

they are willing to take the risk, provided they can make money by so doing.

As far as Mr Parish, the Company, or the Captain of the ill-fated steamer, are concerned, we think the law may be safely left to vindicate itself in respect to their share in this dreadful affair; but, so far as the country at large is concerned, it has a lesson to draw from it which should not be thrown away.

In the first place, the number of passengers that pleasure boats are allowed to carry, should be plainly indicated by the Government inspectors, and the particulars posted up in some conspicuous place about the vessel itself, or the dock from which she starts.

In order to prevent overcrowding, the part of the dock where the boats take on their passengers should be fenced off, and the people admitted by a turnstile, so that when the necessary number have got inside the enclosure, the rest can easily be kept back until another boat comes along. This method is found to answer well at the New York and Brooklyn ferries, where they have twenty passengers to every one we have in this country.

Again, each vessel should be provided with a sufficient number of life preservers to give one to each passenger in case of accident, and these should not, as is commonly the case, be put away in almost inaccessible places, but be put in such positions upon all the decks that they can be made instantly available by the passengers.

In addition to a liberal supply of life preservers, each vessel should be compelled to carry upon her hurricane deck a number of "life rafts," so constructed that if she met with a sudden accident, they could be tumbled overboard without any loss of time, or danger of sinking. Any one who has ever seen a crew trying to launch a small boat in a heavy sea, knows how dangerous and uncertain the job is, but the launching of a raft is not only a speedy, but a safe thing, no matter what kind of a sea is running.

A further argument for the use of rafts on our pleasure boats is, that they are very hard to overturn, and if made of cork or other very light material, will float as many as can hold on to them. This is not the case with the life boats, so-called, that are commonly used upon our excursion and passenger vessels, and as was proven a few years ago, in the case of one of the Allan Mail Steamers,

running between Toronto and Montreal, so infrequently are they used, and so little do their crews know about working them, that in case of an emergency, (even upon smooth water), they are practically useless.

If those lessons can be practically taught by the recent disaster, it will not have been altogether unproductive of good results, but it is sad to think that the use of such ordinary safeguards as we have suggested above, have to be forced upon us by such a fearful sacrifice of human life.

Selected Matter.

WHERE AND HOW LANCASTER WATCHES ARE MADE.

Lancaster is justly proud of her industries, and among them all not one has carried her name further or established it more firmly than her watch factory. It was established and incorporated in 1874 as the Adams and Perry Watch Company of Lancaster, but from a variety of causes not necessary to detail in this connection it was reorganized on September 1, 1877, as the Lancaster Watch Company. The Company was a limited one, and on April, 1, 1879, the present organization was effected, and how well that organization succeeded will appear further on. An additional sum of \$100,000 was subscribed, swelling the aggregate investment to \$300,000. The present organization is officered as follows: President, John I. Hartman; Treasurer, John D. Skiles; Secretary, J. P. McCaskey; Directors, C. H. Bitner, A. Bitner, H. S. Gara, B. P. Miller, L. S. Hartman, D. G. Baker, J. B. Kauffman and B. Frank Breneman. These gentlemen are among the leading merchants and professional people of the city, and a wiser selection was never made by man than when they selected Mr. A. Bitner for Manager. Equally fortunate were the management in securing the services Mr. C. S. Moseley as Superintendent, an experience of thirty years in the leading watch factories of the world, many of which were spent as foreman at Waltham and Elgin, fitted him pre-eminently for this work.

THE FACTORY.

The Lancaster Watch Factory is built on a plot of ground comprising three and a half acres, situated on the western suburbs of the city, in close proximity to Wheatland, the former home of ex-President James Buchanan. The main building is a grand

and imposing structure, 140 feet in length, 85 feet in depth, three stories high in the wings, four stories in the centre, and surmounted by a symmetrical tower 70 feet in height. Although this tower is intended for a bell, the bell has not yet been hung and the employees are called to their work by a steam whistle. The entire building is of brick, painted drab, and is admirably lighted and ventilated. It is surrounded by a magnificent lawn, and the visitor to this section is at a loss which to admire the most—the umbrageous trees of Wheatland or the clean-cut lawn of Lancaster's leading industrial establishment. The basement is occupied by the machine department, where all the delicate and intricate machinery used in the establishment is made, by the punching department, and by the pattern-making and gilding departments. The first story is subdivided into four departments as follows: The plate, screw, flat steel and train departments. The second story is occupied by the balance, the escape, the damascening, the jewelling, the motion, the springing and the adjusting departments, and the third story (or fourth floor) for the finishing department. The dial manufacturing was formerly on the third story, but this is now found in a wing recently erected, and of which we shall write further on. The power is supplied by a thirty-horse-power engine and two boilers. The offices of the factory, two in number (one on each side of the main entrance), are beautifully papered, and for a distance of several feet from the floor wainscoted in north Carolina pine and walnut. They are richly furnished, have handsome gas fixtures, are heated by steam (as is the entire factory), and have communication by speaking trumpet with every room in the large building. In every part of the building, with the exception of the corridors and offices, the entire walls and ceilings are wainscoted in Carolina pine, completely excluding all dust.

It should be understood at the outset that only the movement of the watch is made in this factory. Originally, under the present organization, nine grades of watches were made, as follows. Stem-winding—Lancaster, nickel; Melrose, nickel; Lancaster, gilt; Keystone, gilt; Fulton, gilt; Franklin, gilt. Key-winding—Keystone, Fulton, Franklin. Now fourteen grades are made, the five following having been added. Stem-winding—West End, New Era; Record. Key-winding—West End, New Era. All of