(Established about 1869.)

"Detroit, Mich., transfer of part of Marine Hospital grounds between Wight street & Detroit River, for L.H. & Buoy Depot, authorized. Secretary McCulloch, Treasury Dept.,1 March 1869. Brief of letter bound in Letter Book No.223, page 179.

Appropriated by act of Congress, for continuing the work on the depot for the storage of oil & other supplies at Detroit, Mich.,	June 10, 1872,	$25,000.
" For completing the depot for supplies, & building a new landing at Detroit, Mich., - - -	Mar. 3, 1875,	10,000.
" For the erection of a lamp shop in the Eleventh L.H. depot, at Detroit, Mich., - - - -	Mar. 3, 1891,	2,000.

DEPOTS.

Since the last annual report no change has occurred at the light-house depot in Detroit. The grounds occupied for the purpose belong to the government, and were recently transferred to the light-house establishment for its permanent use and occupation.

1869 Plans for the general improvement of this depot have been agreed upon by the engineer and the inspector of the eleventh district, but have not yet been acted upon by the Board. The present condition of the depot is such that, with slight repairs, it will answer the purpose for a time yet. It is not proposed at present to take any steps which will require an appropriation specially applicable to the work.

1870 *Light-house depot, Detroit, Michigan.*—The grounds at this depot are being filled in and graded, and necessary small repairs to wharf, &c., made. All the oil and other supplies for the light-houses on the lakes are received at, and distributed from, this depot. The small temporary storehouse of wood is not only inadequate in size and unadapted to the service, but is unsafe for the storage of such valuable combustible property as is necessarily deposited for annual and incidental distribution.

Plans are in preparation for the erection of a suitable fire-proof vault and storehouse for oil and other supplies, and for a lamp shop for the repair of lamps, revolving machinery, &c., for the numerous lights on the lakes. The wharf and dock serve for laying up the tender during the winter, where it will be safe from the effects of running ice, and a place for storing and repairing during the winter all buoys and their equipments. An estimate has been included and submitted in annual estimates for the sum of $25,000 for the next fiscal year.

1871

Light-house depot at Detroit.—Work on this has progressed, though not so rapidly as was desired. A bulk-head has been built across the entire front of the lot, and the basin has been dredged out to a uniform depth of ten feet, thus giving sufficient room to accommodate all the Light-house vessels. Enough of the dredged material was deposited behind the bulk-head to fill up the low ground to the height of the bulk-head, thus forming an excellent yard for the storage of buoys and other heavy material.

The depot building, forty by sixty feet in plan, and entirely fire-proof, has been carried up to a sufficient height to admit of the completion of the second floor. The cellar for the storage of the supply of oil forms the basement of the building. It is very desirable to complete this building, so much needed. The dark room in which to test the oils delivered under contract is to be located in the story above that now completed, and the work should go on. Wherever the work is stopped now, a temporary roof must be thrown over it to protect it from the weather, which will add considerably to the cost of the building.

When the building was designed it appeared to be of ample size, but it is now plainly seen that there will be no room to spare. An estimate is submitted.

1872

The fire-proof store-house of the light-house depot at Detroit was carried up two stories above the basement, and then covered with a temporary roof during last season. A line of sheet-piling was driven along the western line of the lot between the basin and the adjoining glue-factory. By act of Congress approved June 10, 1872, the sum of $25,000 was appropriated for this work, and will, it is thought, be sufficient to complete it.

The first work undertaken under this appropriation will be the erection of a suitable dwelling for the store-keeper and a close board fence along the top of the sheet-piling referred to. As soon as practicable it is also proposed to finish the store-house. This depot is already of great value, and its advantages will increase from year to year.

1873

Under the act of June 10, 1872, the work on the light-house depot at Detroit has progressed during the year. A dwelling for the store-keeper was built and inclosed by a fence, and is occupied. A board fence was erected along the western side of the basin, between that and the adjoining glue-factory. Towards the close of last season the walls of the third story of the store-house were finished to receive the brackets, and covered with a temporary roof to protect it from the weather while operations were suspended for the winter.

