



John Roach



John D. Roach

... SOUVENIR ...

OF

ROACH'S SHIPYARD

THE DELAWARE RIVER IRON SHIPBUILDING AND ENGINE WORKS

CHESTER, PA.

Published by U. G. DUFFIELD, New York.

FRANKLIN PRINTING COMPANY,

514-520 Minor Street,

Philadelphia.

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Special Chester Edition

. . . Announcement . . .

In presenting this Souvenir Volume of Roach's Shipyard to the friends of American shipbuilding, the publisher desires to thank Mr. John B. Roach, President, and the other officers of the works, for assistance and information given, and also Mr. Wm. C. Sproul, of the *Chester Times*, for the articles descriptive of the plant and its history, which were written by him. It is desired to especially thank the advertisers who have made the publication possible.

U. G. DUFFIELD.

CHESTER, PA., January 15th, 1896.



THE name of Roach is so intimately connected with iron shipbuilding in America that no history of the latter could well be written without recounting the achievements of the father and son who have contributed so much to the progress of American marine architecture. In fact, for twenty years after the entrance of these builders into the active industry of shipbuilding, the records of ship construction in this country were largely made up of their successes. In the past twenty-five years one after another of the splendid vessels which have carried the fame of the builders to all quarters of the globe, and brought honor upon the handiwork of American mechanics have left the great yards to add to the prestige of American genius and assist in the development of the commercial interests of the country.

JOHN ROACH'S YOUTH.

John Roach, "the father of iron shipbuilding in America," came from a family which had occupied a prominent place in the affairs of Ireland for many generations, and he first saw the light of day on the other side of the Atlantic on Christmas Day, 1813. Thus began a career which was a remarkable and in many respects an extraordinary one, and which left its impress upon the industrial history of the times. John was the eldest son in a large family, and was given the best opportunities that offered in the way

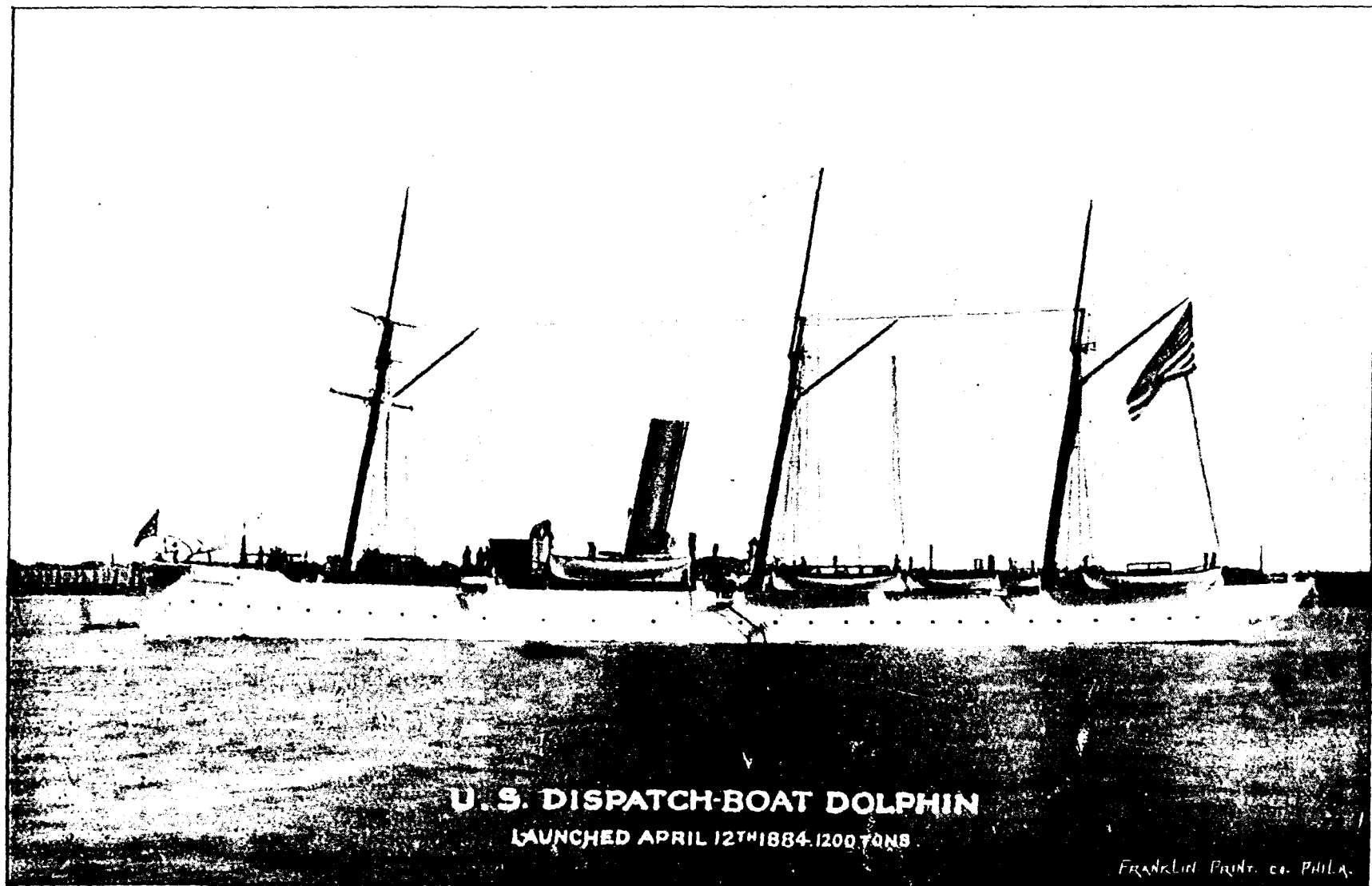
of securing an education. These, of course, were limited by the narrowness of the facilities of learning in the village in which he was born and the frugal resources of his father. He earned his passage to America and landed here at the age of sixteen without money and without a friend upon whom he could depend for assistance. Failing to secure work in New York, he walked to Howell, N. J., and there found a friend of his father, who secured work for him at the Allaire Iron Works.

Here, by ambitious toil, he learned the trade of an iron-molder, and at the end of three years had saved about \$1,500, which he placed in the hands of his employer. The furnaces stopped, and young Roach, then a married man, took a part of his savings and went to Illinois, where he invested in land on the site of the present city of Peoria. Meanwhile his employer, James P. Allaire, had failed, and being unable to secure money to make the succeeding payments on his land, John Roach was compelled to forfeit his holdings and to make his way back to New York by working on the canals and railways. Arrived there once more, he started to work at a dollar a day to make castings for marine engines, and this may be said to be the beginning of his experience in the vocation which has made him famous.

AN EMPLOYER OF LABOR.

Having again saved a small sum of money, with three other mechanics he bought the Etna Works, a small foundry on Goerck Street, New York, paying for it, at receiver's sale, \$4,700. His partners became discouraged and he bought them out, becoming sole proprietor of the establishment, which might almost be hidden in the hull of any one of the great ships he afterward built. His first contract was some grate bars for an industry in Brooklyn, and the great master of labor often afterward told of the satisfaction with which he heard his work commended and the pride which he felt when he presented himself for his pay.





U. S. DISPATCH-BOAT DOLPHIN

LAUNCHED APRIL 12TH 1884. 1200 TONS.

FRANKLIN PRINT. CO. PHILA.

Prosperity seemed to come to him for a time, however, and at the end of four years and with \$30,000 to his credit, he purchased the ground upon which his foundry stood, and made extensive improvements to the plant. Hardly had this been done, however, when a boiler explosion wrecked his foundry, and being unable to collect his insurance, he found himself almost as poor as when he started work.

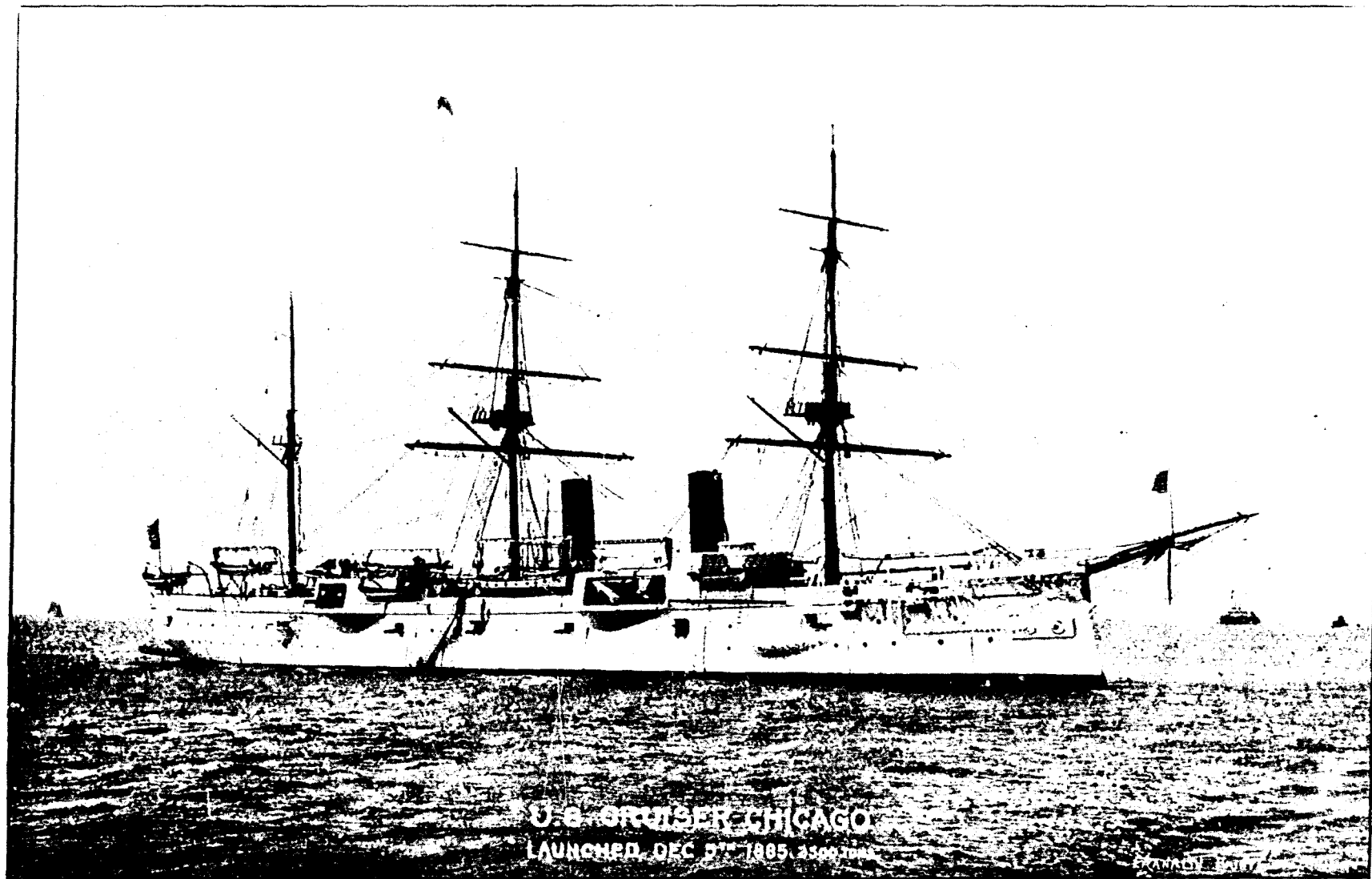
With his dauntless spirit, however, he strove to fulfill his contracts, and piped steam to his engine, which had fortunately escaped destruction, from another establishment several hundred feet away. By this and similar evidence of energy he gained the confidence of his patrons, and earned a credit that stood him in good stead in times of need. This was in 1856, and a few years later, despite his misfortunes and discouragements, his business had so grown that he found himself in the possession of the best-equipped foundry and engine-works in the country, having facilities for constructing larger marine engines than any other plant in America. He sent a representative to Europe to study engine building in all its phases, and soon began to turn out engines for the marine wonders of that time. He employed already over 1,000 workmen, and built the engines for the steam ram "Dunderberg," the immense steamboats "Bristol" and "Providence," the double-end gunboat "Winooski," and the steam-frigate "Neshaminy," all of which ranked as the most remarkable engineering achievements of that time.

One of the principles of John Roach's business career from the first was never to refuse a contract because he had not the facilities to carry it out, but rather to increase his plant in keeping with the requirements of the work. So, in 1868, his business having attained such great proportions, he purchased the Morgan Iron Works, at the foot of East Ninth Street, in New York, and followed this by purchases of the Neptune Works, the Franklin Forge, and the Allaire Works, where he served his time. In 1871 he purchased the iron shipyard of Reaney, Son & Archbold, at Chester, Pa., where the greatest achievements of his life were carried out.

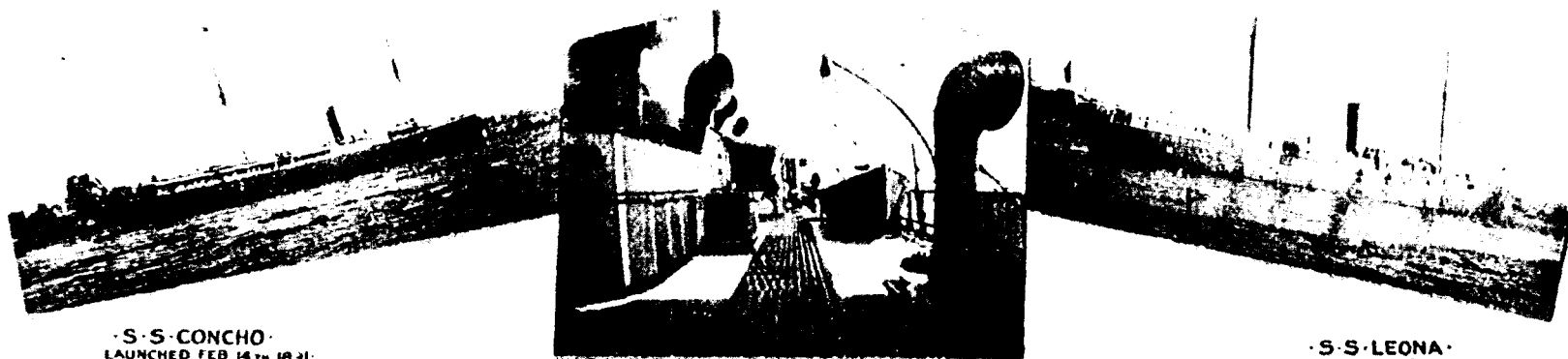
THE CHESTER SHIPYARD.

When, in 1871, John Roach, and his son, John B. Roach, who has been the active manager of the plant through its quarter-century in the family name, took charge of the shipyard in Chester, they found a plant well equipped for the needs of that time. The previous owners, Messrs. Reaney, Son & Archbold, had one of the best shipyards in the country at that time, and had built many well-known vessels, including the "Wateree," "Suwanee," and "Shamokin," three war vessels of the rebellion; the monitors "Lehigh," "Sangamon," and "Junxis," and the steamboat "Samuel M. Felton," long considered one of the fastest vessels afloat. The plant had a river frontage of about a quarter of a mile on the widest and deepest portion of the Delaware River channel, and it is often remarked that the site offers the best natural advantages in this country for shipbuilding.

The works were reorganized, under the title of the Delaware River Iron Shipbuilding and Engine Works, which is the corporate title of Roach's Shipyard, and at once such new appliances as were needed were added, and the active construction of steamships was begun. Here for twenty-five years an army of workmen, at times almost 2,000 men having been employed in the shipbuilding department alone, have been under the direct personal guidance of the Messrs. Roach, and the result has been the construction of nearly two hundred staunch and creditable vessels which have added to the glory of the American navy and merchant marine. The great foundries, forges, and shops have educated one of the finest bodies of mechanics to be found in any industry in the world, and, through all the changes of the times, employers and employes have worked amicably together without labor troubles or disturbances of any kind, a fact notable in the history of great business enterprises, and which, doubtless, has contributed largely to the success of this establishment.



