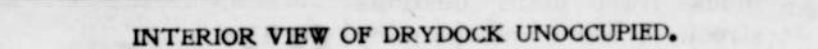


NCLE SAM had no need to Administrative building and

Views of the Station, its works and surroundings herewith given, disclose but a small part of the interesting and instructive features to be learned by a visit to the place. The station, the largest around the Station, has been named. Carved out of the virgin forest, the works occupy an enclosure of some eighty acres of level land, that comes down to the water on just the level needed for works and docks, while far above the compound the hills rise and terraces, giving attractive natural locations for the administrative buildings, offices and quarters. Central to all lies the great dry dock, now the largest possessed by the government. With docks and wharfs in front, and shops and stores on the rear, the station is complete. Notwithstanding the completeness of the works all is still

who sold to William Bremer, from whom the government purchased the station tract of 86 acres, which was on recommendation of two commissions, one of naval officers and one of civilians, Congress acting upon the report of those commissions. Bremerton City takes its name from its original owner. No foot of the land has been sold to the government until the government commenced it in the year stated. Mr. Bremer had built a small dock, for the bay boats, which still stands a pioneer finger mark compared with the extensive docks of modern equipment, and a construction which now forms the mightiest fighting machines of modern times.

While the government authorities



Other extensions covered in the recent appropriations of \$1,200,000 are coal bunkers of 25,000 tons capacity, replacement of five of the coal-conveying stations ordered, the other four being at San Diego, San Francisco, Sitka, and Dutch Harbor for the Pacific and Behring Sea. This coaling provision is now a necessity, but the future system for the Station is said by army engineers to be to utilize the Lake Washington fresh water canal now under construction, ships running through that body of water directly up to the coal bunkers near the mines, and in going and coming clean their bottoms of barnacles, saving the scraping process in dry dock. The cost of this process in dry dock exceed \$60 men, with the certainty of constant large increases as the works are extended.

SHINE IN DRYDOCK.

As to management, it is universal testimony that the government has made no mistake in the assignments of Commandant, and other administrative officers, who in the order of Commandants since opening of the Station have been, Lieutenant Wykoff, Commander Morong, Capt. Whiting, Commander Green, Capt. Coghlan, and Capt. W. T. Burwell.

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