In April, 1873, the work was resumed, the temporary roof removed, and the construction of the fire-proof roof of iron and slate carried to completion. Floors of wood were laid in some of the rooms, great care being exercised to see that the space between them and the supporting arches was completely filled with sand well rammed in. The landing-pier is completely worn out. It has been repaired until the supporting piles are no longer safe. No heavy weight can now be landed upon it, and an appropriation of $8,000 for building is urgently recommended. The supply of oil for the entire lake region is landed at this depot, and as the system of lights on the lakes increases, the importance of this depot increases. Designed less than five years ago, upon a scale which was then deemed ample, it is already apparent that some extension of the buildings and conveniences will be required before many years, in order to secure all the benefits of the depot.

1874

Light-house depot, Detroit, Michigan.—During the year work was continued on this important depot until the money was all expended. The grounds around the building were graded, as far as they could be; the slopes were sodded; the platform of the front door laid; the sashes for all the windows hung; and elevator constructed; the front door and two doors in basement, all of iron, were hung; the basement flagging

(over.)

1874 cont'd. laid and all the flooring; partition and hand-railing in the attic and both (temporary) doors constructed; the iron-work, both inside and outside of the building, painted with one coat for protection; about 60 feet of the small brick drain running through the depot-lot and with which the depot and keeper's dwelling are drained were taken up and renewed, to perfect the drainage; an oil-testing room has been fitted up, and slight damage to the roof of the building, caused by high winds, has been repaired. In this depot is stored the entire supply of oil for the whole lake region, all the valuable material used or to be used in this district, and also some from the tenth district, and it therefore should have an appropriation to complete it and make it perfectly fire-proof. The landing-pier is in a dilapidated and very unsafe condition. The piles and planking are very rotten and no heavy weight can be landed on it. To complete this depot and to build a new landing-pier will require an appropriation of $10,000, which is earnestly recommended.

1875. *Detroit, Michigan.*—Congress, at its last session, made an appropriation of $10,000 to complete the work on this important depot. Work under this appropriation was begun in May. The new dock is nearly completed, and all the iron shutters and doors for the fire-proof store-house are in place.

1876 *Detroit, Michigan.*—The appropriation of $10,000 made by Congress at its last session was expended in removing the old dock and building a new one, dredging out the slips on either side of the new dock, and providing iron doors and shutters for the store-house. Some old buildings have been torn down and the grounds graded, the premises inclosed with an iron fence, an iron buoy and boat shed built, a car-track laid from the store-house and buoy and boat shed to the end of the dock, slopes sodded, &c. It is intended to complete the depot this season.

LIGHT-HOUSE DEPOT, DETROIT, MICH.

1877 The new fire-proof store-house has been practically completed, the old and dangerous wooden buildings removed, the grounds graded, a new crane erected upon the wharf for loading and unloading vessels, and moorings placed for their use.

1878. *Detroit, Michigan.*—The building and keeper's dwelling are in good condition. The grounds have been improved by roading, planting trees, &c.

1879. *Detroit, Michigan.*—The building is in good repair. The northwest corner of its foundation is slightly cracked, probably caused by the action of the frost, and not by settling.

1880 *Detroit, Michigan.*—The store-house, keeper's dwelling, and buoy-shed of this depot are in good repair. During the year the foundation of the store-house has been repointed where injured by frost, new plank walks have been laid on the grounds, and the wharf repaired.

1881 *Detroit, Michigan.*—There were no improvements made during the past year to either the grounds or buildings at the depot. The station is in good order and condition, and, except from its proximity to several factories and furnaces, is well adapted to light-house purposes.

1882. *Detroit, Michigan.*—There have been no improvements made during the past year to the buildings or grounds, except that a part of the walk has been replanked. It is in good order.

1883. *Detroit, Michigan.*—The erection of a buoy and boat shed, carpenter-shop, lampist's room, and brick wall for the west side of the light-house depot-lot was commenced in May. On the 30th of June, all the masonry was completed, the material for the flooring was purchased, and contract was made for the iron-work of the roof, the slating, tin-work, plumbing, and removal of the old buoy-shed to the east side of the lot.

1884. *Detroit, Mich.*—Light-house and buoy-depot.