SCENE ON
PROMENADE DECK



• S. S. CONCHO •
LAUNCHED FEB 14TH 1891 •
3724 TONS •

• S. S. LEONA •
LAUNCHED JUNE 19TH 1889 •
3328 TONS •

• New York and Texas S. S. Co's •

• FLEET •

• C. H. MALLORY & CO. •
• GENERAL AGENTS •



S. S. SAN MARCOS •
LAUNCHED NOV 12TH 1881 • 2900 TONS •



• S. S. ALAMO •
LAUNCHED JUNE 16TH 1883 • 3000 TONS •

THE MALLORY STEAMSHIPS.

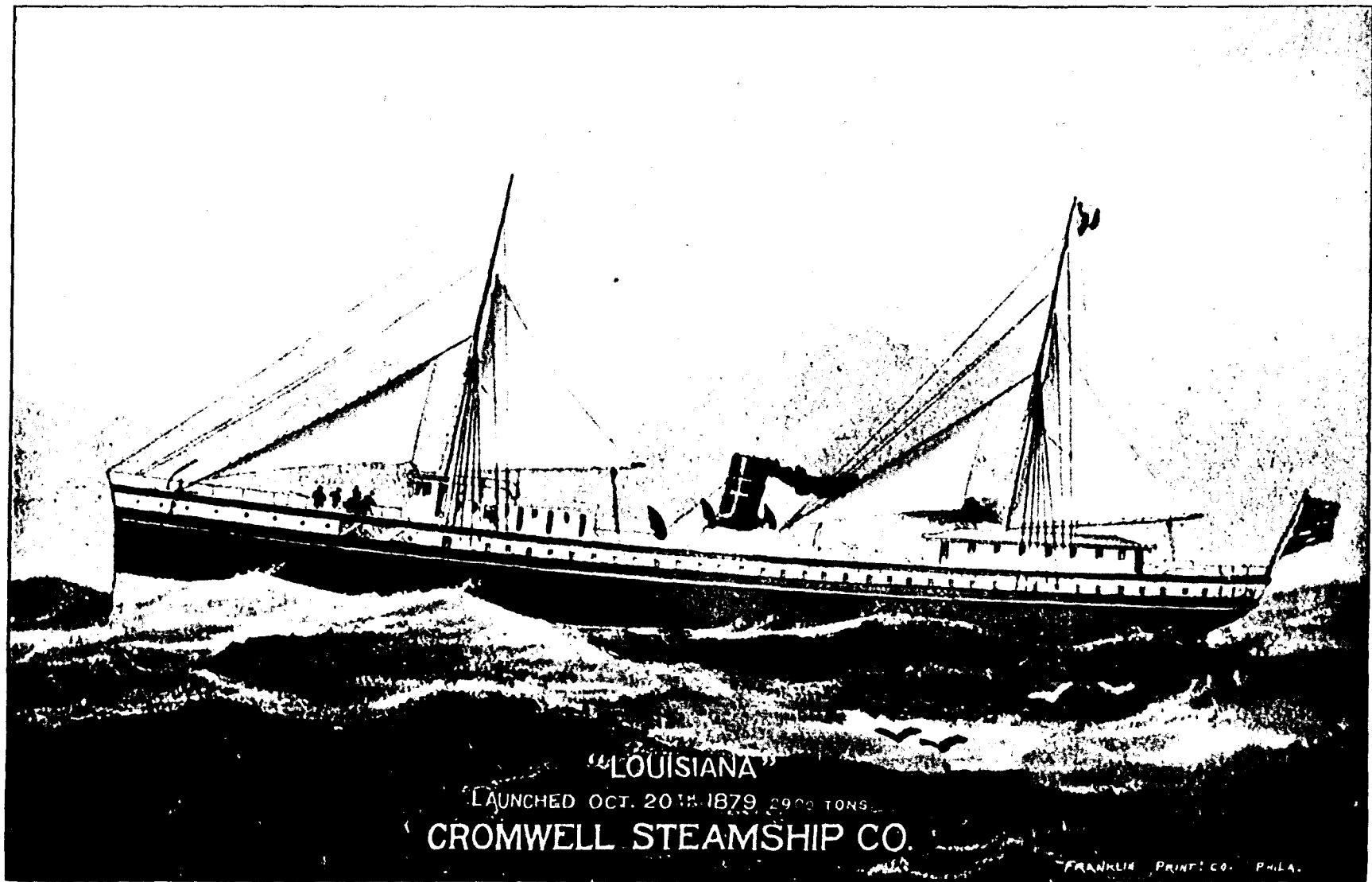
The first vessel contracted for and built by the Messrs. Roach was the "City of San Antonio," for C. H. Mallory & Co., of New York, and this staunch ship is still plying regularly on the line between New York and Texas points. It is an excellent commentary on the satisfaction which this ship gave its owners to note that in the twenty years following the delivery of the "City of San Antonio," in 1872, contracts have been given by the Mallory Line for no fewer than fourteen vessels, all of which have been built at these works. Among the ships which have been constructed for the service of this great steamship company are such well-known craft as the "Rio Grande," 2,500 tons, completed in 1876; the "Colorado," 2,810 tons; the "Guadaloupe," 2,839 tons; the "San Marcos," a sister ship; the "Alamo" and "Lampassas," a splendid pair of 2,945 tons; the "Comal," 2,943 tons; the "Nueces" and "Leona," of about 3,300 tons each; and the "Concho," the largest ship of the line, finished in 1892, and registering 3,724 tons.

SHIPS OF THE PACIFIC MAIL.

In 1874 the greatest achievements of American shipbuilding up to that time were recorded in the construction and completion of the mammoth steamships "City of Peking" and "City of Tokio" for the Pacific Mail Steamship Company. These ships were 419 feet long, 47 feet breadth of beam, and 37 feet deep, and their tonnage registered 5,079. At the time of their launching these ships were the largest that had ever been constructed in this country, an honor which they held for over fifteen years. When, on March 18th, 1874, the "City of Peking" was launched, over 25,000 people witnessed the event, including many prominent personages from distant points. On the trial trip of this ship, President Grant, Vice-

President Wilson, the members of the Cabinet, and hundreds of other high officials of the government were the guests of the owners of the line, and when the big ship had gone beyond the three-mile nautical limit, the country was without an executive head, something which has never occurred before or since. The "City of Tokio" was lost several years ago among the treacherous reefs of Japan, but the "City of Peking" is still running on the Pacific Mail Steamship Company's route between San Francisco and Yokohama, Japan, and is rated now, twenty-one years after her completion, as a swift, staunch, and economical ship. The Pacific Mail Company's splendid fleet of vessels, the largest owned by any American enterprise of this character, is practically all the work of the Chester shipyard. The "Colon," 2,685 tons, the first vessel built at Roach's for the line, left the shipyard in 1872, and was closely followed by the "Colima," 2,905 tons, in which were placed the first compound engines ever constructed in the United States. Since then, in addition to the "City of Peking" and "City of Tokio," many fine ships have been constructed here for the Pacific Mail Line, including the "City of Panama" and "City of Guatemala," each of about 1,500 tons; "City of San Francisco," "City of New York," and "City of Sidney," each of over 3,000 tons; "San José," "San Juan," and "San Blas," sister ships of about 2,100 tons register; "Costa Rica" and "Nicaragua," of 1,650 tons; "Columbia," of 3,617 tons, finished in 1893.

In 1877 Mr. Roach conceived the idea that a line of steamships of the first class, sailing under the American flag between New York and Brazil, would promote American interests in South America, and, after considerable effort, organized a steamship company and built the splendid steamships "Rio de Janeiro" and "City of Para" for this service. These ships were 368 feet in length and registered over 3,500 tons. The launch of the "City of Para," on April 6th, 1868, was a great event in the history of the yard, and thousands of visitors, including President Hayes and his Cabinet, saw the baptism of the big vessel. The steamship line to Brazil was not a success, however, as the Government refused to lend the project any



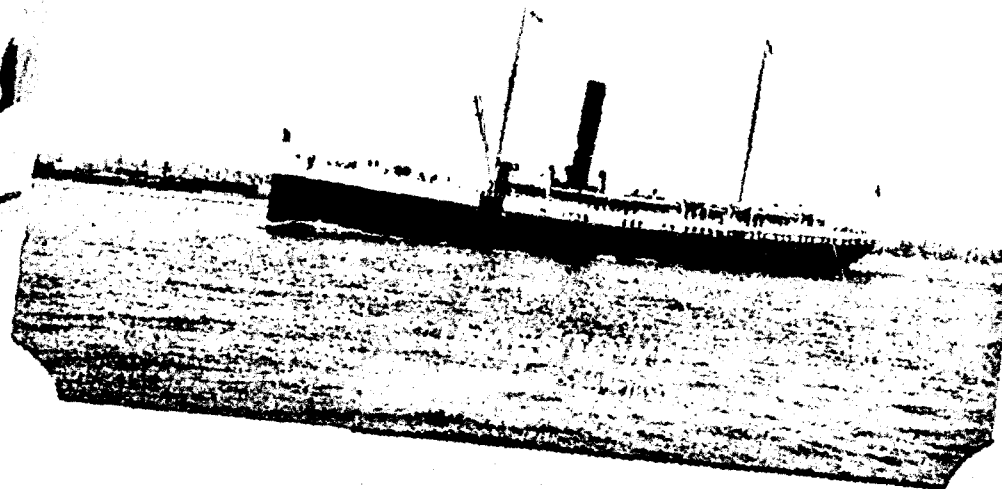
"LOUISIANA"

LAUNCHED OCT. 20TH 1879, 2900 TONS.

CROMWELL STEAMSHIP CO.

FRANKLIN PRINTING CO. PHILA.

OLD DOMINION



STEAMSHIP CO.

assistance, and the subsidized foreign lines won the day. The two ships were sold to the Pacific Mail Steamship Company, and are still running on their lines on the Pacific.

THE NEW YORK AND CUBA MAIL.

Another great steamship line, the prosperous fleet of which has been the creation of the sturdy Chester mechanics, is the New York and Cuba Mail Steamship Company, or "Ward Line," whose splendid vessels are the principal means of communication with the Bahamas, Cuban, and Mexican ports. In 1877, the "Niagara" and "Saratoga," each of about 2,300 tons, were launched for this line. The "Saratoga" was soon afterward sold to the Russian government, but a second vessel of the same name, and of a tonnage of 2,426 tons, was constructed. The "Cienfuegos," 2,332 tons; "Yumuri," "Orizaba," and "Yucatan," each of about 3,500 tons have been built for this line directly, while the "City of Washington," 2,618 tons, and "City of Alexandria," 2,480 tons, built for F. Alexandre & Sons; the "Seneca," 2,729 tons, originally built for the Old Dominion Steamship Company; the "Seguranca" and "Vigilancia," 3,400 tons, built for the United States and Brazil Steamship Company, have been added to the fleet by purchase. No coastwise line has a better equipment than the Ward Line, all of the vessels of which were built in Roach's shipyard.

THE OLD DOMINION LINE.

The Old Dominion Steamship Company, whose swift and elegant steamships carry passengers and freight between New York City and the various ports of the Virginia coast, has also had several vessels constructed at the Delaware River Iron Shipbuilding and Engine Works. The first of these was the

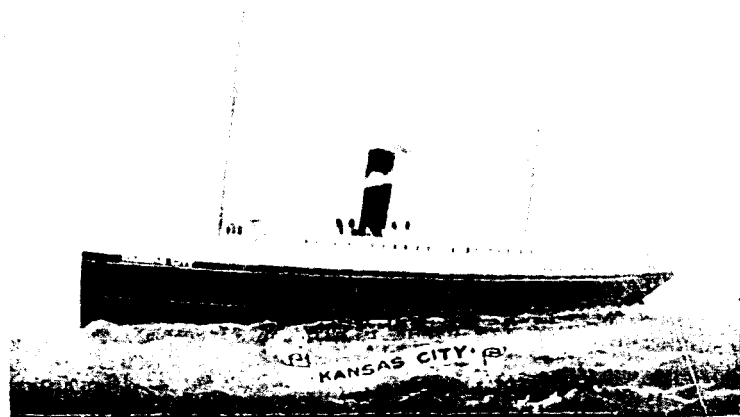
"George W. Elder," of 1,561 tons register, which was afterward sold to the Oregon Steamship Company. This was followed by an order for the construction of the "Newbern," a small steamer of 412 tons, intended for use in the rivers of Virginia. This vessel was afterward lengthened fifteen feet by the Messrs. Roach. In 1879 the "Manhattan," of 1,525 tons, was built for this same company, and this was followed, in 1880, by the "Breakwater," 1,044 tons, the "Guyandotte" and "Roanoke," each of 2,355 tons, and the "Seneca," 2,729 tons. In 1893, John B. Roach contracted to build two ships for the Old Dominion Line, and the result of this order was the construction of the "Jamestown" and "Yorktown," sister craft which stand unequalled in finishings and appointments among coastwise vessels. These ships are 317 feet long over all, and have a registered tonnage of 2,898 each.

THE SAVANNAH LINE.

Another line, the splendid vessels of which are the creation of Chester brains and brawn, is the Ocean Steamship Company, better known, perhaps, as the "Savannah Line," with a route from New York to Savannah. Beginning, in 1877, with a contract for the "City of Macon" and "City of Savannah," 272 feet in length and of a tonnage of 2,093 tons, the yard has constructed the entire fleet of this popular steamship company, including the "City of Columbus" and "Gate City," which were built on the same model as the two previous vessels; the "City of Augusta," a larger vessel of 2,870 tons, in 1880; the "Tallahassee," "Chattahoochee," and "Nacoochee," three splendid ships 311 feet in length, and of a tonnage of 2,680; the "City of Birmingham," of 3,056 tons, and the "Kansas City," the last and largest ship on the line. This splendid vessel is 346 feet in length and registers 3,649 tons. She is capable of maintaining a speed of seventeen knots, and is considered one of the finest ships under the American flag.

