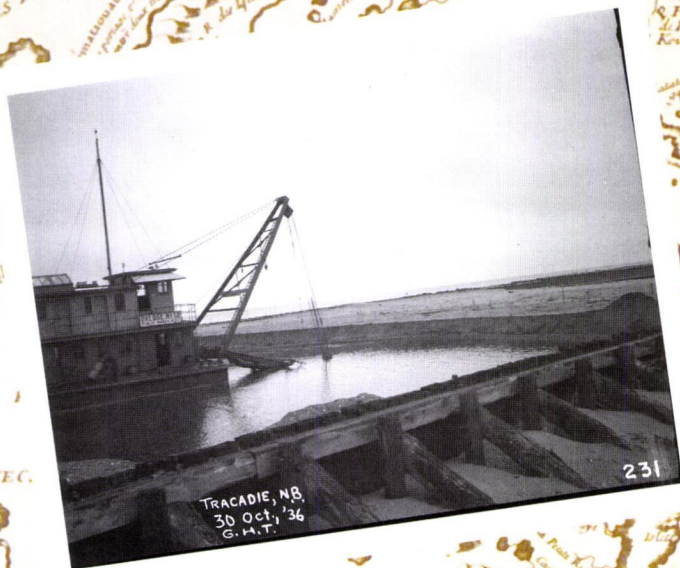
The significant fishing-related economic activity at this wharf led to the opening of a few fish processing plants. The largest was Gully Fish and Food Products Co. Ltd., which belonged to the Roussel family. In 1968, this plant became the first to go into snow crab processing. Eventually, operations at this plant were moved to the neighbouring community of Shippagan.

Harbour classification: A

Administration Portuaire de LeGoulet incorporated in 1996

Tracadie Harbour





Tracadie Harbour

Historically, wharves built in the Tracadie area over the centuries have seen less use by fishers than other wharves in the rest of the Acadian Peninsula. Tracadie harbour did not offer any particular benefits for merchant ships. In addition, there was a leper colony in Tracadie, and merchants had to change the name of the town on their products, because no one would have bought products from a town that harboured lepers. This situation did not help to encourage new companies to open in the area.

The first significant wharf was built in Tracadie Bay sometime around 1900. In 1910, repair work was done on the wharf which had been abandoned for two years. However, there was a problem with silting, so the original wharf was abandoned and a new wharf was built. In the 1930s, a channel was dug and a breakwater was built at Pointe-à-Bouleaux. Beacons were installed along the sand dunes to assist with navigation. Then, in 1958, the new wharf was lengthened.

The wharf's impact was felt quite rapidly, and one of the first companies to open in Tracadie-Sheila was W.S. Loggie. This company bought fishers' catches and operated a large store until the 1960s. The Thomas family, who had been making fish-packing barrels since the 19th century, remained in operation until the 1980s. Today, there is one fish plant left near the wharf. For the past few years, however, recreational boating has been a significant part of the activities at the Tracadie wharf.