The depot and grounds are in good condition and admirably adapted to their use. The removal of the old corrugated iron buoy-shed from the west to the east side of the lot was completed, the roof of the building was renewed, and its sides and ends repaired. It is now used as a storehouse for machinery, tools, &c. The new buoy and boat shed, carpenter-shop, and lampist's room were completed in December, except the plastering of the inside of the roof between purlins with cement mortar, which was finished in May, 1884. A new mast was provided for the derrick on the dock.

An. Rep. 1885. *Detroit, Michigan.*—Repairs were made in the fall to the floor of the corrugated iron shed on the east side of the lot. The building is now in fair condition. The depot and grounds are in excellent condition. The water front, which was caving out, was thoroughly built up, and the wharf was repaired.

1886 *Detroit, Michigan.*—The depot and grounds are in good order. Some repairs were made to the wharf this spring.

An. Rep. 1887. *Detroit, Michigan.*—The depot and grounds are in good order.

1888 The depot and grounds are in good order. The walks and wharf were partially repaired this spring by the carpenter and crew of the tender. The wharf will soon require extensive repairs, as the piling and timbers are much decayed.

An. Rep. 1889. *Detroit, Michigan.*—The depot and grounds are in good order. The sidewalks were repaired this spring. The materials, tools, appliances, etc., pertaining to the engineer service, stored at the depot, were overhauled and scheduled. It is very desirable that the facilities of the depot be extended to include storage of spare illuminating and other apparatus and appliances, in order that less delay shall attend the making of repairs and renewals. At the present time, for example, if the clock-work of a revolving light should break down or show signs of failure, there is no means of replacing it. If a lens were destroyed, or seriously injured, it might be needful to send to the general depot at Staten Island before a new one could be set up. The remoteness and inaccessibility of many of the stations in the eleventh district are such as to suggest that every precaution be taken to shorten the time within which necessary work can be done.

1890 p. 166.

Detroit, Mich.—Workmen were employed during February and March cleaning, repairing, and refitting for service parts of light-house appliances and illuminating apparatus. The depot building used as a store-house for supplies and mineral oil, the carpenter shop, buoy-shed, walks and grounds are in good condition. The wharf is in need of partial rebuilding. The accumulations from the sewers have filled up the slips to such extent that they should be dredged out to a depth of at least 16 feet, and the débris could be used to fill in under the wharf. An iron pipe should be laid to the end of the wharf for the water supply of the tenders. The sheet piling on the west side is in need of extensive repair. The position of the depot grounds and buildings adjacent to Berry's Varnish Works, and the frequency with which these works take fire, suggest that some special provision be made for fire protection. It would be comparatively an inexpensive matter to provide a safety boiler, either coil or pipe, on which steam could be rapidly raised, to run a small pump, and the apparatus could be handled by the custodian, who lives on the grounds. The purpose of the pump would be to throw a stream over the buildings and out-door property exposed to the fire, and keep them wetted down. The steam power would also be of great value and convenience in connection with the lampist's shop, and enable him to do a class of work which in the absence of proper facilities has to be done elsewhere. The present arrangements for the services and accommodation of the lampist for the ninth and eleventh districts at the Detroit depot are quite inadequate. His shop is at the end of the carpenter shop and is part of a one-story structure, built directly on the ground, and is in great danger from fire, as it is under a high brick wall, on the other side of which is a glue and varnish factory. The space is too small, it being but 15 by 24 feet in plan, and it is insufficiently lighted and ventilated. The floor is cold and damp, and the atmosphere is impregnated with vapors from the factory. It is now proposed to erect on the north side of the depot, and near the entrance gate on that side, a brick building to be used for the lampist's shops, 16 by 30 feet in plan, of two stories, with the lower floor open and the second floor divided with a beam for a hoist projecting over the door of the second story. Such a building, it is estimated, will cost $2,000. Recommendation is made that an appropriation of this amount be made therefor.

GENERAL SERVICE.

1890 p. 163.

Seventy-five circular brass ventilators were constructed for replacing defective ones in lanterns, and delivered at the light-house depot, Detroit. Six brass automatic injectors were purchased for general use in connection with the fog-signal service.

GENERAL SERVICE.

1891.