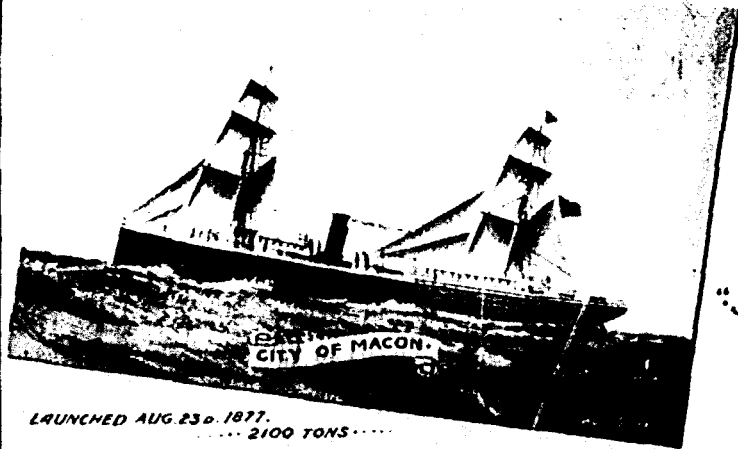


LAUNCHED JUNE 9TH 1858
2900 TONS



LAUNCHED AUG 10TH 1859
3700 TONS

Ocean
Steamship
Co



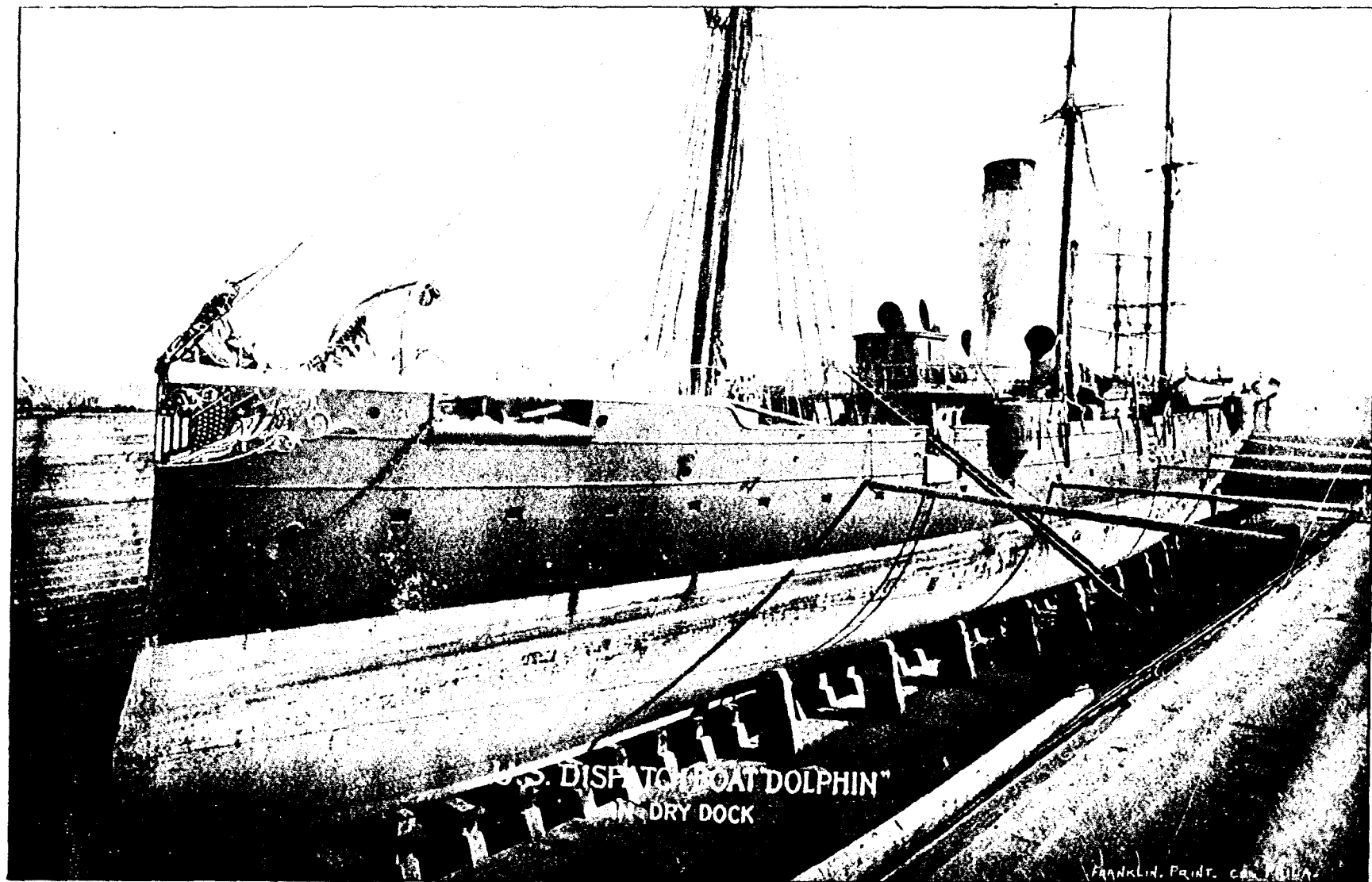
LAUNCHED AUG 23d 1877.
2100 TONS

"SAVANNAH
LINE"



LAUNCHED JULY 17th 1878.
3100 TONS

FRANKLIN PRINCE & PHIL



U.S. DISPATCH BOAT "DOLPHIN"
IN DRY DOCK

FRANKLIN. PRINT. CO. N.Y.

THE OREGON LINE.

On the Pacific coast, in addition to the great ships of the Pacific Mail, is a splendid fleet of Chester-built ships owned by the Oregon Railway and Navigation Company. The first ship for this line was the "Oregon," in 1877, a ship of 2,335 tons; this was followed by the "Columbia," a vessel of remarkably fine model and a tonnage of 2,722. In 1880 the Oregon Company purchased the ship known in the yard as No. 198 as she stood on the stocks, the vessel having been contracted for by C. H. Mallory & Co., and which was finished as the collier "Willamette," of 2,263 tons; two other colliers, the "Umatilla" and the "Walla Walla," vessels a trifle smaller than the "Willamette," were finished for this same line, and in 1883 the fine side-wheel steamer "Alaskan," of 1,717 tons, was built. The "Santa Rosa," the last vessel of this fleet, and one of the handsomest ships on the Pacific, was completed in 1884. This ship has a registered tonnage of 2,416, and her appointments and equipments are of the highest class.

THE FALL RIVER LINE.

The highest point in steamboat construction in the United States, or, in fact, in the world, has been reached in the magnificent fleet of the Old Colony Steamboat Company, the famous "Fall River Line," whose floating palaces are the pride of Americans and marvel of foreigners. The first of these vessels, the "Pilgrim," was completed at Roach's shipyard in 1882. She registers 3,483 tons, and in completeness of design and interior finish is only excelled by the newer vessels of the same line. The "Puritan," of 4,593 tons, was built in 1888; the "Plymouth," 3,771 tons, in 1890, and the "Priscilla," the queen of the fleet, in 1893. This splendid vessel, which is 443 feet in length and of a tonnage of 5,292 is the largest and finest

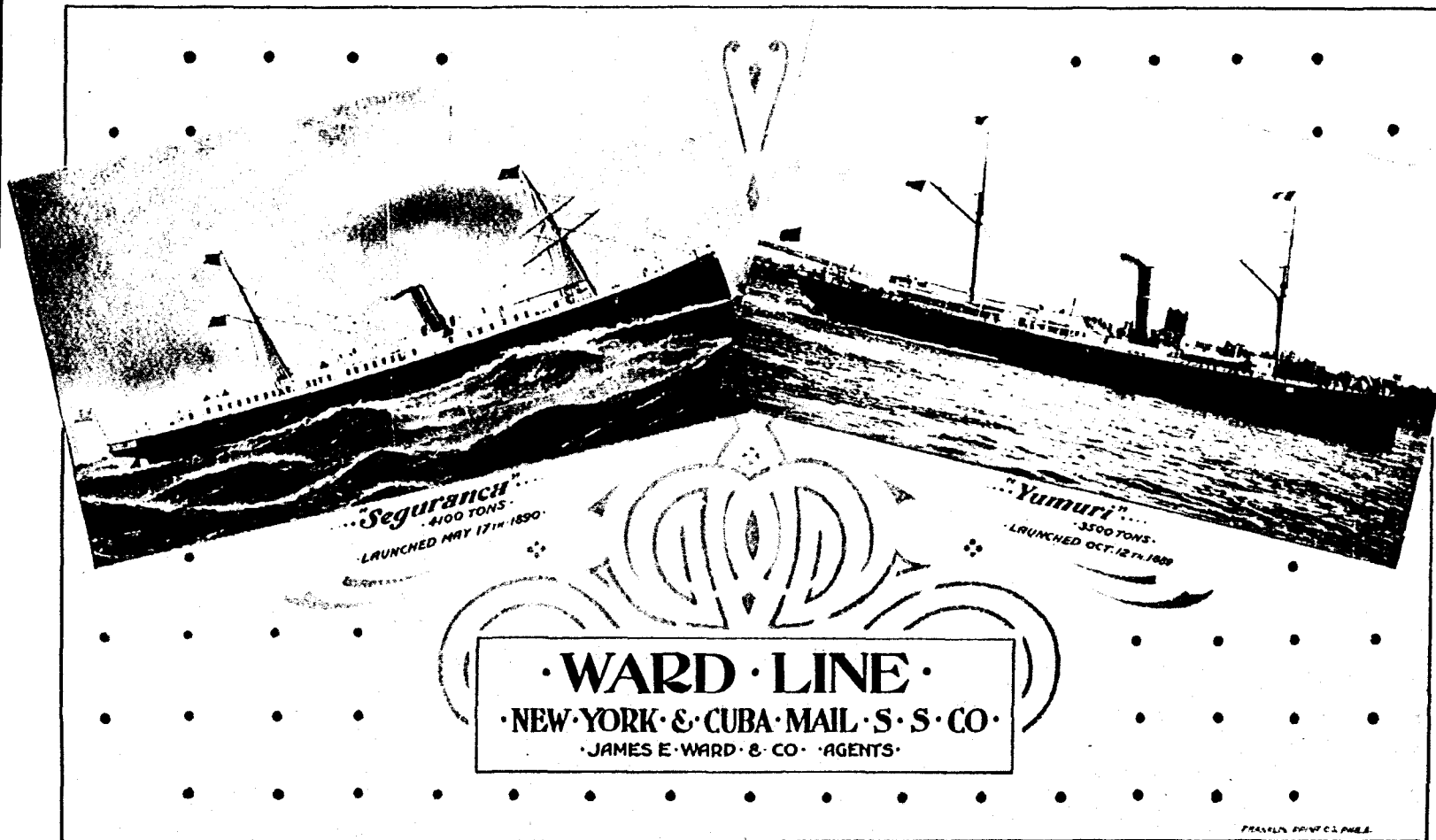
steamboat in the world, and cost over \$1,500,000. Her appointments represent the perfection of ship construction, and this splendid side-wheeler is considered one of the sights of maritime New York. The engines and boilers of the steamers "Puritan," "Plymouth," and "Priscilla" were constructed by Messrs. W. & A. Fletcher, of Hoboken, N. J.

THE BRAZIL MAIL LINE.

Six splendid ships were constructed here for the United States and Brazil Mail Steamship Company, but this line, like its predecessor, without any aid from the government was unable to compete successfully with the subsidized lines under foreign flags. The "Seguranca" and "Vigilancia," twin ships of 4,100 tons, built for this line, were afterward sold for the service of the Ward Line, as before mentioned, and in addition to these the "Allianca," of 3,000 tons; the "Finance," "Advance," and "Reliance," sister ships of over 2,600 tons each, were built for this same service, but upon the failure of the Brazil Line three of the vessels were secured for the Columbian Line, operating between New York and Central American points.

SHIPS, RIVER STEAMERS, AND FERRY-BOATS.

Among the other achievements of the Delaware River Iron Shipbuilding and Engine Works, and not including government work, may be mentioned the construction of the steamship "Louisiana," 2,840 tons, for the Cromwell Line, from New York to New Orleans; the "City of Washington," 2,618 tons, and the "City of Alexandria," 2,480 tons, for the Alexandre Line, operated by F. Alexandre & Sons, of New York. These ships afterward passed into the hands of the Ward Line. The "Tillie E. Starbuck," 2,038 tons, the first iron sailing ship ever built in America, completed in 1883; the colliers "Perkiomen," 1,035 tons, and "Berks," 553

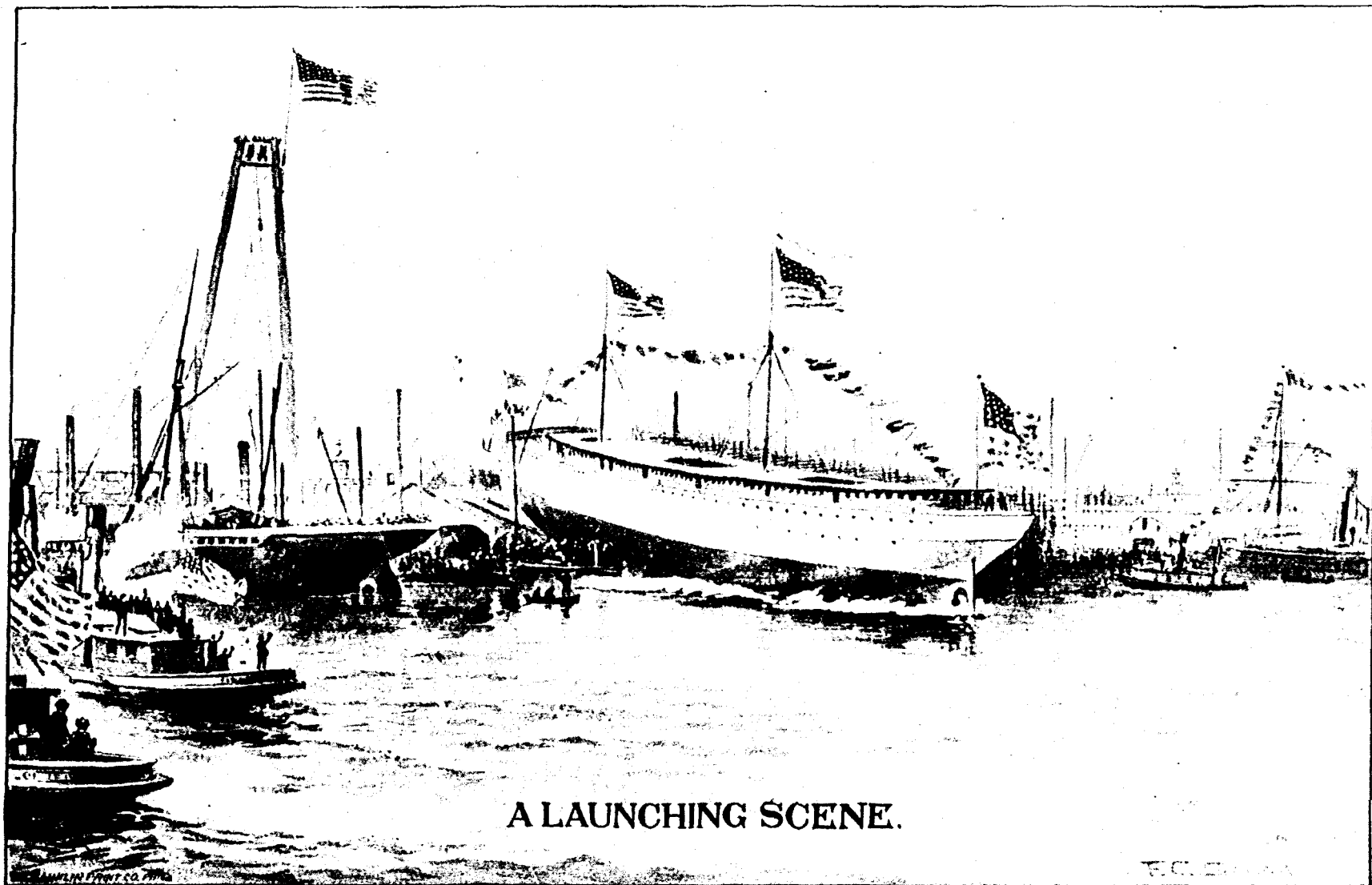


Seguranch
4100 TONS
LAUNCHED MAY 17TH 1890

Yumuri
3500 TONS
LAUNCHED OCT. 12TH 1890

WARD · LINE ·
· NEW · YORK · & · CUBA · MAIL · S · S · CO ·
· JAMES E · WARD · & · CO · AGENTS ·

FRANKLIN, BRYANT & PHILLIPS



tons, for the Philadelphia and Reading Railroad Company; the well-known tank-ships, "Standard," 900 tons, "No. 57," 1,381 tons, and "No. 58," 1,644 tons, of the Standard Oil Company; the fine steamer "Columbian," 704 tons, for the Richelieu and Ontario Navigation Company, of Canada; the "Graciosa," 72 tons, a gunboat for the Spanish government; the "Juan Mir," 422 tons, for the Cuban coast; the "Elias," 300 tons, for the Amazon River; the "Amazonia," 457 tons, also for South American service.

The steamboats "Cygnus," 882 tons, "Cepheus," 857 tons, and "Sirius," 993 tons, excellent steamboats in the service of the Iron Steamboat Company, of New York, were constructed here in 1881. The "City of Palatka," 882 tons, for G. W. Quintard, for service in Florida, in 1883.