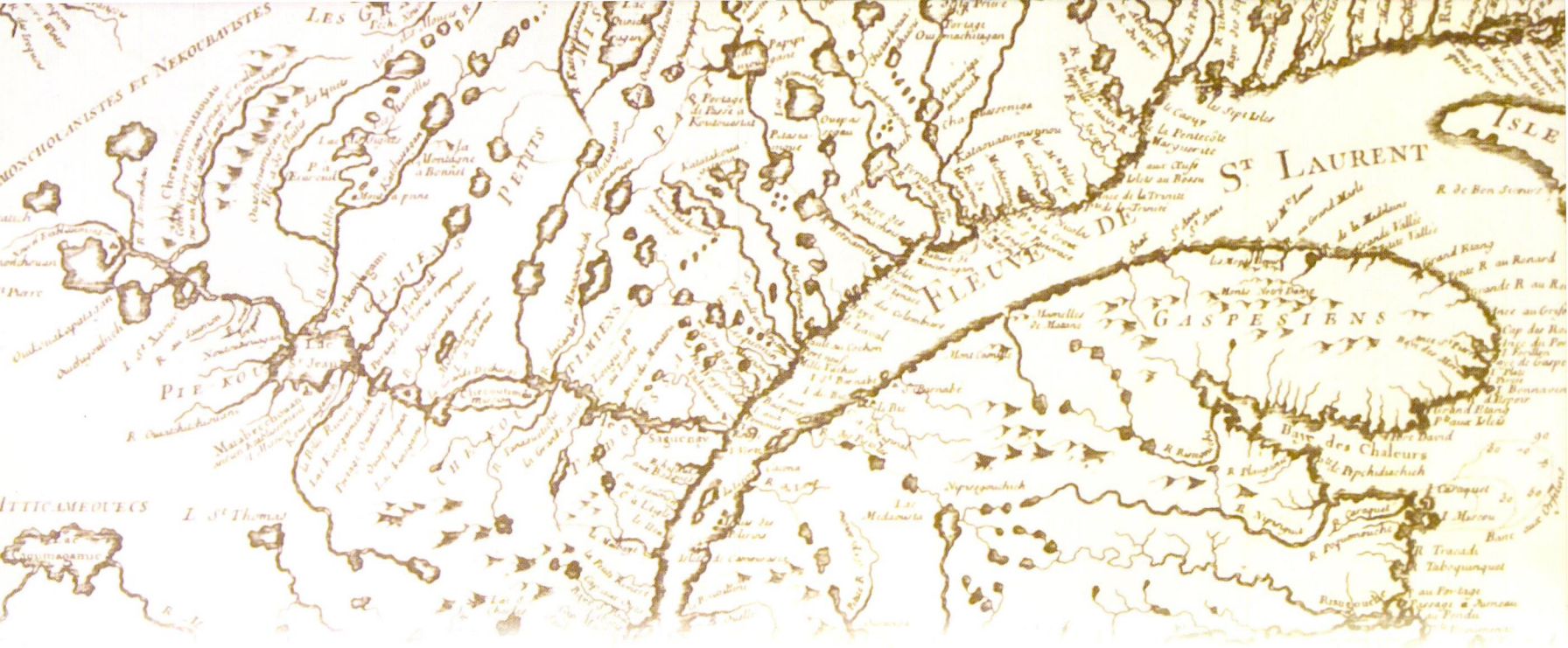
The Town of Tracadie-Sheila built a replica of a lighthouse and a walkway along the shoreline to give residents and visitors a view of the river and the wharf.

Harbour classification: C

Administration Portuaire du quai de Tracadie incorporated in 1996

Val-ComEAU Harbour





Val-Comeau Harbour

Even before the wharf was built in Val-Comeau, residents of this community were already making a living from the fishing industry. Toward the end of the 19th century, A. & R. Loggie and W.S. Loggie were operating stores and canneries in the town. However, these companies began declining in the mid-1940s, on account of their inability to modernize their equipment and manage employee salaries, and they ended up shutting down in 1956.

The disappearance of these companies, along with the decline of the sailboats, coincided with the construction of the Val-Comeau wharf in 1956. The wharf was built to accommodate a doubling in the volume of landings. Also, inshore fishing boats were just coming on the scene. Around 1960, there were approximately fifteen inshore fishing boats making their home port at this wharf.

In 1956, the Northern Products Company opened a plant where fresh and salted fish were processed, along with canned fish and shellfish. During the same period, boat blessing ceremonies were held regularly at the wharf.

In the 1970s and 1980s, Atlantic Sea Harvest opened a cod processing plant, creating close to 300 jobs; however, it had to shut down following the moratorium on cod fishing. Lobster then became the main resource for these fish harvesters.

Harbour classification: B

Administration Portuaire de Val-Comeau incorporated in 1996

MacEachern's Point Harbour





MacEachern's Point Harbour

The wharf in this village, located between Brantville and Néguac, was built by the Diamond Construction Company in 1946. In 1960, additional construction work was done by the same company. The harbour at MacEachern Point is usually well protected from the elements, with the exception of ice movements.

In the 1950s, fishing operations off of the MacEachern's Point wharf were significant. There were around 200 fish harvesters, 64 boats and at least 150 plant workers who canned lobster and prepared clams and salted fish. A total of four seafood processing plants were operating at the time. However, in 1969, lobster was the only species still being caught by fishers between Brantville and Tabusintac.