A Roberts boiler has been built for test and comparison with the existing fog-signal boilers. Necessary tools and pipe fittings, for the erection and repair of steam fog signals in the ninth and eleventh light-house districts, and a quantity of black pipe, bolts, nuts, rods, washers, 270 feet of boiler tubes, and 30 sets of grate bars were bought and delivered at the light-house depot, Detroit. Twelve 10-inch fog whistles were ordered for general use in connection with the fog-signal apparatus. The tools and materials needed for repairs and improvements at stations in the ninth and eleventh light-house districts were delivered at the light-house depot in the latter part of June, 1891.

1891
p. 167.

Detroit, Michigan.—An examination was made of the wharf at the Detroit supply and buoy depot, and plans with estimates for repairs were prepared. Work was begun November 1, 1890, under a contract made in accordance with bids received therefor, and was finished December 10.

1892
p. 178.

Detroit, Michigan.—Both slips adjoining the light-house depot wharf were dredged by contract. Some 3,160 cubic yards were taken from the east slip, deepening it 3.2 feet, and about 4,790 cubic yards from the west slip, deepening it 4.66 feet. There is now in each slip 14 feet of water at mean stage. Bids were asked by advertisement for furnishing the material required for a lampist shop, and contract was made therefor with the lowest bidders. The work by day's labor was begun in April. The building was completed and the lampist moved from the old building into the new one in June. The building is a two-story brick structure 20 by 30 feet, with galvanized-iron cornice and roof of asphaltic slag. The first story contains one room for general work; the second, approached by circular iron stairs, contains the lampist shop, which measures 18 by 20 feet, and a dark room for photometric work, 8 by 18 feet in size.

1893

Detroit, Mich.—Mount Elliott avenue, a comparatively narrow street, leads from Jefferson avenue to the water front, past the marine hospital grounds, and the grounds of the light-house depot. For convenience of shipment and temporary storage it is necessary that materials purchased for light-house constructions be delivered on the light-house grounds, and from time to time considerable delay and difficulty has occurred in consequence of the bad condition of Mount Elliott avenue. It is unpaved, while the hauling to and fro is considerable, the vicinity of the light-house depot being occupied by factories, foundries, and other industrial institutions of considerable magnitude, with lumber yards on the wharves.

Inquiries have been made of the city authorities with reference to the cost of having the street paved from Jefferson avenue to the limit of the light-house holding. Under the city ordinance the original paving of a street is at the cost of the adjacent property owners, divided pro rata according to the extent of their holding. The board of public works has immediate jurisdiction over these matters, and has reached the preliminary decision that the street, if paved, should be paved with brick or concrete. The width of the street is 24 feet, and the cost of paving in front of the light-house grounds with this material would be $960, and for the frontage of the marine hospital grounds $2,600, and the expense being divided between the fronting proprietors, the cost to the Light House Service and the Marine Hospital Service, respectively, would be one-half of these amounts.

As in the opinion of the Solicitor of the Treasury a special act of Congress authorizing the work is necessary, it is recommended that an appropriation of $2,000 be made, which is sufficient to cover the expense of the entire frontage of both the light-house and the marine hospital grounds.

1894 *Detroit, Mich.*—General repairs were made to the keeper's dwelling and the storehouse. The westerly bulkhead of the west slip was rebuilt a distance of 200 feet. Additional tracks were provided. The old track on the wharf was shifted from the center to one side, and a new track was laid on the other side, leaving room for a driveway between them. A new tramway was laid on the westerly side of the depot grounds, with a turntable and track connecting with that from Wight street. An iron gate was provided for one of the front entrances to the depot grounds on Wight street. The following recommendation, made in the Board's last annual report, is renewed:

1895 *Detroit, Mich.*—The wharf was covered with a layer of 2-inch planking, and the sidewalk in front of the depot site was renewed. A fence was rebuilt around the keeper's dwelling, and the house itself was repaired.