The ferry-boats "Garden City," 825 tons, completed in 1872 for the East River Ferry Company; the "Erie," 981 tons, of the Erie Railway Company; the "Washington," 900 tons, one of the splendid double-decker boats in the service of the Pennsylvania Railroad Company in New York harbor; the "America," "Columbia," and "Vermont," for the New York and Brooklyn Ferry Company, represent the work of Roach's shipyard in ferryboat construction. The three latter vessels, all of which were finished during 1895, are of 660 tons each, and are among the finest vessels of the kind in New York harbor.

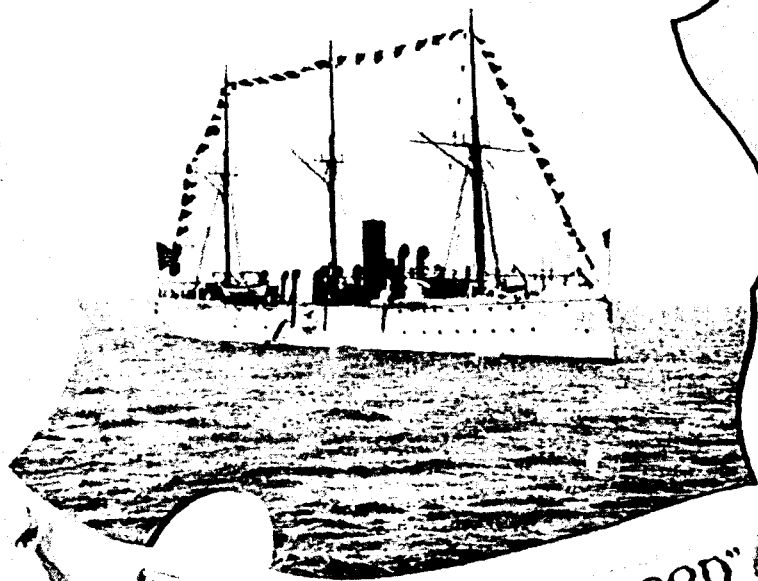
YACHT BUILDING.

In yacht building this firm has also been very successful, and among the pleasure vessels constructed here may be mentioned the "Yosemite," 481 tons, for William Belden, Esq.; "Utowana," now known as the "Oncida," for E. C. Benedict, and "Viking," each of 141 tons, respectively for W. E. Connor, Esq., and George S. Scott, Esq.; the "Clifton," 100 tons, for C. H. Mallory, Esq.; the "Emeline," 53 tons, for Stephen W. Roach, Esq., and the "Oneonta," 79 tons, for F. C. Dinninny, Jr., Esq., have been constructed here. The

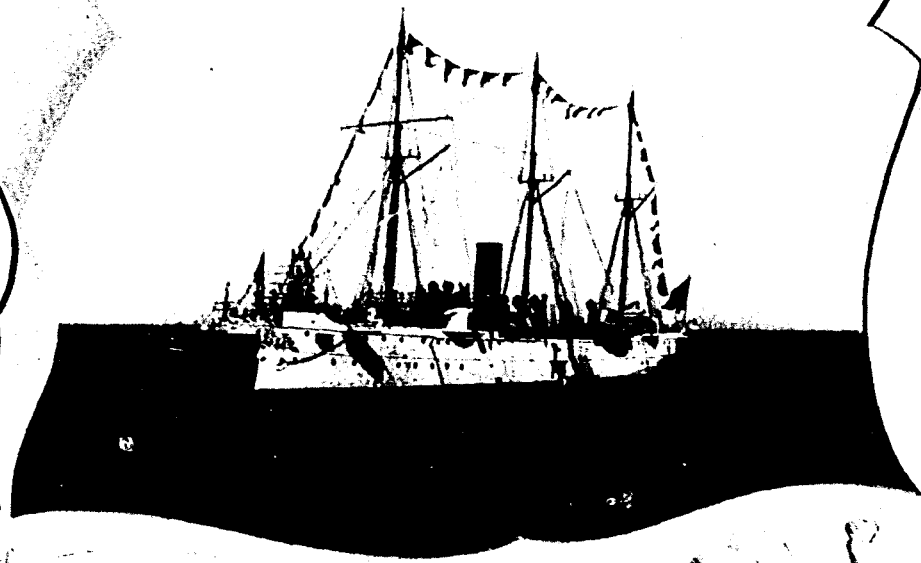
latter vessel is one of the fastest yachts in the country. Her triple expansion engines of nearly 1,000 horsepower drive the trim craft readily at a speed of twenty miles an hour, a rate she has maintained for distances of one hundred miles. She was built under the supervision of Gardner & Cox, of No. 1 Broadway, New York, who make a specialty of yacht designing.

AMERICAN MEN-OF-WAR.

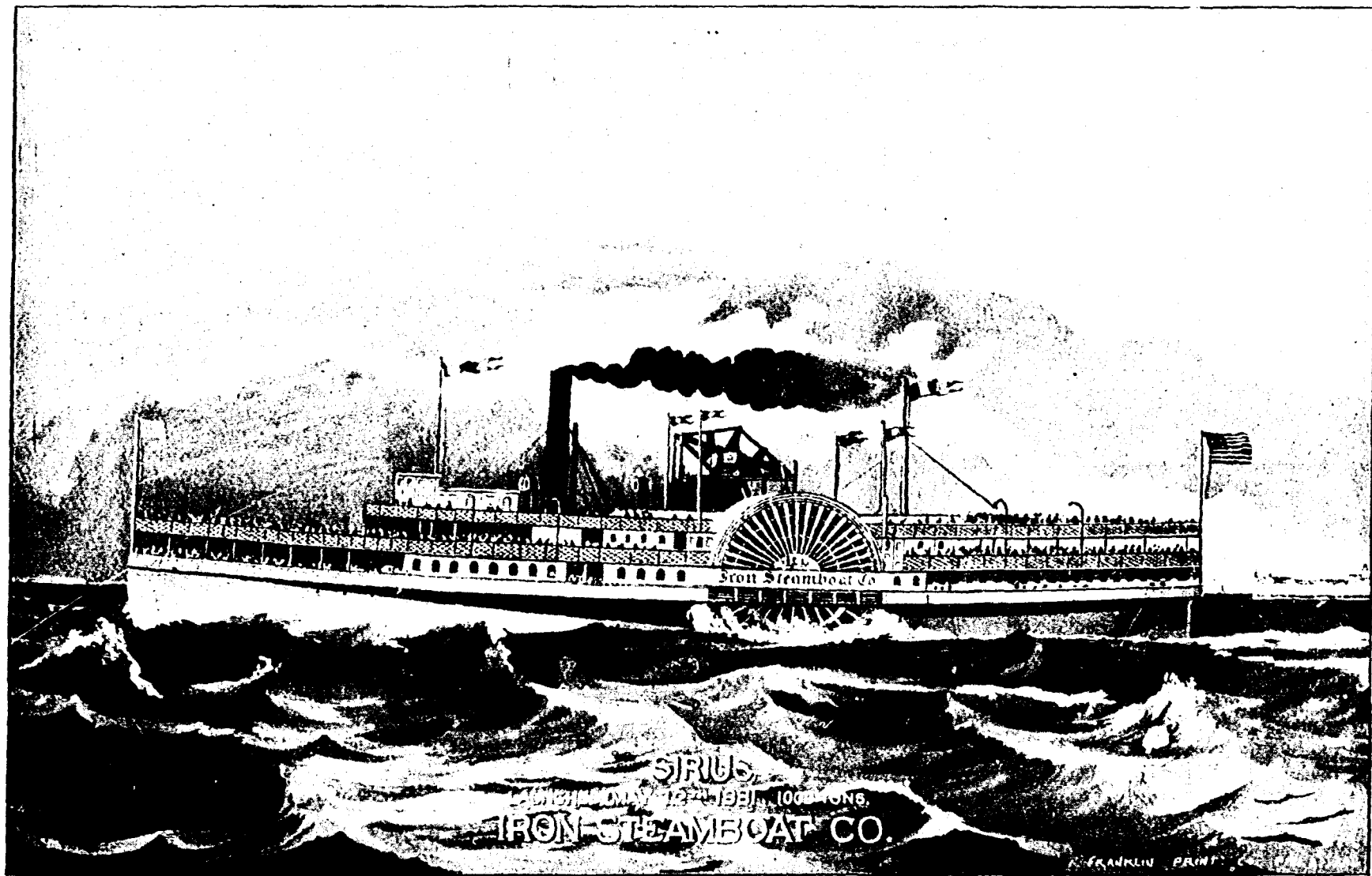
The Messrs. Roach have been of great service to the United States Government in the construction of engines and steamships, and beginning with the war times, much of the government marine work has been done at the shops at New York and in the Chester shipyards. Many of the engines for the war-vessels were constructed at the Etna and Neptune Works and Morgan Iron Works, in New York, but the first ship construction for the government was in the building of the sloops-of-war "Alert" and "Huron," each of 1,246 tons, in 1874-1875. The Pensacola sectional dock was next constructed, and then the contract for the monitors "Miantonomoh," 2,025 tons, and "Puritan," 2,898 tons, was awarded to the Chester shipyard in 1876. In 1883 the construction of the famous dispatch boat "Dolphin," of 1,202 tons, and the splendid cruisers "Atlanta" and "Boston," of 2,296 tons, and "Chicago," of 3,507 tons, was commenced. The trouble with the Navy Department incident to these vessels, and the political persecution which resulted in the assignment of John Roach in 1885 and his death on January 10th, 1887, form the only dark page in the history of this great industry, and are matters of national history. The unjust attacks of political enemies accomplished the embarrassment of the great shipbuilder and worried him to his grave, but the four vessels, the contracts for which being disputed by the government caused all the trouble, are now acknowledged to be the best of their respective classes, and after ten years of constant service are complete vindications of their builders.

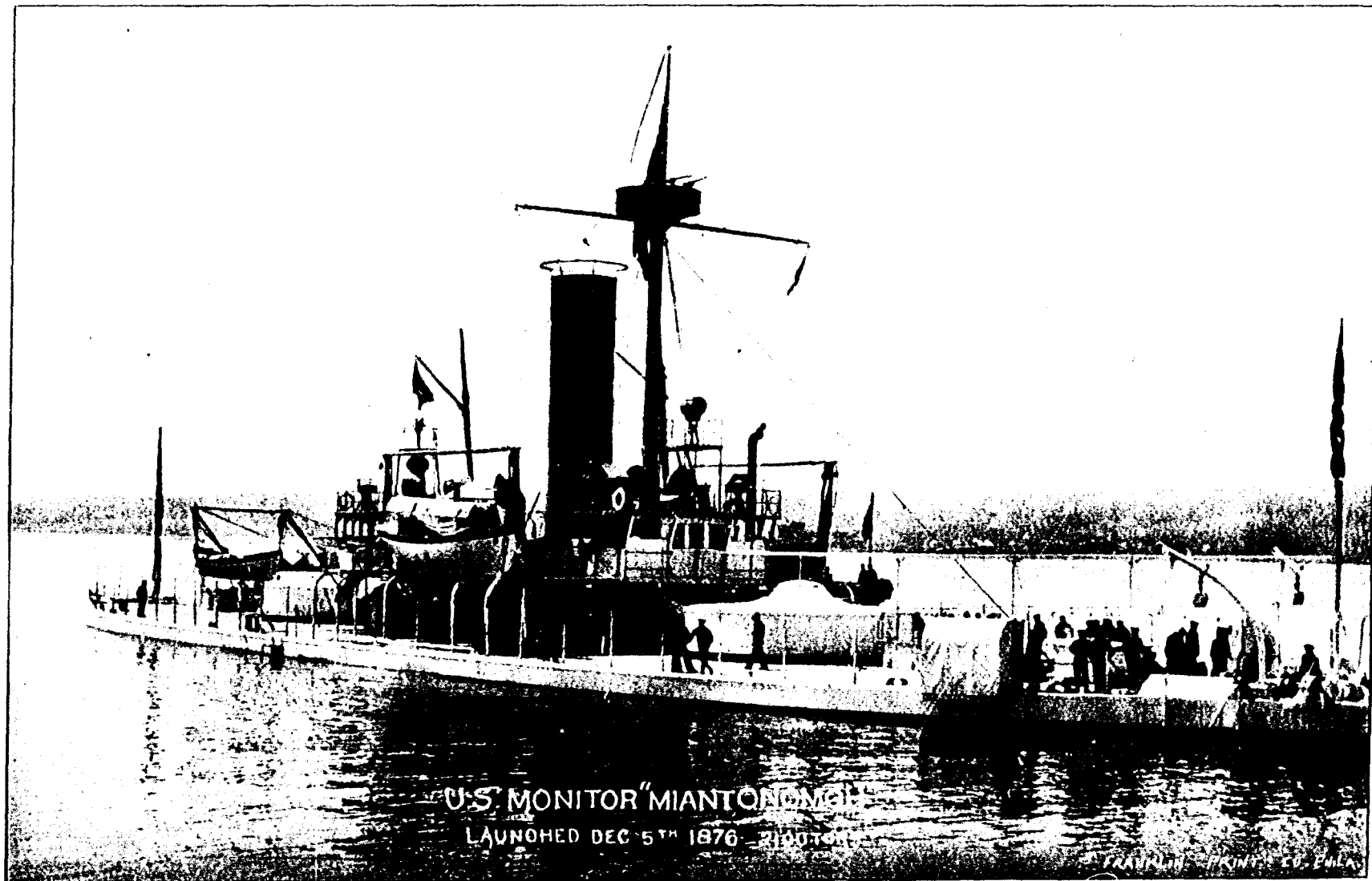


U. S. CRUISER "CONCORD"
LAUNCHED MARCH 8TH 1890 1500 TONS



U. S. CRUISER "BENNINGTON"
LAUNCHED JUNE 3RD 1890 1500 TONS





U.S. MONITOR "MIANTONOMAH"
LAUNCHED DEC 5TH 1876 - 2100 TONS

FRANKLIN PRINTING CO. BALDWIN

SPLENDID CRUISERS.

The triumphant cruise of 53,000 miles on which the superb "Dolphin" lost but two hours on account of trouble with her machinery, and the records of the comments of American and foreign cities on the splendid achievements of the flag-ship "Chicago," as well as the "Atlanta" and "Boston," are matters of naval history. The records of these ships have silenced the persecutors of John Roach, and the very men and newspapers which hounded him in the time of his trouble are now loud in their praises of his genius and work. His efforts for American shipbuilding are better appreciated now than when he lived, and the growth of the American navy and the support given by the people at large to the idea of naval supremacy may largely be attributed to his years of work on behalf of American shipping. The only Government work undertaken at the yard since the completion of the four cruisers of the original "White Squadron" was the construction of the gunboats "Concord" and "Bennington," which were launched in 1890, the contracts being taken indirectly, with N. F. Palmer & Co., of New York, as the direct bidders. The firm has, since 1885, steadfastly refused to bid for government work and has devoted the plant entirely to the needs of private ship owners. The ten vessels added to the navy by this shipyard rank among the best products of naval architecture, and are a credit to the country.