Today, MacEachern's Point fisheries have diversified again, and scallops, herring and mackerel are also landed at the wharf. The village also has a marina for pleasure boats.

Harbour classification: B

Harbour Authority of MacEachern's Point incorporated in 1991



Bas-Néguac Harbour





Bas-Néguac Harbour

The Bas-Néguac wharf is the oldest in the Néguac area. Its construction was made possible by a businessman named George E. Letson, from Chatham, who ran a fishing business in Bas-Néguac that consisted of canning salmon and salting herring. Around 1850, he had built a wharf, as well as several salt sheds, an ice-house, a tinsmith shop and a blacksmith shop. Unfortunately, his business went bankrupt in 1866. In 1893, the federal government felt the wharf offered economic opportunities and had work done on the facilities.

The wharf was the main source of access to the town. Mail, passengers and freight arrived by steamboat (such as the Alexandria, which made daily trips between Chatham and Néguac until 1920).

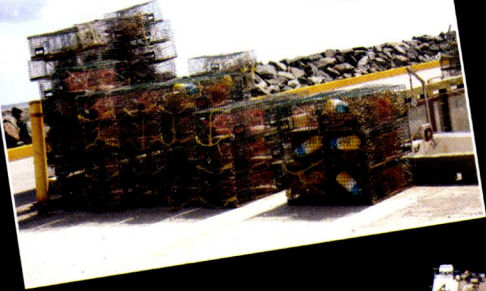
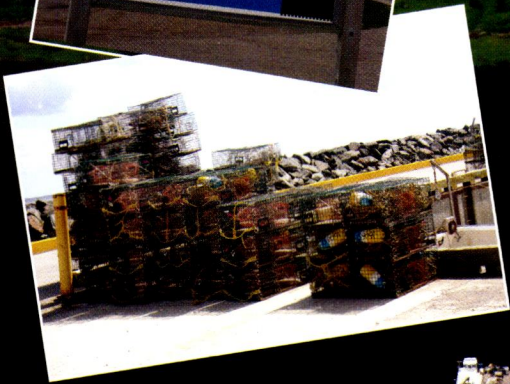
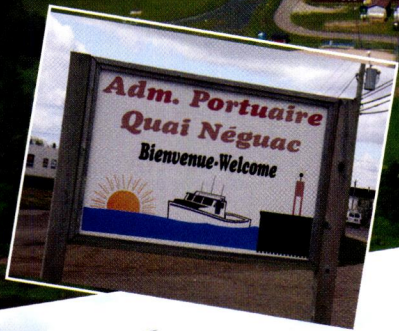
The wharf was replaced with a new structure in the mid-1950s. Nowadays, the wharf is used by fish harvesters and recreational boaters.

Harbour classification: C

Administration portuaire du quai de Bas-Néguac Inc.
 incorporated in 1994



Néguac Harbour





Néguac Harbour

Like many other coastal villages, Néguac was settled due to its proximity to the ocean. In the 1840s, there was already a cannery on Portage Island, and over time, many others sprang up. However, it was decided to build the first wharf in Bas-Néguac.

With the creation of fish harvesters associations in Alnwick in 1929, and St-Bernard in 1934, the fisheries became more profitable for local residents. It was in this context that the wharf was built in Néguac.

These days, the Barry Group operates a large fish processing plant in the village. It is where fish harvesters from the greater Néguac area can sell their catches. This company, founded in the 1830s in Newfoundland and Labrador, specializes in the processing of species such as herring, snow crab, lobster and mackerel.