1896 *Detroit, Mich.*—The iron store shed was painted and the material was purchased for repairs to the derrick. The water pipes in the custodian's dwelling were repaired. The old timbers under the turntable were removed and 12 inches of concrete laid, in which the castings were set. An 8-inch wall was built around the turntable, and 251 feet of 6-inch sewer crock and 24 feet of 4-inch sewer crock were laid 6 feet under ground and connections made with the basin under the turntable and with the conductor pipe and waste pipe in the lamp shop. About 250 feet of ¾-inch steel hoist rope, one single and one double block, and one sheave were provided for the hoisting derrick. Bids were obtained for dredging the slips at the depot. These being rejected, other bids were obtained. About 3,000 yards of material was dredged from the slips adjoining the depot wharf, and 14 feet of water was secured.

1896 *District lamp shop.*—The old slag roof of the district lamp shop was removed and a new roof of tin shingles was provided, which received two coats of paint. Tools and hardware were purchased for general service in the shop.

1897 *Detroit, Mich.*—Plans, specification, and estimate of cost for rebuilding and enlarging the engineer storehouse were made. The material was purchased by contract and work was commenced. The storehouse was completed in May. The front sidewalk on Wight street was raised to grade and crossings to curbstone made opposite each gate, the iron fence was overhauled, raised, and repaired from Wight street to new location of gate on Mount Elliot avenue, and a new board fence was built from the dock to the corner of the storehouse. Various repairs were made.

1898 *Detroit, Michigan.*—Repairs were made to the storehouse. Three lamp-posts were provided for lighting the depot grounds. The sewer of the custodian's dwelling was disconnected from the marine hospital sewer and continued as an independent sewer to the river. A bathroom was added to the custodian's dwelling.

1898 *District lamp shop.*—A 2-horsepower gas engine, with pulleys, shafting, hangers, etc., complete, was installed. A milling machine, with attachments, countershaft, and belting, and a combined wheel and lever feed, 20-inch drill press, and a 10-inch sensitive drill press, with countershaft attached, and tools and attachments, were purchased and installed. Material for use in general service repairing illuminating apparatus. An emery wheel, bolts, drill rods, and bars were purchased. The new fifth-order lanterns for the Twenty Foot Channel were altered and tested, and a new set of lamps were provided for Grand Marais, Mich., and the new fourth-order lamps for Cheboygan Crib were delivered. For Neebish ranges, the reflector door for one of the lens lanterns was polished and resilvered. For the Grossepoint light-vessel, all the burners were repaired, and eight parabolic reflectors were resilvered and lacquered. Repairs were made to the illuminating apparatus of Lake Huron light-ship, No. 61. Repairs were made to portions of the illuminating apparatus of 22 light-stations. Eighteen sets of fourth-order lamps were received and delivered at the following-named stations: Belle Isle, Windmill Point, St. Clair Flats Range, rear; St. Clair Flats Canal, lower and upper; Sand Beach, Port Austin Reef, Twas, Saginaw River Range, rear; Forty Mile Point, Round Island, Bois Blanc, Point Iroquois, Grand Island, Mendota, Gull Rock, and Cheboygan Crib.

1899 *Detroit, Michigan.*—The work of renewing the bulkhead and well at rear of the wharf under contract was completed July 8, 1898. About 110 running feet was constructed. The hydrant was replaced. Defective timbers and planking in the depot wharf were replaced. The west wall of the depot grounds was repaired. Repairs were made to the plastering under the slate roof, supported in part by the wall; stone coping was repointed, and the gutter of the structure repaired and painted. The entire wall was cement washed. The stone foundation and steps of the main storehouse were repointed.

1899 *District lamp shop.*—Many of the repairs to the burners, illuminating apparatus, etc., mentioned in the foregoing paragraphs, were made by the district lampist at the district lamp shop.

1900 *Detroit, Mich.*—The walks in the depot yard were repaired and the hoisting derrick painted. An iron double gate was placed at the eastern entrance. It has an opening of 14 feet and is hung on iron posts placed on anchored concrete piers.

1901 *Detroit, Mich.*—This is the principal depot for this district and is used for the reception and storing of buoys, stores, and supplies, and the making of buoys and sinkers. The tenders receive their cargoes of supplies and stores, while the two basins serve as winter quarters for the tenders and light-vessels of the Tenth and Eleventh light-house districts. The wharf was repaired. A plank floor was laid in the store-house at the outer end of the wharf. Ten white-oak fender piles were driven at the outer end of the wharf, six at the outer face and two at each end, and nine spring piles were driven at the upper and lower inside and outside corners. The spring piles were fastened together with 1-inch wire rope and securely stapled. Three of the old piles, which interfered with the driving of the new piles, were drawn, seven piles were cut down and trimmed, and four new mooring cleats were placed on the wharf. The work of getting out oak fender chocks and putting them in place was in progress at the close of the year.