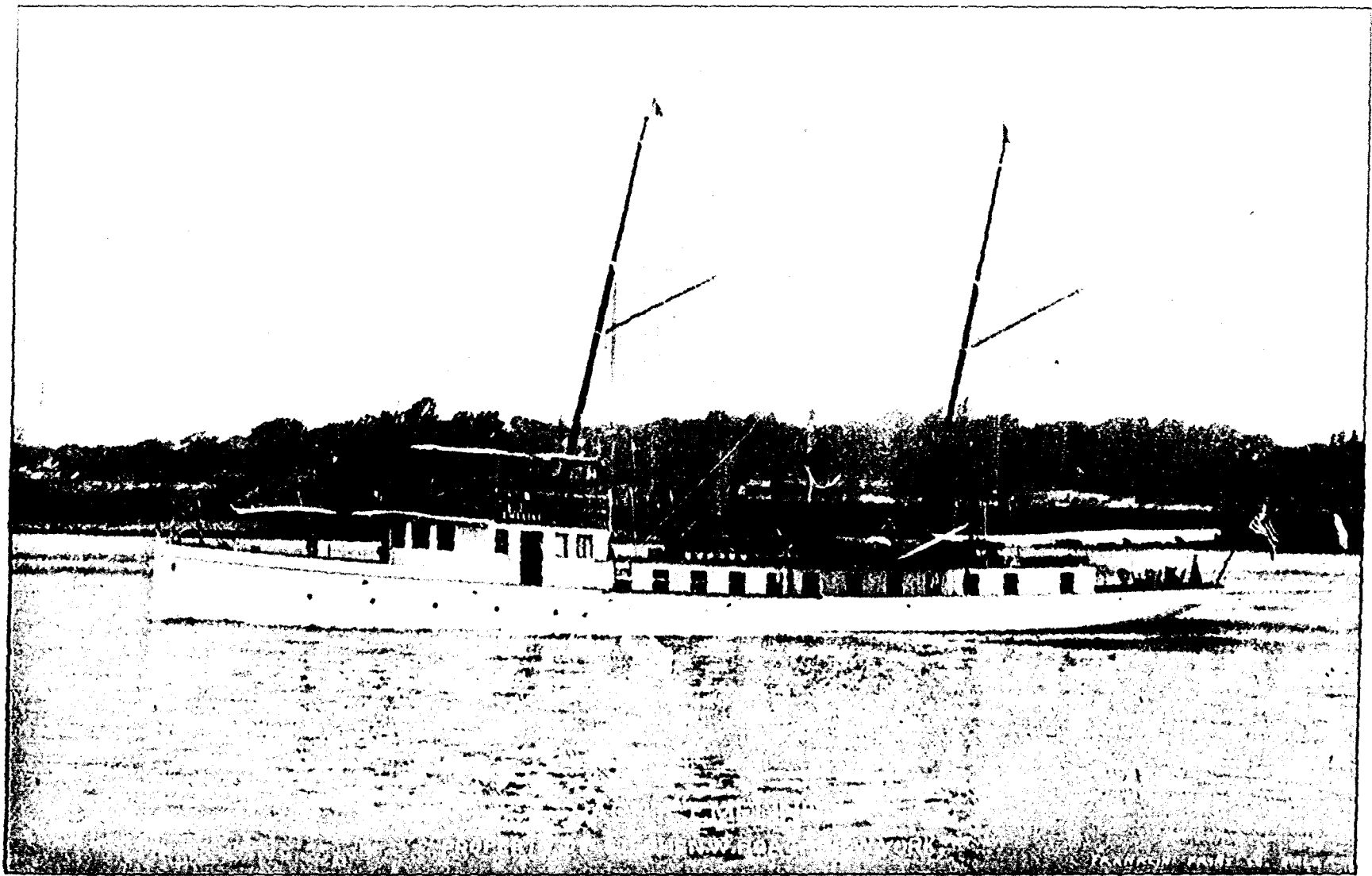
THE REORGANIZED SHIPYARD.

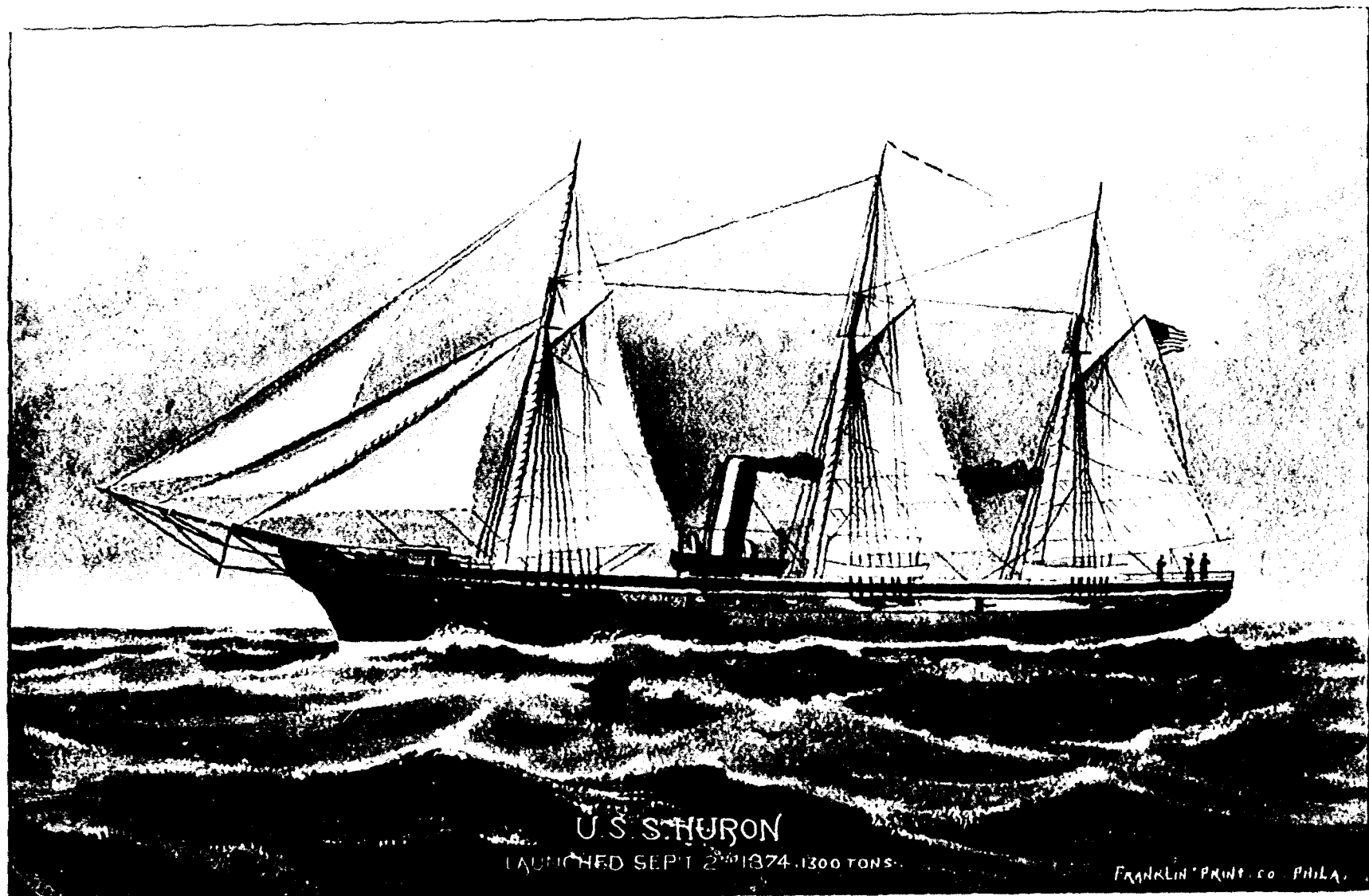
Upon the reorganization of the shipyard, after the death of John Roach, in 1887, John B. Roach, who had been the active manager of the great plant since 1871, was elected President, and, since the death of his father, has added over forty vessels to the long list of triumphs of the firm. John B. Roach was born

in New York City in 1839, and, after receiving a good education, undertook to become familiar with the details of his father's business, and during the twenty years previous to John Roach's death was the latter's principal assistant. He came to Chester in 1871, and took up the active management of the great ship works, becoming, in a quarter-century of experience, familiar with every detail in the construction of the ocean leviathans. In addition to the steamships which have been constructed at the yard, engine-building and repair work have been carried on, and the plant has been equipped for the construction of every kind of iron and steel craft. At the time of the publication of this volume, seven vessels are under construction, No. 281 being a freight steamer, for service between Chester and Philadelphia; No. 282 a fine yacht, for Richard Stevens, Esq., of New York; No. 283, a yacht on similar lines, which will be offered for sale upon completion; Nos. 284 and 285 are large freight ships for the New London Steamboat Company, to run in connection with the Vermont Central Railroad. These vessels are to be 282 feet in length, and will rank among the most complete craft of their kind afloat. Nos. 286 and 287 are barges for the Panama Railroad Company.

The honest, substantial character of the work done at Roach's shipyard has given the establishment a reputation which is honored wherever American shipping is known, and Mr. Roach proudly refers to the owners and officers of the vessels which he has built for any desired verification of his claim that the work of the Delaware River Iron Shipbuilding and Engine Works is not excelled on either side of the Atlantic.

George E. Weed is the New York representative of the Company. Mr. Weed has been intimately connected with the business enterprises of the Messrs. Roach for many years, and is President of the Morgan Iron Works, an affiliated company, of which John B. Roach is Vice-President. This plant is located at the foot of East Ninth Street, in New York City.





No.	Name.	Owner.	Launched.		
332	Governor Cobb.	Eastern S.S. Co.	April	21 st	1906
333	Gale.	Metropolitan S.S. Co.	Dec.	1 st	1906
334	Harvard.	" "	Jan'y.	30 th	1907
335	Genl. G. M. Sorrell. Eng.	Ocean S.S. Co. of Savannah.	June	7 th	1906
336	City of Savannah.	" " "	June	11 th	1907
337	New Haven.	The New England S.S. Co.	May	11 th	1907

No. 337 Last vessel built by John B. Roach.

No. 302	Christened by	Miss. Sarah Schuyler Long.
No. 308	" "	Mrs. Dr. F. F. Long.
No. 321	" "	Miss. Sarah Schuyler Long.
No. 329	" "	Mrs. Wm M. P. Roach.
No. 337	" "	Miss. Sarah Schuyler Long.

William Parker, Treasurer of the corporation, has been connected with the enterprise since its establishment.

William Rowland, who has for many years conducted the joiner work establishment on East Ninth Street, New York, near the Morgan Iron Works, has occupied the position of Chief Joiner of the Delaware River Iron Shipbuilding and Engine Works, and has designed the joiner work for all the vessels built at the shipyard.

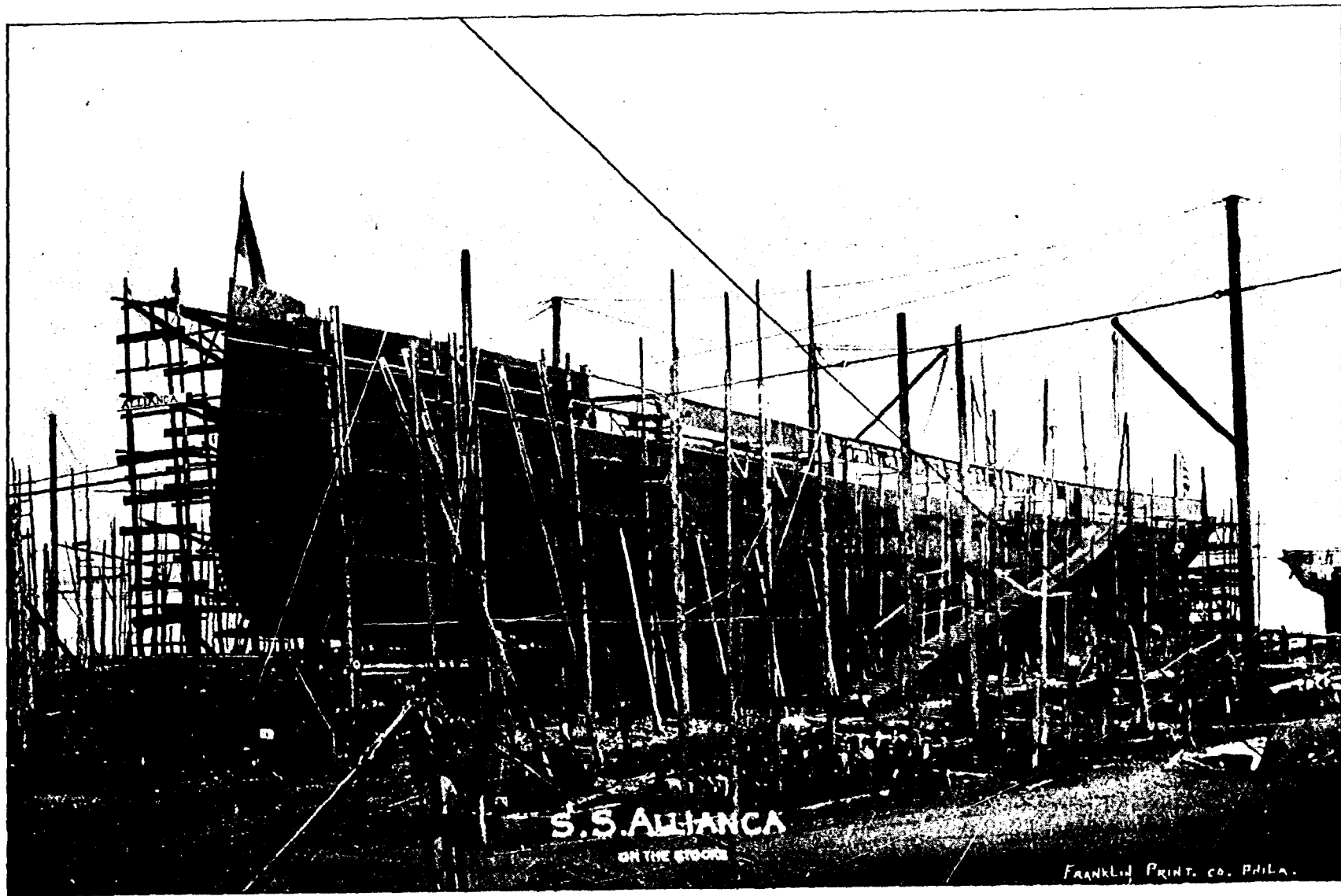
R. Trevor Dickinson is Superintendent of the works, succeeding the late Edward Faron.

It has always been the endeavor of the Messrs. Roach to secure the very best material for the work constructed in the shipyard. The advertisers in this book are the firms which have furnished the material which has entered into the construction of the staunch and well-known Chester-built vessels and machinery, and the builders unhesitatingly indorse them for faithful and satisfactory fulfillment of orders and contracts.



LIST OF SHIPS BUILT AT ROACH'S SHIPYARD, CHESTER, PA.

