

ends in a right-angle at the upper deck, and life lines will run around the outer edge of the flat deck. All the new Anchor line boats will have electric lights and all the other modern improvements. The Codorus is to be ready for service by June 1.

The shipyards have been busy on heavy repair work. The steamer Susan E. Peck, which was sunk in the Soo River by the schooner Geo. W. Adams, has been rebuilt forward at an expense of \$30,000, while it has cost the Union Line \$25,000 to repair the damage done by the Chemung when she turned out of her course to save an imperilled crew on Lake Erie, and had her steering apparatus carried away in consequence. Last season the steamer Brazil sent the Samuel Mather to the bottom of Lake Superior, and it has cost \$15,000 to repair her. Extensive general repairs have also been made on the steamers J. C. Gaulk, S. E. Sheldon, Rochester and E. B. Bartlett. A fuel scow costing \$14,000 in all has been built by the Union people for H. K. Wick & Co.

When the steel yard of the Union Dry Dock Company is removed from Blackwell Canal to the new location adjoining the old yard on Buffalo River, complete and commodious shops will be erected and an enlarged and improved plant for building metal ships will be put in. Eventually it is intended to add first-class engine and boiler works, so that the company can turn out everything necessary to complete a first-class steel ship. The removal will take place next fall. The upper dry dock will be made twenty-five feet longer and six feet deeper, so as to accommodate the biggest vessels that float on the lakes. Two steel steamers similar to the Toga, but larger, will be built for the Union Steamboat Company next winter.

While no new boats have stood on the stocks at the wooden shipyard of R. Mills & Co. for several years, they have been very busy all winter with repair work. On one day it had been employed at forty-five different jobs. Extended repairs given the propeller Milwaukee cost \$16,000, while \$14,000 was expended on the propeller Delaware. On the steamers Chauncey Hurlburt and S. S. Wilhelm \$4,000 was laid out, while a repair bill of \$5,000 was caused by the propeller Conestoga becoming old. Four thousand dollars has been expended on the steel steamer Ira H. Owen, and \$8,000 on the steamer Progress. Other boats to receive extensive repairs at this yard last winter and this spring have been the steamers John B. Lyon, Neosho, Tom Adams, Empire State, Siberia, F. E. Spinner, W. H. Stevens, Florida and Hecla and the schooners J. Godfrey, Shawnee, Comanche and Iron Queen.

O'Grady & Maier are building a large tug for each of the Maythem and Hand & Johnson lines, and one for Stickney & Cram, contractors, for use at the Sault.

#### THE RIVER AND HARBOR BILL.

The river and harbor committee is very anxious to call the bill up in the House this week so that it may get to the Senate early in the session. Gen. Catchings, of the committee, says that there will probably be a great many amendments to the bill in the Senate and probably it will be considered at great length. He says that he has made a pretty careful canvass of the House and he does not fear for the success of this important measure in that body. He says he finds there is liable to be considerable opposition to placing so many projects for improvements under the contract system, for the reason that it commits the government to a large expenditure of money in the future. But he thinks that the explanations which will be made to the House, showing how the government saves money by the contract system, will be sufficient to convince all businesslike men in that body that this is the proper way to carry on vast river and harbor improvements. It is said Chairman Holman, of the committee on appropriations, is opposed to the deep-water channel project. Gen. Catchings says he has no doubt but what the twenty-foot channel can be secured from Duluth to Buffalo.

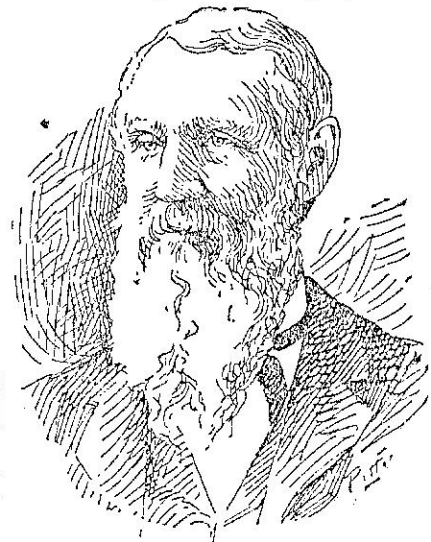
## A FRESHWATER HERO.