Detroit, Mich.—This is the principal depot for this district, and is used for the receiving and storing of buoys, stores, and supplies, and the making of buoys and concrete sinkers. The tenders receive their cargoes of supplies and stores and materials for the construction of new and the repair of existing light and fog-signal stations, while the two basins serve as winter quarters for the tenders and light-vessels of the Tenth and Eleventh light-house districts. A contract for removing the old timber bulkhead in the west slip or basin, and the building of a new concrete and masonry bulkhead in its stead, was made on March 4, 1902. The work was commenced on April 15, and was completed by the close of the year. The new bulkhead consists of a foundation of piles, with cap and waling pieces tied into the bank with iron tie rods embedded in concrete, rubble filling back of the piles, and a ~~superstructure of paving~~ brick backed with concrete and surmounted by a concrete coping 18 inches deep and 3 feet wide. The new work is 130 feet long. The gutters and conductors on the buoy shed and carpenter shop and the custodian's dwelling were renewed, and those on the two storehouses repaired. The cornice, shutters, doors, and windows of the main storehouse, and the roofs, cornices, doors, and windows of the new storehouse and the lampist shop were painted. The wharf was provided with fender chocks. The work of renewing the existing walks in concrete was in progress when the year closed.

1902

1903

See 1904

Detroit, Mich.—This is the principal depot for this district, and is used for the receiving and storing of buoys, stores, and supplies and the making of buoys and concrete sinkers. The tenders receive their cargoes of supplies and stores and material for the construction of new and the repair of existing light and fog-signal stations, while the two basins serve as winter quarters for the tenders and light-vessels of this and for those of the Tenth light-house district. The old wooden foot walks in depot grounds were removed, and 2,459 square feet of concrete walks were laid; the sills and floor of the porch of the custodian's dwelling were removed; also 124 feet of tramway walk, and the walk at the front of the grounds was repaired. The 10-ton hoisting derrick was reconstructed.

1903

Detroit, Michigan.—This is the principal depot for this district, and is used for the receiving and storing of buoys, stores, and supplies and the making of buoys and concrete sinkers. The light-house tenders here receive their cargoes of supplies and stores and material for the construction of new and the repair of existing light and fog-signal stations, while the two basins serve as winter quarters for the tenders and light-vessels of this district and have also been used for those of the Tenth district. A 3-inch water pipe, leading from the city main in Mount Elliott avenue through the grounds and to the end of the wharf, was laid for a water supply for the tenders and for fire protection. The material required to renew the second floor of the engineer warehouse was purchased. Arrangements have been made for the construction of a switch track from the Belt Line Railroad in Wight street.

1906 *Detroit, Mich.*—This is the principal depot for this light-house district and is used for receiving and storing buoys, stores, and supplies, and in making buoys and concrete sinkers. The light-house tenders here receive their cargoes of supplies and stores and material for the construction of new and the repair of existing light and fog-signal stations, while the two basins serve as winter quarters for the tenders and light-vessels of this district, and have also been used for those of the Tenth district. A spur track 475 feet long was laid thru the depot grounds, leading from the Belt Line Railroad in Wight street to the wharf. The tramways were relaid, repairs were made to the fence, and the grounds were graded. A new concrete floor was laid in the second story of the engineer warehouse, the floors in the carpenter and custodian's shop were renewed in concrete, a new hydrant was provided for the carpenter shop, the drains of the shops and the custodian's dwelling were relaid, the iron shutters of the main warehouse were painted, and the stone coping of the area walls at main entrance was reset. The floor of the woodshed of the custodian's dwelling was raised to the level of the kitchen floor, and new outside steps at the woodshed entrance were provided.

LIGHT-HOUSE DEPOTS.