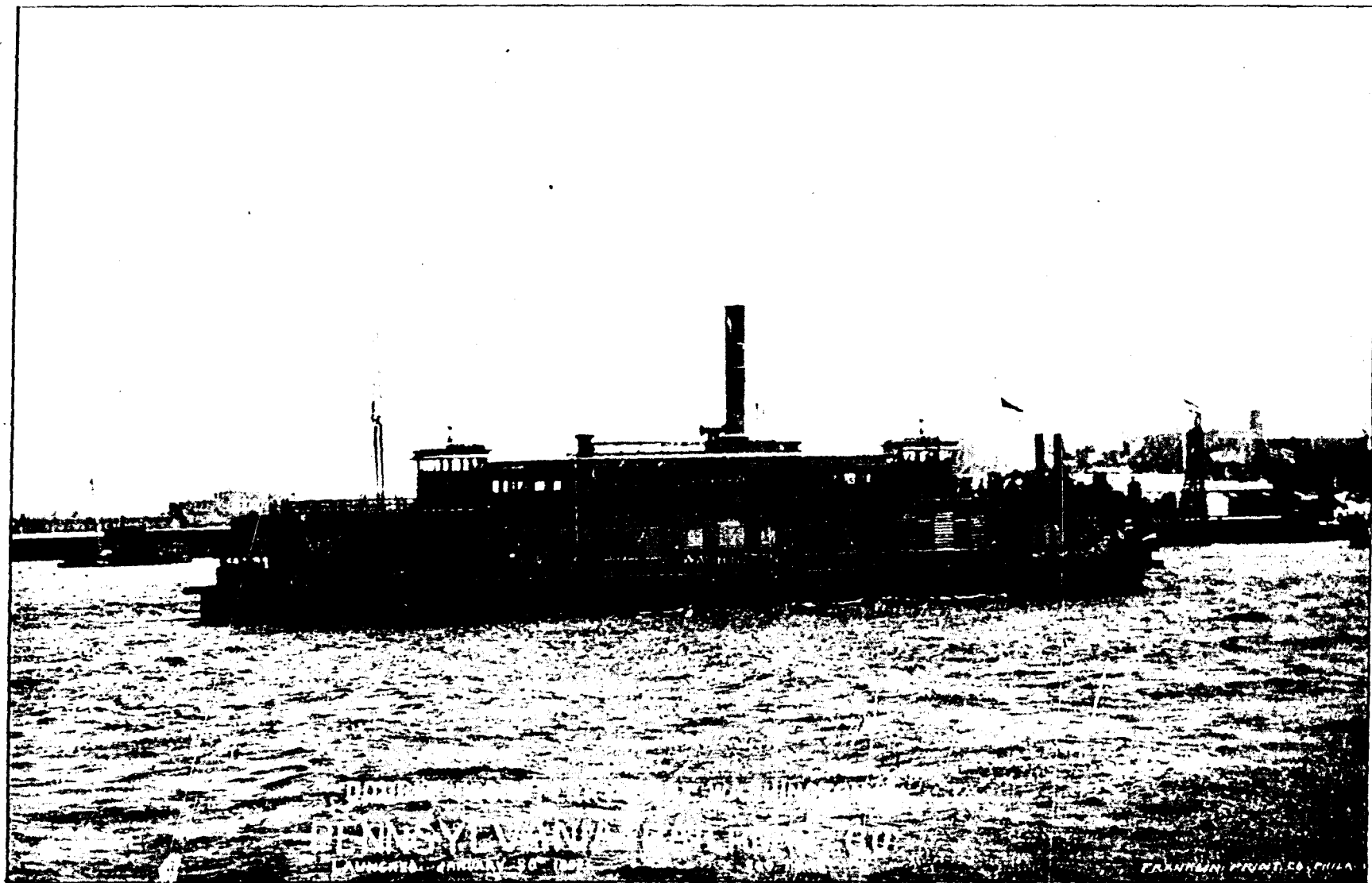
No.	NAME.	TONNAGE.	DATE OF LAUNCHING.	FOR WHOM BUILT.
119	City of San Antonio,	1605.00	April 10, 1872.	C. H. Mallory & Co.
120	Garden City,	825.55	August 8, 1872.	East River Ferry Co.
122	City of Chester,	1106.21	February 11, 1873.	Oregon S. S. Co.
123	Colon,	2685.75	November 16, 1873.	Pacific Mail S. S. Co.
128	Colima,	2905.64	March 6, 1873.	Pacific Mail S. S. Co.
129	Eric,	981.00	May 1, 1873.	Erie Railway Co.
130	City of Peking,	5079.25	May 13, 1874.	Pacific Mail S. S. Co.
131	City of Tokio,	5079.25	March 18, 1874.	Pacific Mail S. S. Co.
133	City of Waco,	1486.21	May 7, 1873.	C. H. Mallory & Co.
134	Perkiomen,	1035.35	April 16, 1874.	Reading R. R.
135	Berks,	553.09	April 28, 1874.	Reading R. R.
136	State of Texas,	1548.66	December 20, 1873.	C. H. Mallory & Co.
137	City of Panama,	1490.24	July 26, 1873.	Pacific Mail S. S. Co.
138	City of Guatemala,	1487.30	November 8, 1873.	Pacific Mail S. S. Co.
141	George W. Elder,	1709.00	January 31, 1874.	Old Dominion S. S. Co.
142	George E. Weed,	30.49	December 6, 1873.	John Roach & Son.
143	Huron,	1246.00	September 2, 1874.	U. S. Government.
144	Alert,	1246.00	September 23, 1874.	U. S. Government.
150	City of San Francisco,	3009.25	May 6, 1875.	Pacific Mail S. S. Co.
151	City of New York,	3019.56	June 5, 1875.	Pacific Mail S. S. Co.



S.S. ALLIANCA

ON THE STOCKS

FRANKLIN PRINT. CO. PHILA.



PENNSYLVANIA TUGBOAT CO.
LAUNCHED JANUARY 20, 1902

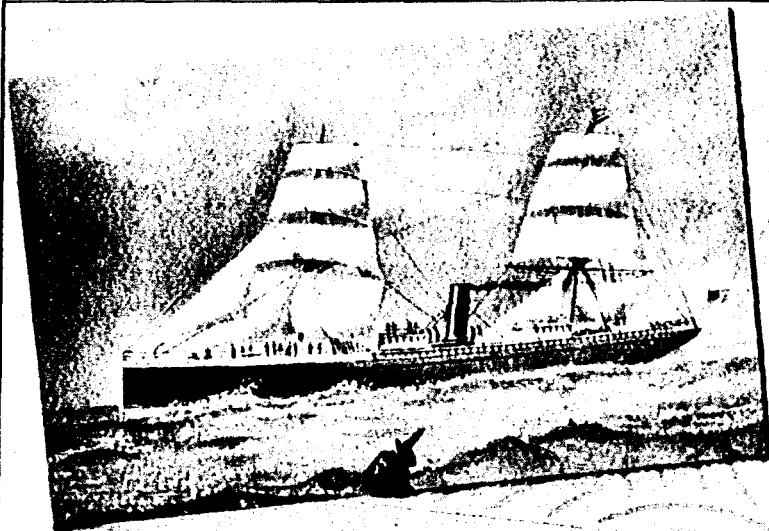
FRANKLIN MOUNT CO. PHILA.

LIST OF SHIPS BUILT AT ROACH'S SHIPYARD, CHESTER, PA.

No.	NAME.	TONNAGE.	DATE OF LAUNCHING.	FOR WHOM BUILT.
152	City of Sidney,	3016.46	August 5, 1875.	Pacific Mail S. S. Co.
157	Miantonomoh,	2025.75	December 5, 1876.	U. S. Government.
159	Graciosa,	72.00	July 31, 1875.	Spanish Government.
160	Puritan,	2898.00	December 6, 1882.	U. S. Government.
162	Newberne,	846.00	November 24, 1875.	Old Dominion S. S. Co.
168	Rio Grande,	2566.48	October 21, 1876.	C. H. Mallory & Co.
169	Niagara,	2265.28	April 28, 1877.	James E. Ward & Co.
170	Saratoga,	2285.65	May 22, 1877.	James E. Ward & Co.
172	City of Macon,	2092.80	August 23, 1877.	Ocean S. S. Co.
173	Western Texas,	1121.12	June 23, 1877.	C. H. Mallory & Co.
174	Ancon,	105.30	Knock down.	Pacific Mail S. S. Co.
175	City of Washington,	2618.21	August 30, 1877.	Alexandre & Sons.
176	City of Savannah,	2029.40	September 23, 1877.	Ocean S. S. Co.
177	Oregon,	2335.38	December 10, 1877.	Oregon S. S. Co.
178	Rio de Janeiro,	3548.30	March 6, 1878.	Brazilian Line.
179	City of Para,	3532.25	April 6, 1878.	Brazilian Line.
181	Saratoga,	2426.13	September 11, 1878.	James E. Ward & Co.
182	City of Columbus,	1992.37	June 19, 1878.	Ocean S. S. Co.
183	Gate City,	1997.11	July 17, 1878.	Ocean S. S. Co.
184	Juan Mir,	422 57	September 25, 1878.	Cuban Coast.

LIST OF SHIPS BUILT AT ROACH'S SHIPYARD, CHESTER, PA.

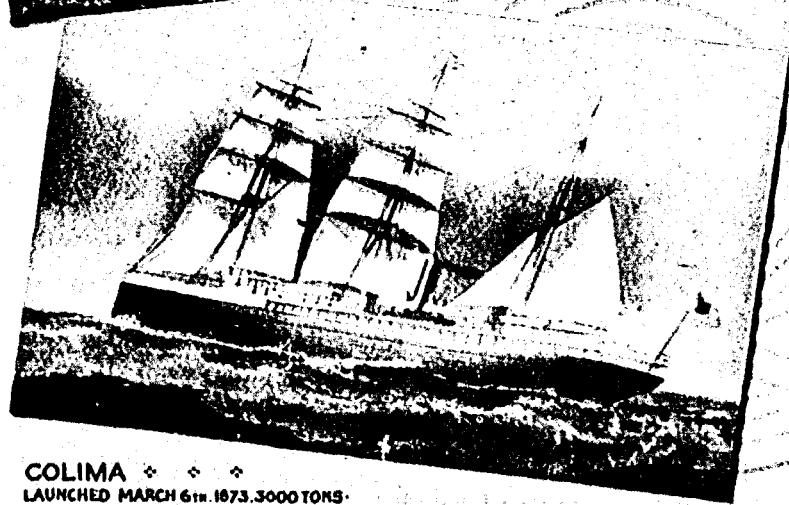
No.	NAME.	TONNAGE.	DATE OF LAUNCHING.		FOR WHOM BUILT.
185	Colorado,	2810.00	April	8, 1879.	C. H. Mallory & Co.
186	Santiago,	2358.78	March	22, 1879.	James E. Ward & Co.
187	Elias,	299.80	April	26, 1879.	Amazon River.
188	City of Alexandria,	2480.32	July	9, 1879.	Alexandre & Sons.
189	Manhattan,	1525.19	August	28, 1879.	Old Dominion S. S. Co.
190	Louisiana,	2840.33	October	20, 1879.	Cromwell Line.
193	Columbia,	2722.00	February	24, 1880.	Oregon S. S. Co.
194	Newport,	2735.00	June	12, 1880.	James E. Ward & Co.
195	Breakwater,	1044.39	May	6, 1880.	Old Dominion S. S. Co.
196	Yosemite,	481.51	August	9, 1880.	William Belden, Esq.
197	City of Augusta,	2870.00	August	11, 1880.	Ocean S. S. Co.
198	Willamette,	2269.00	February	1, 1881.	Oregon S. S. Co.
201	Umatilla,	2131.49	April	30, 1881.	Oregon S. S. Co.
202	Walla Walla,	2134.80	June	18, 1881.	Oregon S. S. Co.
203	Cygnus,	882.03	March	22, 1881.	Iron Steamboat Co.
204	Cepheus,	857.44	April	16, 1881.	Iron Steamboat Co.
205	Sirius,	993.31	May	12, 1881.	Iron Steamboat Co.
206	Guadaloupe,	2839.29	August	27, 1881.	C. H. Mallory & Co.
207	Pilgrim,	3483.66	July	22, 1882.	Old Colony Steamboat Co.
208	San Marcos,	2839.66	November	12, 1881.	C. H. Mallory & Co.



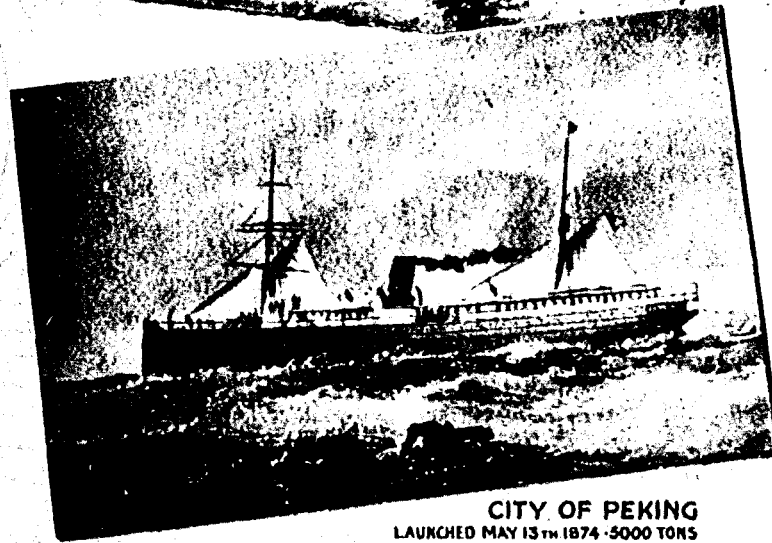
COLIMA ♦ ♦ ♦
LAUNCHED MARCH 6TH 1873-3000 TONS



CITY OF PEKING
LAUNCHED MAY 13TH 1874-5000 TONS



CITY OF SYDNEY ♦ ♦ ♦
LAUNCHED AUG. 5TH 1875-3000 TONS

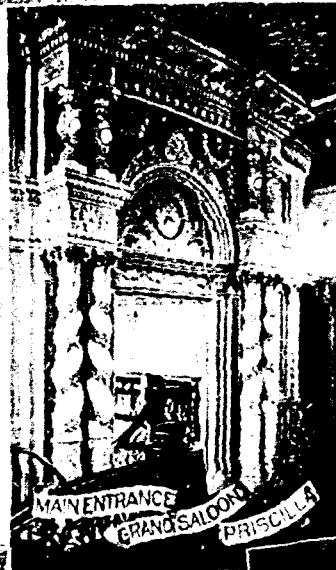


♦ ♦ ♦ COLUMBIA
LAUNCHED FEB. 27TH 1892-3700 TONS

PACIFIC MAIL STEAMSHIP CO.



DINING SALOON
S.S. ALAMO
MALLORY LINE



MAIN ENTRANCE
GRAND SALOON
PRISCILLA



GRAND SALOON
S.S. VIGILANCIA
WARD LINE



SALOON
JAMESTOWN
OLD DOMINION LINE

A
GROUP
OF
INTERIORS



GRAND SALOON
PRISCILLA
FALL RIVER LINE

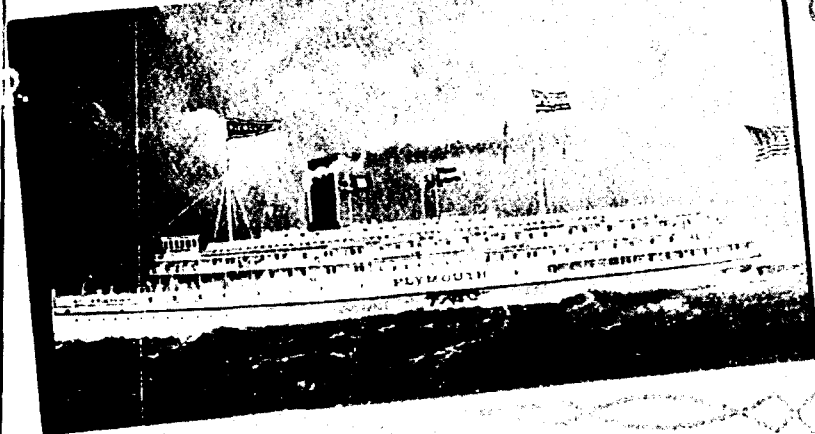
LIST OF SHIPS BUILT AT ROACH'S SHIPYARD, CHESTER, PA.

No.	NAME.	TONNAGE.	DATE OF LAUNCHING.	FOR WHOM BUILT.
209	Guyandotte,	2354.58	March 4, 1882.	Old Dominion S. S. Co.
210	Roanoke,	2350.57	January 28, 1882.	Old Dominion S. S. Co.
213	San José,	2080.72	April 29, 1882.	Pacific Mail S. S. Co.
214	San Juan,	2076.14	May 27, 1882.	Pacific Mail S. S. Co.
215	San Blas,	2075.00	July 1, 1882.	Pacific Mail S. S. Co.
216	Tallahassee,	2677.41	July 20, 1882.	Ocean S. S. Co.
217	Chattahoochee,	2676.35	August 24, 1882.	Ocean S. S. Co.
218	Nacoochee,	2680.00	September 27, 1882.	Ocean S. S. Co.
219	Finance,	2603.03	November 28, 1882.	Brazilian Line.
220	Advance,	2604.57	January 9, 1883.	Brazilian Line.
221	Reliance,	2604.05	February 24, 1883.	Brazilian Line.
222	Cienfuegos,	2332.00	March 31, 1883.	James E. Ward & Co.
223	Lampasas,	2942.85	May 12, 1883.	C. H. Mallory & Co.
224	Alamo,	2942.85	June 16, 1883.	C. H. Mallory & Co.
225	Tillie E. Starbuck,	2038.00	April 14, 1883.	W. H. Starbuck, Esq.
226	Utowana,	141.38	July 17, 1883.	W. E. Connor, Esq.
227	Viking,	141.38	July 21, 1883.	George S. Scott, Esq.
228	Coal-barge,	170.00	Knock down.	Pacific Mail S. S. Co.
229	Coal-barge,	170.00	Knock down.	Pacific Mail S. S. Co.
230	Water-boat,	130.00	Knock down.	Pacific Mail S. S. Co.