### A Short Sketch of the Life of Capt. Albert Stewart.

#### A NERVY, INTELLIGENT, WELL-POSTED PILOT OF THE GREAT LAKES.

#### An Interesting Glance at the Character and Career of the Tried Master.

The subject of this sketch was born on the St. Clair River March 7, 1827. A love of the water was born in him, and when very young he put in three years sailing on the small craft which carried the cargoes of those days. He afterward went to salt water, where his real apprenticeship was served. He sailed principally in the coasting trade, but went around the Horn twice, and also went to China, Honolulu and Liverpool. He now returned to the lakes and soon afterward was given a command, his first one, the Julius P. Morton, a sidewheel steamer. This was early in the '50's. Following this he sailed the sidewheel Traveler, propeller Lady Franklin, sidewheeler Keweenaw, propellers St. Paul and Idaho, sidewheeler City of Alpena and propellers John V. Moran, Eber Ward and John M. Nicol. The last-named, Capt. Stewart's present command, is the largest boat he has ever sailed. Her gross tonnage is something over 2,000, and she is the flagship of the Crescent Transportation Company's fleet.



CAPT. ALBERT STEWART.

Capt. Stewart's title in the line is commodore. It is neither a nickname nor a misnomer, for it was voted him at a meeting of the stockholders last winter, and carries with it authority over the other boats in the line.

The Nicol is one of the largest and stanchest wooden vessels on the lakes. Boat and master are well mated, for Capt. Albert Stewart is the embodiment of virile manhood. In height he is considerably over six feet. He is spare of person, but straight as an arrow, and full of health and strength. His hair and beard, which are pretty well whitened with their weight of 65 years, are worn rather long. His face is thin and his eyes are dull in color, but full of quiet resolution. He wears at all times when in the open air a slouch hat, and as seen on the bridge of his big steamboat he is a study for an artist.

Capt. Stewart is full of daring, yet so sound is his judgment of weather characteristics and so cool is his temperament in time of peril that his record as a vessel master is well-nigh spotless. Advancing years increase rather than diminish his fire, and he still takes his boat out in weather that appalls the average lake man. He took the Nicol up to Duluth last December. On Lake Superior he encountered two tremendous gales and through both of them ship and master successfully went, though solid blue water repeatedly flooded the pilot house. His report to his office of this trip was made in a modest way, but between the lines one can see what a duel had been fought with the elements.

Capt. Stewart is full of reminiscences of his sea-faring life, but if he understands that any portion of it is for publication he refuses to say a word. He has a horror of what he is pleased to term newspaper notoriety. Nevertheless newspapers have a way of obtaining information that is beyond the captain's power to prevent, and he will probably be astonished when his eye rests upon this sketch. The veteran mariner is one of the best posted men on fresh water as to the topography of Lakes Erie, Huron, Michigan, Superior and connecting rivers and straits. With Lake Ontario he has had but little to do. In truth, not many of the sailors' fraternity know much about that little, shallow, out-of-the-way, unimportant lake. Capt. Stewart has lived in Detroit many years, and has an interesting home on Alexandrine avenue.