1907. *Detroit, Mich.*—This is the principal depot for this district, and is used for receiving and storing buoys, stores, and supplies, and in making buoys and concrete sinkers. The light-house tenders here receive their cargoes of supplies and stores and material for the construction of new and the repair of existing light and fog signal stations, while the two basins serve as winter quarters for the tenders and light-vessels of this district, and have also been used for those of the Tenth district. A fire hydrant, with hose and reel, was established in the center of the yard, and various repairs were made.

1908. *Detroit light-house depot, Michigan.*—The need of an oil house for the storage of the supply of mineral oil for the district before delivery to light-stations is imperative. The present storage room in the basement of the storehouse is insufficient and the danger of loss by fire considerably increased. It is estimated that a suitable fireproof building can be constructed for $3,500, and the Board recommends that an appropriation of that amount be made therefor.

ELEVENTH DISTRICT.

1908. *Detroit, Mich.*—The structures are in good condition. The lamp shop is too small and should be enlarged, and the same is true of the engineer's workshop and warehouse.

The following is an estimate of the cost of repairs and improvements: Heating plant, main storehouse; sidewalk, Wight street front; repairing gutters and down spouts, extension of lamp shop, and extension of workshop, $10,510.

ELEVENTH DISTRICT.

1910. *Detroit, Mich.*—This is the main depot in the district, and here all supplies are received and delivered to tenders, or shipped to various points. It is well equipped with a main warehouse, used for storage purposes jointly by the inspector and the engineer, a shop and warehouse and buoy shed for the inspector, a larger workshop and warehouses for the engineer, and a small lamp shop. It has a serviceable wharf, and a brick dwelling for the custodian. The wharf and grounds are also used by the inspector of the Tenth district. Two basins serve as winter quarters for the tenders and light-vessels of the Tenth and Eleventh districts. The various structures of this depot are in good condition. The wharf flooring is not in good condition. There are excellent transportation facilities both by water and by rail. The efficiency of this depot suffers somewhat from the fact that it lies at the foot of an unpaved street, so that delivery by team is difficult during the late fall, winter, and early spring. A portion of this street is bordered on one side by property belonging to the Government of the United States

sion of workshop, $10,510.

ELEVENTH DISTRICT.

1910, *Detroit, Mich.*—This is the main depot in the district, and here all supplies are received and delivered to tenders, or shipped to various points. It is well equipped with a main warehouse, used for storage purposes jointly by the inspector and the engineer, a shop and warehouse and buoy shed for the inspector, a larger workshop and warehouses for the engineer, and a small lamp shop. It has a serviceable wharf, and a brick dwelling for the custodian. The wharf and grounds are also used by the inspector of the Tenth district. Two basins serve as winter quarters for the tenders and light-vessels of the Tenth and Eleventh districts. The various structures of this depot are in good condition. The wharf flooring is not in good condition. There are excellent transportation facilities both by water and by rail. The efficiency of this depot suffers somewhat from the fact that it lies at the foot of an unpaved street, so that delivery by team is difficult during the late fall, winter, and early spring. A portion of this street is bordered on one side by property belonging to the Government of the United States. The east and west basins were deepened and defective piles of the wharf were removed. Repairs in the total sum of $3,671.01 were made during the past year. The act approved June 17, 1910, authorized the construction of an oil house at this depot at a cost not to exceed $3,500, but no appropriation has been made for the purpose.

ELEVENTH DISTRICT.

1909. *Detroit, Mich.*—This depot is well equipped with a main storehouse, used for storage purposes jointly by the inspector and engineer, a shop and warehouse and buoy shed for the inspector, a larger workshop and warehouse for the engineer, and a small lamp shop. The engineer's warehouse and the lamp shop are too small and should be extended; the wharf slips should be dredged, and the wharf repaired, at an estimated cost of $10,500. The construction of a fireproof oil house at this station is much needed.

1909. *Detroit light-house depot, Michigan.*—The need of an oil house for the storage of the supply of mineral oil for the district before delivery to light-stations is imperative. The present storage room in the basement of the storehouse is insufficient and the danger of loss by fire considerably increased. It is estimated that a suitable fireproof building can be constructed for $3,500, and the Board recommends that an appropriation of that amount be made therefor.