

work between it and the third counterfort from the inner end; replacing about 8 piles and fenders; and in repairs to the covering where required.

#### D'ESCOUSSE.

D'Escousse, Richmond County, is a thickly populated district of Isle Madame, on the south side of Lennox Passage, a strait separating the Island from the main land, and connecting St. Peter's Bay with the Strait of Canso.

During the year 1892-93, a contract was entered into for the construction of a wharf, consisting of an approach 313 feet in length, a stone embankment 107 feet in length and a creosoted pile extension, 120 feet in length, but nothing was done except in the way of procuring materials.

#### DEVIL'S ISLAND.

Devil's Island is a small low island, about 2,000 feet long, by 1,000 feet wide, with its highest point about 15 feet above high water springs, situated 8 miles to the south-east of the city of Halifax, and one-third of a mile from the mainland off Hartland Point, to which it is connected by a reef covered with 3 feet of sand, and having 3 feet of water over it at low water.

The island is permanently inhabited by about 100 people, wholly dependent upon fishing for their livelihood.

On the 19th April, 1892, a contract was entered into between the department and Messrs. McDonald & Moffat, of Sydney, C. B., for the construction of a breakwater 200 feet long, 15 feet wide, with an L at the outer end 30 feet long, where at low water springs there is about 5 feet of water. The work was begun September 1st, 1892, and finished December 1st, 1892, at a cost of \$1,941.18.

#### DIGBY.

The town of Digby is situated at the western end of the Annapolis Basin and was, until the construction of the "missing link," the eastern terminus of the Western Counties Railway.

In 1890, a contract was entered into for the construction of a new pier 780 feet long, 50 feet wide on top and extending into 10 feet of water at low tide, to be built on the north side of the Racquet, about one mile to the north of the present pier and town of Digby. A large quantity of timber and iron had been procured, the former being boomed principally in the Racquet, and the latter stored in a warehouse at Digby.

Owing to numerous delays, the death of the contractor, etc., the intention of constructing a new wharf was abandoned, and in lieu thereof it was decided to reconstruct and repair the present pier, utilizing as much as possible the timber, etc., belonging to the estate of the deceased contractor, the proposed reconstruction and repairs being as follows:—

The renewing of the whole of the pile work section from the head of the inclined landing to the shore, a distance of 560 feet, the inner 430 feet to be 30 feet wide on top and the outer 110 feet, 45 feet wide.

The bents are to be placed 10 feet apart, the inner portion having 6 and the outer 8 bearing piles in each bent. Fender or guard piles are to be placed on both sides of the work at each bent, sheet piling is to be driven over the whole length of the northern face and two sets of waling placed on the inner and outer face of same.

The crib-work block forming the head of the inclined landing is to be removed down to the foundation and a new block built, this block to be 80 feet long, with an average width of about 37 feet, of round logs, open crib-work.

The seaward face of the inclined landing, from the end of the new block outward, is to be sheet piled for its entire length and new covering and floor stringers placed on the inclined landing over a length of 78 feet.

The present warehouse and office are to be removed and a new warehouse 60 feet long and 25 feet wide constructed.