#### THE DULUTH BRIDGE PROJECT.

The Board of Army Engineers appointed to hold hearings and report on the Duluth bridge project in their report refuse to approve the plan. In the report the necessity for the occupancy of Minnesota Point is recognized. The board states that any bridge over a waterway is a menace to navigation, but adds that the proposition made by the citizens of Duluth would reduce the obstructions to a minimum. If there was a breakwater in the lake at Duluth which would make a safe anchorage for vessels the board might find a conclusion satisfactory to the people of Duluth, but it is disinclined to establish a dangerous precedent. It is stated that mariners seeking to escape perilous storms should have every opportunity to enter a harbor, and that Duluth is the only point which offers this protection for at least twenty-seven miles on the north shore and forty-five miles on the southern shore of Lake Superior. Reference is made to the fact that when the citizens of Duluth first began to cut the canal through an injunction was got out by the War department, but was subsequently dissolved upon the action of the City of Duluth in guaranteeing to build a dyke which would protect the entrance, and that a bond of \$100,000 was put up by the city in 1870, which the engineer's report of 1879 says was worthless because the city has no authority to give such a bond, although the dyke had been destroyed. The lift bridge is quite highly recommended, but the engineers say that in case any bridge is put in, a swing bridge would be preferable to the lift bridge. The further statement is made that the tunnel scheme is the complete solution of the matter. The report seems to be very fair, giving all sides an equal hearing, and will probably be approved by the department.

**From a book entitled:** *Detroit Is My Own Home Town* BY MALCOLM W. BINGAY:

In 1896, Detroit Mayor Hazen Pingree ran for governor of Michigan, and easily won. But he had been re-elected mayor in 1895 and the term ran through 1897. He blithely announced that he would hold both offices! The Supreme Court ruled that this was illegal and impossible. He would have to retire as mayor. Pingree refused and functioned in both offices until February 15, 1897. By this time the Supreme Court was so angry that it issued a warrant for his arrest for contempt of court. Pingree then gave in. He announced that he had selected **Captain Albert E. Stewart**, a veteran vesselman of the Great Lakes, as his successor. A special convention was called to nominate Stewart on the Republican ticket.

**Captain Stewart** was a man with a large Adam's apple and a flow of profanity that would have melted the winter ice of Lake Superior. He was about as much qualified to be mayor as I am to be an adagio dancer.

His speech of acceptance was one sentence: "If I am elected I will do just what the governor tells me to do."

He meant it! Pingree meant it! The Democrats put up William C. Maybury, former congressman and a gentleman famed if not for inventing, at least perfecting the fine art of going through the neighborhoods kissing babies. There were mothers in this town who used to worry for fear their little ones might not grow up to be bright boys and girls if they had not been kissed by that dear kind man, Mr. Maybury. The only stand Maybury ever took was with one foot at the bar when far away from Detroit.

But despite **Captain Stewart's** strange insistence that all he ever planned to be was a stooge, Maybury beat him by only 248 votes.

**(Note: The New York Times reported that Maybury won by 1000 votes).**

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## **DEMOCRATS CARRY DETROIT.**

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**Maybury Elected Mayor—Pingree's  
Candidate Badly Beaten.**

DETROIT, Mich., April 5.—A. C. Maybury (Dem.) was elected Mayor to-day by about 1,000 majority over Albert E. Stewart, (Rep.) Judge John Miner, (Dem.,) candidate for Police Justice, was defeated by Judge Albert F. Sellers, (Rep.)

Maybury's election is looked upon as a decided defeat for Gov. Pingree, who practically nominated Stewart as his successor as Mayor after the courts had overruled the Governor's contention that he could hold both the offices of Governor and Mayor.

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## **DETROIT'S MAYORALTY FIGHT.**

**Pingree Has Not Participated—Three-Cent Fares the Issue.**

DETROIT, Mich., Nov. 4.—The most prominent feature of the rather quiet city campaign which practically closed to-night was Gov. Pingree's non-participation. Heretofore he has always taken a prominent and almost dominant part. The reason for this is supposed to be that Capt. A. E. Stewart, the Republican candidate for Mayor, is opposed to Gov. Pingree's plans for private purchase as a means of procuring municipal ownership of street railways.

Both Stewart and his Democratic opponent are running on 3-cent fare platforms, and this has been practically the only issue the campaign has brought out. Mayor Maybury, who is seeking re-election, defeated Capt. Stewart at a special election three years ago. It is known that Maybury will draw some strength from independent Republicans, and his friends are very confident of his success. The Republicans, however, will concede nothing, contending that Stewart has a reasonable chance of election.

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