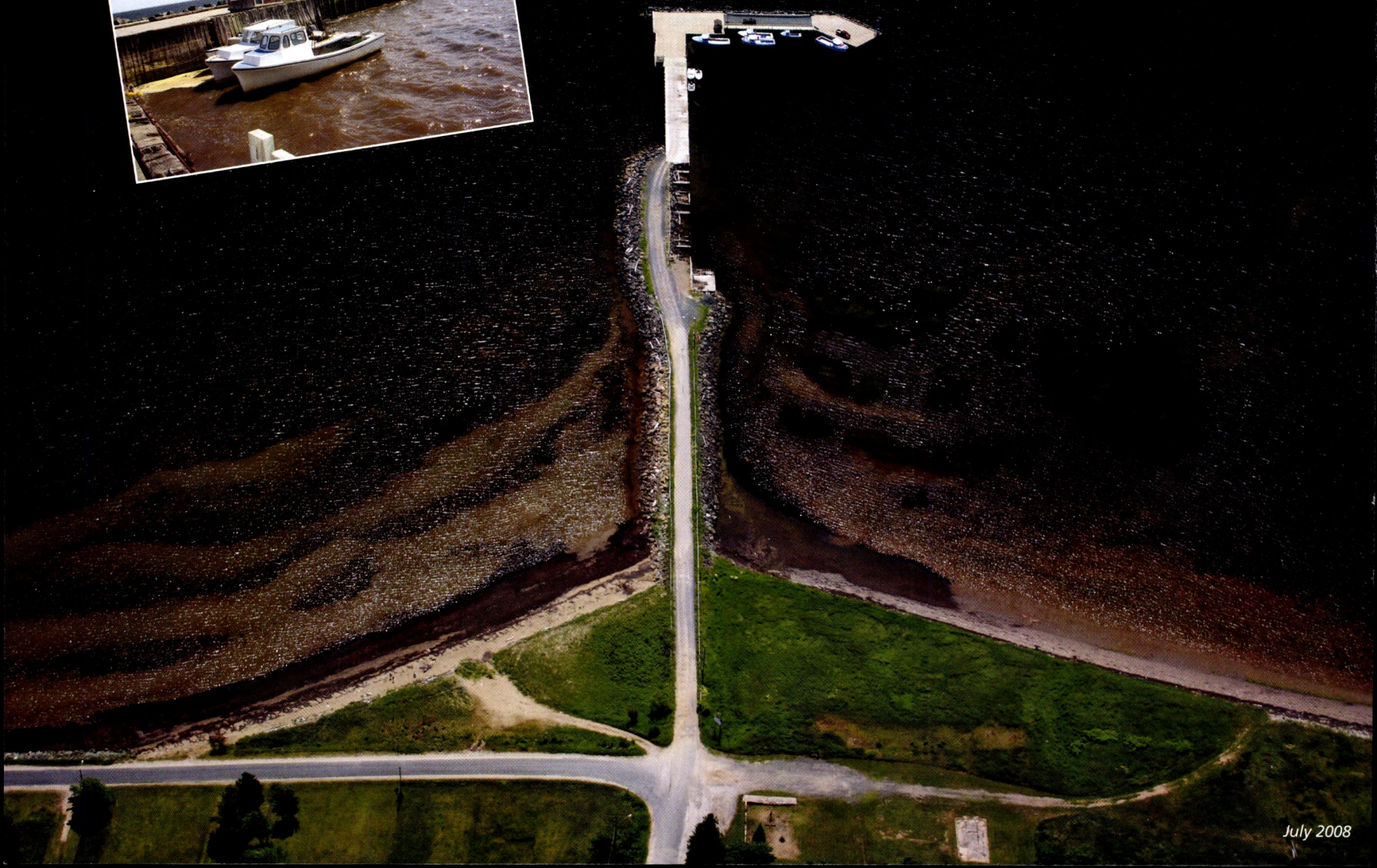
Néguac is also home to *Maison Beausoleil*, one of New Brunswick's largest exporters of cultured oysters.