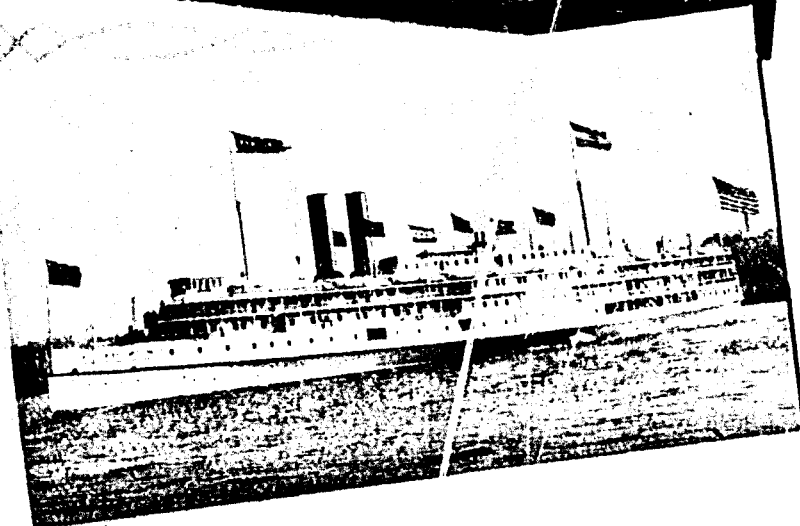
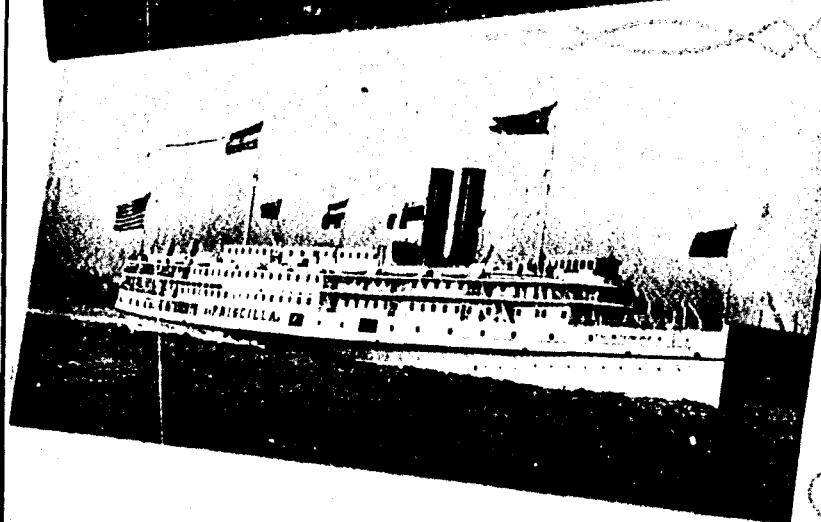
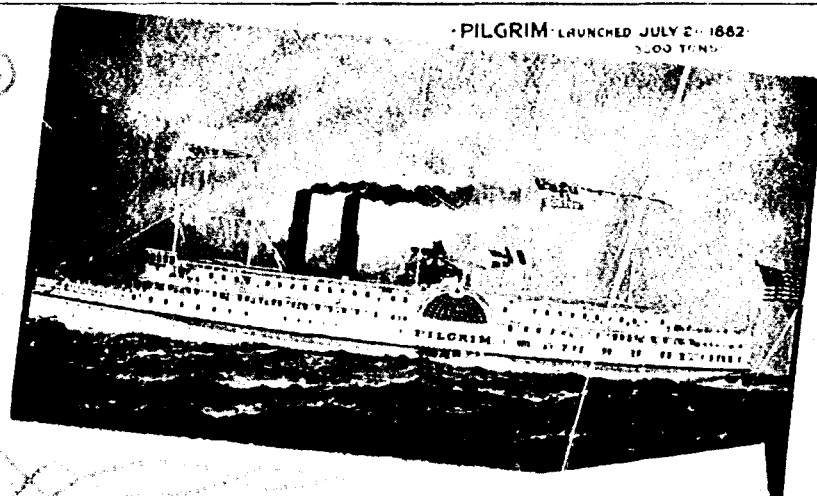
LIST OF SHIPS BUILT AT ROACH'S SHIPYARD, CHESTER, PA.

No.	NAME.	TONNAGE.	DATE OF LAUNCHING.	FOR WHOM BUILT.
231	Alaskan,	1717.00	August 7, 1883.	Oregon S. S. Co.
232	Santa Rosa,	2416.78	September 13, 1883.	Oregon S. S. Co.
233	City of Palatka,	882.77	September 29, 1883.	G. W. Quintard, Esq.
236	Dolphin;	1202.61	April 12, 1884.	U. S. Government.
237	Atlanta,	2296.89	October 9, 1884.	U. S. Government.
238	Boston,	2296.89	December 4, 1884.	U. S. Government.
239	Chicago,	3509.44	December 5, 1884.	U. S. Government.
240	Amazonia,	457.20	November 10, 1883.	Para, Brazil.
242	City of Topeka,	1057.29	May 15, 1884.	Atch'n, Top'a & Santa Fé R. R.
243	Seneca,	2729.41	September 4, 1884.	Old Dominion S. S. Co.
244	Comal,	2934.53	June 16, 1885.	C. H. Mallory & Co.
245	Allianca,	2985.18	July 17, 1886.	Brazilian Mail S. S. Co.
246	Nueces,	3300.00	February 26, 1887.	C. H. Mallory & Co.
247	Standard,	900.00	January 14, 1888.	Standard Oil Co.
248	Puritan,	4593.36	July 25, 1888.	Old Colony Steamboat Co.
249	Concord,	1450.00	March 8, 1890.	U. S. Government.
250	Bennington,	1450.00	June 3, 1890.	U. S. Government.
251	City of Birmingham,	2867.00	June 9, 1888.	Ocean S. S. Co.
252	Clifton,	100.00	August 6, 1888.	C. H. Mallory.
253	Leona,	3328.50	June 19, 1889.	C. H. Mallory & Co.

• PLYMOUTH LAUNCHED APRIL 30 1890 •
• 3600 TONS



• PILGRIM LAUNCHED JULY 2 1882 •
• 3000 TONS

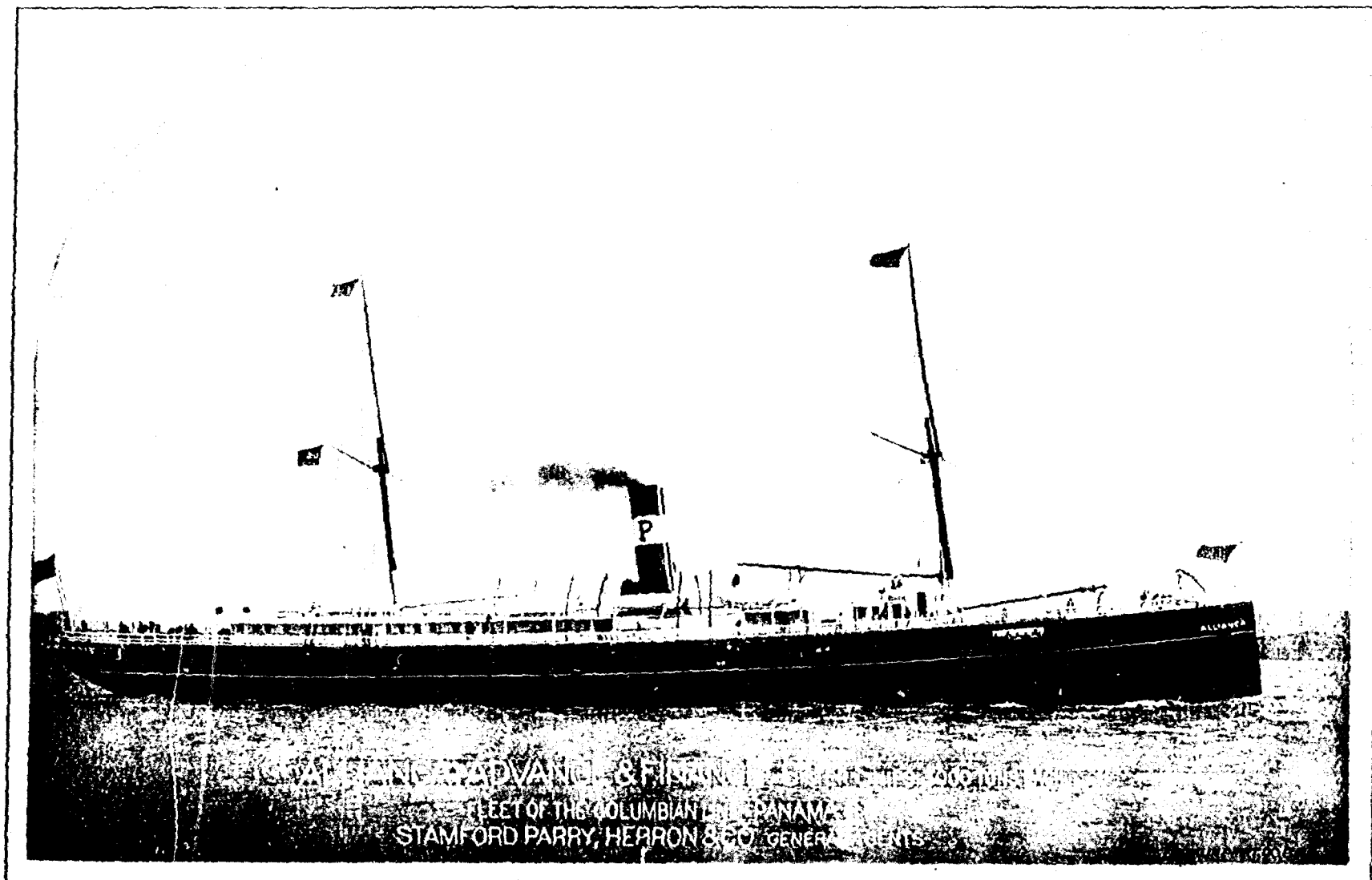


• PRISCILLA •
• LAUNCHED AUG. 10th 1893 • 5300 TONS •

FALL • RIVER • LINE •



• PURITAN •
• LAUNCHED JULY 25th 1888 • 4600 TONS •
FRANKLIN PRINT CO. PHILA.



LIST OF SHIPS BUILT AT ROACH'S SHIPYARD, CHESTER, PA.

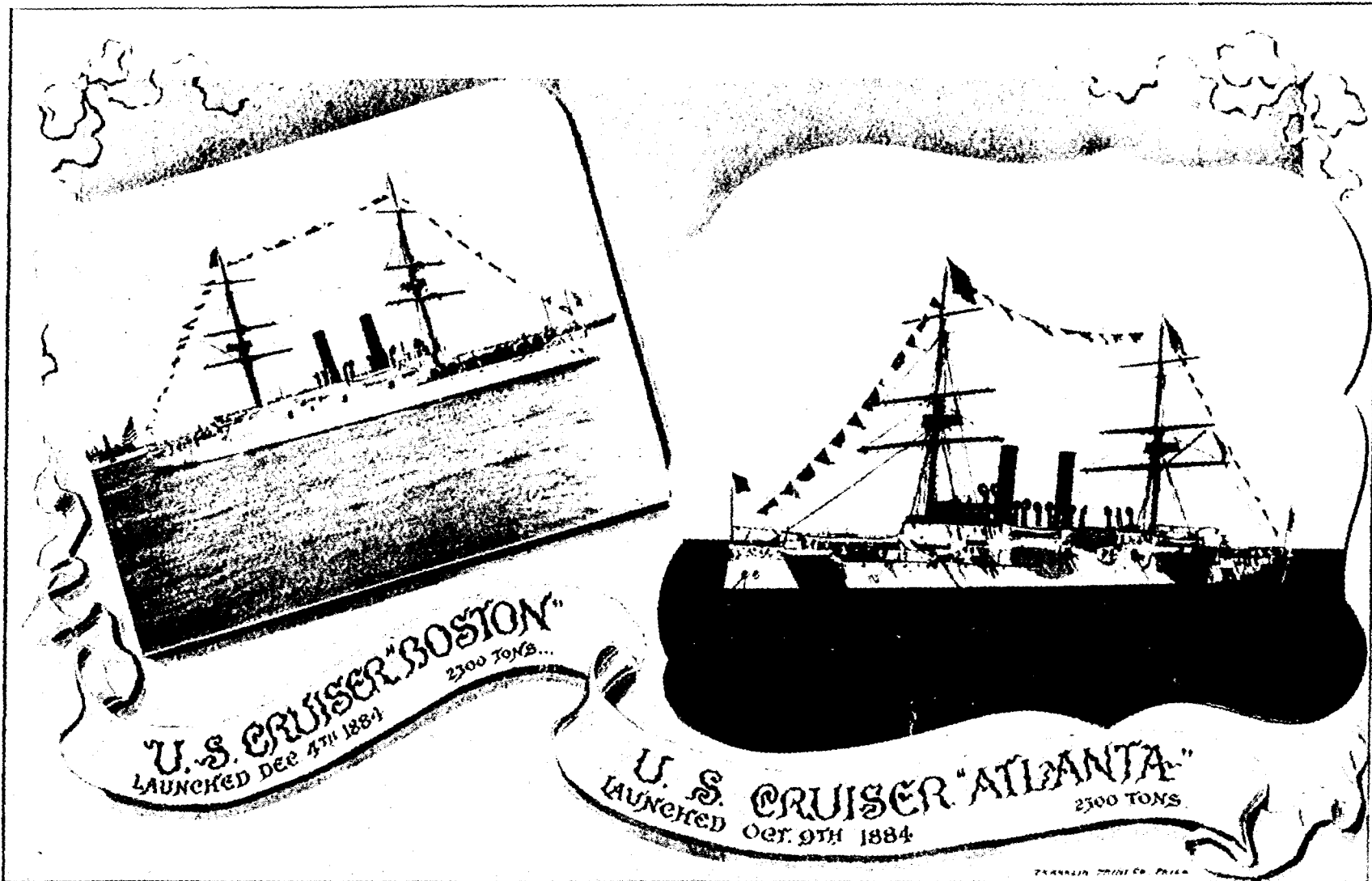
No.	NAME.	TONNAGE.	DATE OF LAUNCHING.	FOR WHOM BUILT.
254	Kansas City,	3679.34	August 10, 1889.	Ocean S. S. Co.
255 }	Yumuri,	3496.83	October 12, 1889.	James E. Ward & Co.
256 }	Orizaba,	3497.00	November 23, 1889.	James E. Ward & Co.
257	Plymouth,	3771.00	April 3, 1890.	Old Colony Steamboat Co.
258	Seguranca,	4033.00	May 17, 1890.	U. S. & Brazil Mail S. S. Co.
259	Vigilancia,	4115.00	September 17, 1890.	U. S. & Brazil Mail S. S. Co.
260	Yucatan,	3525.00	July 16, 1890.	James E. Ward & Co.
261	Concho,	3724.00	February 14, 1891.	C. H. Mallory & Co.
262	Costa Rica,	1783.00	April 9, 1891.	Pacific Mail S. S. Co.
263	Nicaragua,	1783.00	May 7, 1891.	Pacific Mail S. S. Co.
265	Washington,	900.00	January 30, 1892.	Pennsylvania Railroad Co.
266	Columbia,	3617.00	February 27, 1892.	Pacific Mail S. S. Co.
267	Columbian,	704.00	April 27, 1892.	Richelieu & Ontario Nav. Co.
268	Standard Oil Co., No. 57,	1381.00	August 11, 1892.	Standard Oil Co.
269	Emeline,	52.71	July 6, 1893.	Stephen W. Roach.
270	Priscilla,	5292.71	August 10, 1893.	Old Colony Steamboat Co.
271	Standard Oil Co., No. 58,	1644.00	September 27, 1893.	Standard Oil Co.
272 }	Jamestown,	2898.00	December 23, 1893.	Old Dominion S. S. Co.
273 }	Yorktown,	2898.00	February 10, 1894.	Old Dominion S. S. Co.

