



His Successful Policy as an American Ship-builder Recently Sketched. Charles Roach, as he is familiarly called, of the firm of William Cramp & Sons, is adopting a policy in the American ship-building lines which is meeting with much success. He speaks very encouragingly in reference to the labor situation, and says their men will now be kept busy for an indefinite period. The firm in connection with other orders has received one from the government, through the agency of Secretary Whitney. The design for the vessel, which is to make not less than twenty knots an hour, has already been completed, and work on the new vessel will shortly be started. Charles Roach in speaking of dull times says "English ship-builders, when there is a lack of orders, build ships to be sold to chance purchasers in the future, but we find it better to shut down as soon as the work on hand is completed, but there seems to be no prospect of shutting down, as work usually comes in in time to avoid this." The Cramps came before Roach, and they had located on the banks of the Delaware instead of the Delaware they would have built up a village which would have spread their own name and almost assured them a steady service from the three generations that have worked in their yards. Charles Cramp could tell of the times when they made the old clothes do for the second year, and when spending the winter in the pocket. The men who have worked with them for more than a generation and have been through the business with their own hands, the sons who, as children toddled around the yard, are Americans who have long forgotten that they ever owed allegiance to any other country, and their regard for the name of Cramp grows with the industry of the yards.



The Chester Ship-builder, Who Has Become Involved With the Government. Ship-building on the Delaware was made famous through the name of John Roach, who also may be said to have built the city of Chester, Pa., at least he has been instrumental in making the city what it is today, a great ship-building metropolis. Mr. Roach was born in Ireland, but was reared in America, in the city of New York. Prior to starting in business on his own account, he was a common workman in the Atlantic works; at this place he soon advanced himself, through his adaptability to business, to the position of foreman, after which he established himself in business with a very small capital, but his old employers' recommendations assisted him to a moderate credit, and his natural force soon gave him prominence. In 1821 he was financially able to purchase the Morgan iron works for about \$40,000, and in 1826 the partnership for \$100,000 and two years later the Franklin forge for \$125,000 and also a large property at Chester, Pa., where he subsequently put in operation the extensive works known as the Delaware River iron ship-building and engine works, of which corporation Mr. Roach was the president and owner. He is the builder of numbers of vessels for the United States government, having been given the contract for the ship's hulls, Boston, Atlanta and Chicago. The Boston was finished in the month of August, 1865, and the unfortunate Dolphin, which caused John Roach so much trouble by being rejected by the government under the Cleveland administration, was at last transferred to the government through negotiations between Mr. Roach and Secretary Whitney of the United States navy. The ships built at the Chester shipyards are desirable acquisitions to the United States naval force, even if they are not all that might be desired in the standard of speed. The assignment of the works to Mr. Roach, 1866, has been bridged over and the rumors that the business would be formed into a stock company have no foundation whatever, as Mr. Roach has said that the business would remain with a member of his family.

The Remark of Innocence. From the Harper's Bazar. "Fa, have you got the hydrophobia?" "No, Bertie; what makes you ask that question?" "Well, I heard ma say to-day that you got awfully bitten when you thought she had a fortune in her name."

Some Men Have Tact. Said the bridegroom who didn't wish to either offend his bride or die of internal disturbance: "My dear, this bread looks delicious, but it is the first you have ever made. I cannot think of eating it, but will preserve it to show to our children in after years as a sample of their mother's skill and dexterity."

THE HOME OF LAND THEORIES. It is certainly a fact that land theories emanate mainly from men who own no land.

CHARLES CRAMP. CAPSULE PLASTER. BENSON'S POROUS PLASTERS. WINTER EXPOSURE CAUSES COUGHS, Colds, Pleurisy, Rheumatism, Pneumonia, Neuritis, Sciatica, Lumbago, Backache and other ailments, which Benson's Capsule Plaster are admitted to be the best remedy. They relieve such ailments in a few hours, when no other application is of the least benefit. Beware of imitations, under similar sounding names, such as "Capsicum," "Capsicin," or "Capsule-plaster," from Benson's and take no chances. Examine carefully when you buy. All druggists.

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