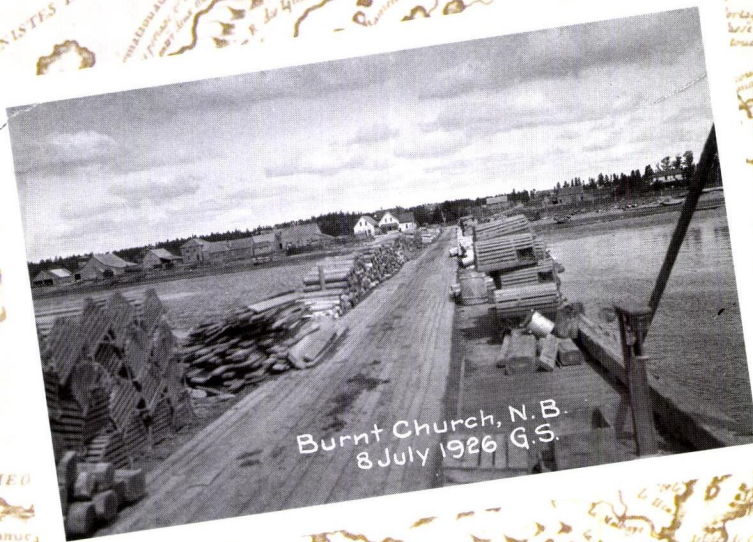
Many improvements were made to the Néguac wharf in the second half of the 20th century. The parking lot was paved in 1999, making it easier to store boats in the winter. It was also an incentive for tourists to visit the wharf. Moreover, the government has supported other wharf improvement projects in recent years, to help integrate First Nations fish harvesters from Burnt Church.

Harbour classification: B

Administration Portuaire du quai de Néguac Inc.
incorporated in 1994

Burnt Church Harbour





Burnt Church, N.B.
8 July 1926 G.S.



Burnt Church, N.B.
16 Feb 1932 G.H.T.

Burnt Church Harbour

The Burnt Church First Nation, also known as *Esgenoôpetitj*, is a Mi'kmaq community that was established long before the arrival of the first European explorers. The first traces of this village in modern written history date back to 1727. The reserve itself was established in 1805. It was and still is one of the largest First Nations in New Brunswick.

In the 1950s, the wharf was used by seven or eight boats and some forty fishers, who primarily caught lobster. The wharf was also used by the government to store buoys and other signal devices. Also, government patrol boats were moored at the Burnt Church wharf, since it was the only wharf at which the sea level was seven feet at low tide.

In September 1999, a ruling by the Supreme Court of Canada granted First Nations members the right to fish, hunt and gather natural resources to secure a moderate livelihood. This

ruling, better known as the “Marshall Decision,” resulted in major changes in the First Nation’s economy and in Acadian Peninsula society in general. Nowadays, *Esgenoôpetitj* fish harvesters use the wharf at Burnt Church, but also the ones at Néguaac and MacEachern’s Point. Likewise, some fish harvesters that are not First Nation members use Burnt Church as their home port.

Harbour classification: C

Harbour Authority of Burnt Church incorporated in 1995

Other Marine Related Interest Centres



Inkerman's wharf, a provincial harbour located in the Acadian Peninsula.

New Brunswick Aquarium and Marine Centre in Shippagan, a must-see for anyone interested in local marine life.

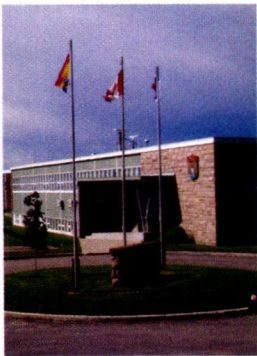
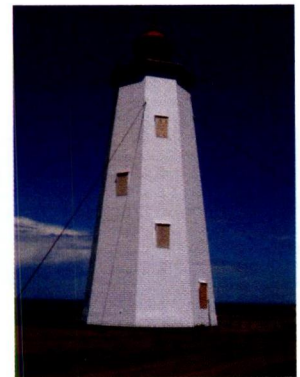


Aquaculture Lab at the New Brunswick Community College (NBCC) - Acadian Peninsula Campus. A modern facility for learning and research.



Bas-Caraquet's marina, where some commercial fishing vessels can also be found.

Miscou Island's lighthouse, one of the most often photographed lighthouses in all of New Brunswick.



L'École des pêches de Caraquet (Caraquet's Fisheries School), a component of the NBCC-Acadian Peninsula Campus, where professionals of the sea have been trained since 1963.

Institut de recherche sur les zones côtières (Coastal Areas Research Centre) in Shippagan, focussing on aquaculture, marine by-products, peat land and environment.