LIST OF SHIPS BUILT AT ROACH'S SHIPYARD, CHESTER PA.

No.	NAME.	TONNAGE.	DATE OF LAUNCHING.	FOR WHOM BUILT.
274	Hercules,	Repairs.
275	Neptune,	"
276	Vulcan,	"
277	America,	667.98	November 27, 1894.	Brooklyn & N. Y. Ferry Co.
278	Columbia,	660.06	January 12, 1895.	Brooklyn & N. Y. Ferry Co.
279	Vermont,	660.06	March 9, 1895.	Brooklyn & N. Y. Ferry Co.
280	Onconta,	78.84	July 23, 1895.	F. C. Dinninny, Jr.
281	Riverside,	600.06	October 19, 1895.	Chester Freight Line.

Launched.

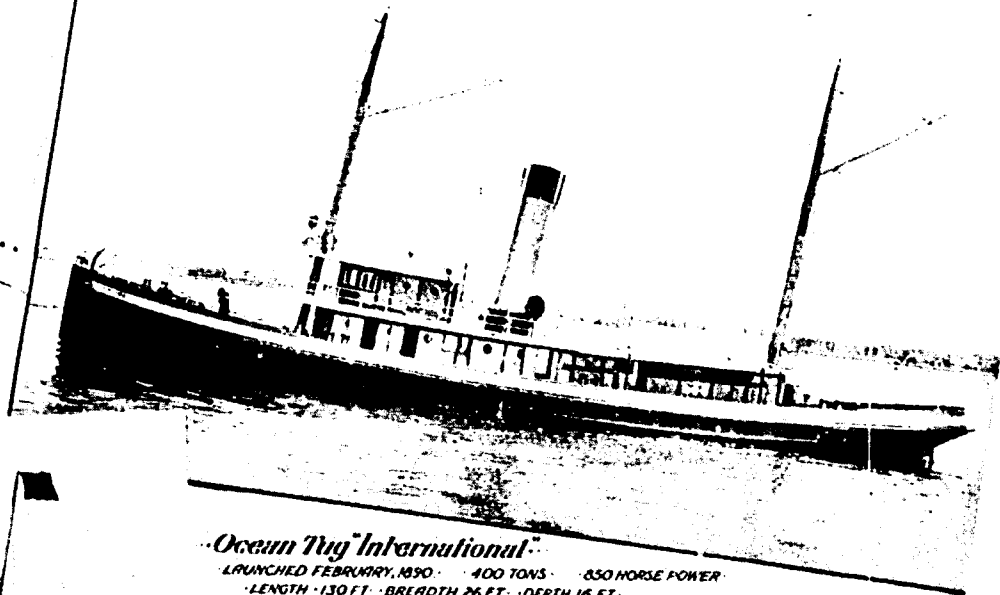
282	<i>Vilem.</i>	Now building, No. 282, for Richard Stevens.	<i>Steam Yacht</i>	<i>Dec. 31st</i>	<i>1895</i>
283	<i>Carltonia.</i>	" " No. 283, for Delaware River Ship Works.	" "	<i>June 9th</i>	<i>1896</i>
284	<i>Mohawk.</i>	" " No. 284, for New London Steamboat Co.		<i>Mar. 7th</i>	<i>1896</i>
285	<i>Mohegan.</i>	" " No. 285, for New London Steamboat Co.		<i>April 9th</i>	<i>1896</i>
286	<i>Barge.</i>	<i>Panama R. R. Co.</i>		<i>Knocked down.</i>	
287	<i>Barge.</i>	" "		"	
288	<i>Virginia.</i>	<i>Brooklyn & N. Y. Ferry Co.</i>		<i>July 11th</i>	<i>1896</i>
289	<i>Florida.</i>	" "		<i>Aug. 20th</i>	<i>1896</i>
290	<i>John Englis.</i>	<i>Maine S. S. Co.</i>		<i>Oct. 22nd</i>	<i>1896</i>
291	<i>Princess Anne.</i>	<i>Old Dominion S. S. Co.</i>		<i>May 1st</i>	<i>1897</i>
292	<i>John J. O'Donohue.</i>	<i>Brooklyn & N. Y. Ferry Co.</i>		<i>Jan'y 8th</i>	<i>1898</i>
293	<i>Horatio Hall.</i>	<i>Maine S. S. Co.</i>		<i>Mar. 23rd</i>	<i>1898</i>
294	<i>Malay.</i>	<i>Charles H. Eld. Boston.</i>	<i>Steam Yacht.</i>	<i>June 4th</i>	<i>1898</i>
295	<i>Sylph.</i>	<i>U. S. Government Patrol.</i>	" "	<i>July 5th</i>	<i>1898</i>
296	<i>Cape Charles.</i>	<i>N. Y. Phila. & Norfolk R. R. Co.</i>		<i>July 6th</i>	<i>1898</i>
297	<i>Atlas.</i>	<i>Standard Oil Co.</i>		<i>Nov. 17th</i>	<i>1898</i>



May 21

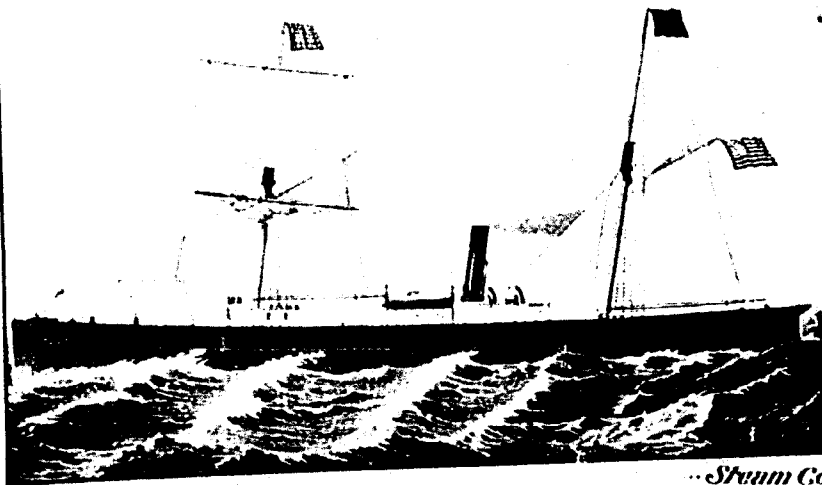
1906

PHILADELPHIA.
& READING...



"Ocean Tug International"

LAUNCHED FEBRUARY, 1890. 400 TONS. 850 HORSE POWER.
LENGTH 130 FT. BREADTH 26 FT. DEPTH 16 FT.



"Steam Collier BERKS"

LAUNCHED APRIL 26TH 1874. 600 TONS.

TRANSPORTATION.
LINE.

No.	Name.	Owner.	Launched.
298	Philadelphia.	Penna. R.R. Co.	Mar. 2 nd 1899
299	Hamilton.	Old Dominion S.S. Co.	Jan'y. 26 th 1899
300	Jefferson.	" " "	April 15 th 1899
301	Alben No. 2. Steam Yacht.	Richard Sterns. Hoboken. N.J.	May 13 th 1899
302	Idalia. " "	Eugene Tompkins. Boston.	June 10 th 1899
303	Eugenia. " "	J. G. Cassatt. Philada.	July 22 nd 1899
304	Albata. " "	A. S. Tower. Port Jervis, N.Y.	Aug. 8 th 1899
305	Governor Dingley.	Portland Consolidated S.S. Co.	Sept. 5 th 1899
306	Camden. Repairs.	Penna. R.R. Co.	— — 1899
307	Pennsylvania.	N.Y. Phila. & Norfolk R.R. Co.	Dec. 16 th 1899
308	American.	American-Hawaiian S.S. Co.	July 14 th 1900
309	Hawaiian.	" " "	Nov. 7 th 1900
310	Oregonian.	" " "	Mar. 4 th 1901
311	North Star.	Maine S.S. Co.	May. 7 th 1901
312	City of Memphis.	Ocean S.S. Co. of Savannah.	Feb'y. 12 th 1902
313	Barge.	Panama R.R. Co.	Knockdown. 1901
314	Barge.	" " "	" " 1901
315	Barge.	" " "	" " 1901
316	Chester.	Chester Shipping Co.	Jan'y. 25 th 1902
317	Seaboard Contract.	Eastern Shipbuilding Co.	— — —
318	City of Savannah. Repairs.	Ocean S.S. Co. of Savannah.	— — —
319	Riverside — " "	Chester Shipping Co.	— — —
320	City of Macon.	Ocean S.S. Co. of Savannah.	Mar. 14 th 1903
321	San Jacinto.	C. H. Mallory & Co.	Aug. 22 nd 1903
322	Mrs M. Hadley. — Aug. —	Ocean S.S. Co. of Savannah.	Nov. 7 th 1903
323	City of Columbus.	" " "	Feb'y. 11 th 1904
324	City of Atlanta.	" " "	April 30 th 1904
325	Barge.	Panama R.R. Co.	Knockdown —
326	Barge.	" " "	" " —
327	Capt. A. F. Lucas.	Standard Oil Co. Brought from Trigg's yard Richmond, Va. to be completed	1904
328	Pocahontas.	Virginia Nav. Co. Burned at Richmond, Va. Rebuilt at Chester, Pa.	1904
329	Mrs Rowland. — Aug. —	Old Dominion S.S. Co.	June 17 th 1905
330	Trincum.	Chester Shipping Co.	Aug. 26 th 1905
331	Pequonnock.	New England Nav. Co.	Feb'y. 21 st 1906

No.	Name.	Sponsor.
169.	Niagara.	Miss. Annie M. Henderson, Brooklyn, N.Y.
170.	Saratoga.	Miss. Emma Fountain, daughter Jno. Fountain, Chester, Pa.
172.	City of Macon.	Miss. LeFevre, daughter Capt. P. E. LeFevre, N.Y.
176.	City of Savannah.	Mrs. Sarah L. Wadley, of Savannah, Ga.
179.	City of Para.	Miss. Phoebe Rodgers, daughter of Prest. Hayes private Sec assisted by Mr. Stephen W. Roach.
181.	Saratoga.	Miss. Ward, daughter Jas. E. Ward, N.Y.
182.	City of Columbus.	Miss. Mary Eyring, of Columbus.
184.	Juan Mir.	Miss. Mary Klotz, Chester, Pa.
186.	Santiago.	Miss. Emma Roach, assisted by Miss. Sarah E. Roach, Chester.
187.	Elias.	Miss. Gerogiana Faron, daughter of Edward Faron, Chester.
194.	Newport.	Miss. Mary Fountain, daughter Jno. Fountain, Chester, Pa.
195.	Breakwater.	Miss. Katie Jackson, of Germantown, Phila.
197.	City of Augusta.	Miss. Fanny Casey, of Augusta, Ga.
207.	Pilgrim.	Miss. Annie M. Peirce, of Newport, R.I.
216.	Tallahassee.	Miss. Maggie Williams, of Tallahassee, Fla.
217.	Chattahoochee.	Miss. Alice LeFevre, daughter Capt. P. E. LeFevre, N.Y.
218.	Nacoochee.	Miss. Sarah Anderson, of Savannah, Ga.
219.	Finance.	Miss. Haud Lachlan, daughter Capt. Lachlan, N.Y.
220.	Advance.	Miss. Lachlan, " " "
221.	Reliance.	Miss. Gertrude Lachlan, " " "
239.	Chicago.	Miss. Edith Cleborne, daughter U.S. Medical Examiner.
248.	Puritan.	Miss. Fales, Newport, R.I.
250.	Bennington.	Miss. Aston, of N.Y.
251.	City of Birmingham.	Miss. Pauline Caldwell, daughter Dr. Caldwell, N.Y.
254.	Kansas City.	Miss. Alice Moore, of Kansas City, Mo.
255.	Yumuri.	Miss. Elsie Woodward, of N.Y.
256.	Orizaba.	Miss. Eleanor Foster, daughter Ex-Minister Foster, Indiana
257.	Plymouth.	Miss. Belle Taylor, N.Y.
258.	Segurana.	Miss. Herbert, N.Y.
259.	Vigilancia.	Miss. Gertrude Lachlan, daughter Capt. Lachlan, N.Y.
266.	Colombia.	Miss. M. Garetta Roach, daughter J. B. Roach, Chester, Pa.
267.	Columbian.	Mrs. W. C. Sproul, daughter J. B. Roach, Chester, Pa.
268.	Standard Oil Co.	No. 57. Mrs. Meyer, of N.Y.
270.	Priscilla.	Miss. Gardner, daughter Capt. Gardner, Old Colony S.B. Co.
273.	Yorktown.	Miss. Nellie Bourne, daughter Capt. R. A. Bourne, N.Y.
282.	Aileen.	Mrs. Richard Stevens, N.Y.
290.	John Englis.	Miss. Annabel Englis, N.Y.
291.	Princess Anne.	Miss. Ethel Godfrey, Chester, Pa.
292.	Jos. J. O'Donohue.	Miss. Theresa O'Donohue, N.Y.
293.	Horatio Hall.	Mrs. Jeannette Hall Clark, daughter Horatio Hall, N.Y.
296.	Cape Charles.	Miss. Katherine Cassatt, daughter A. J. Cassatt, Phila.
298.	Philadelphia.	Thomas Clayton DuBosque, Jersey City, N.J.
299.	Hamilton.	Miss. Jean Livingston, Grand-daughter Wm. Rowland, N.Y.
300.	Jefferson.	Miss. Guillauden, daughter of V. P. Old Dominion S.S. Co.
302.	Idalia.	Miss. Sarah Schuyler Long, daughter Dr. F. F. Long, Chester.
303.	Eugenia.	Miss. Eugenia Cassatt, daughter J. C. Cassatt, Phila.
307.	Pennsylvania.	Miss. Katherine K. Cassatt, daughter A. J. Cassatt, Phila.
308.	American.	Mrs. Dr. F. F. Long, daughter J. B. Roach, Chester, Pa.
309.	Hawaiian.	Mrs. W. C. Sproul, daughter J. B. Roach, Chester, Pa.
310.	Oregonian.	Miss. Gertrude Wallace, daughter Jno. A. Wallace, Chester.
311.	North Star.	Mrs. Jeannette Hall Clark, daughter Horatio Hall, N.Y.
312.	City of Memphis.	Miss. May Egan, daughter Prest. Ocean S.S. Co. Savannah.
316.	Chester.	Miss. Dorothy W. Sproul, daughter Senator Sproul, Chester.
320.	City of Macon.	Miss. Rhetta Etheridge, Macon, Ga.
321.	San Jacinto.	Miss. Sarah Schuyler Long, daughter Dr. F. F. Long, Chester.
324.	City of Atlanta.	Miss. Ruth Eliot, daughter Prest. Harvard University.
329.	William Rowland.	Miss. Bertha Rowland, daughter Jas. Rowland, Chester, Pa.
330.	Tinicum.	Miss. Smith, daughter Josiah Smith, Chester, Pa.
331.	Pequonnoek.	Miss. Marguerite Dickinson, Claymont, Del.
332.	Governor Cobb.	Miss. Jean Fletcher, daughter A. Fletcher, N.Y.
333.	Yale.	Miss. Hadley, daughter Prest. Hadley, Yale College.
337.	New Haven.	Miss. Sarah Schuyler Long, daughter Dr. F. F. Long, Chester.

