HANDS AND FACES.

HOW THEY ARE MADE IN A LARGE SWISS WATCH FACTORY.

Delicate Operations With Oven and Tools Required In Making Dials .- Expert Workers on Hands - The Wages Paid Both Men and Women Are Excellent.

A Geneva correspondent in writing of a visit to one of the famous watch manufactories of that city thus describes some of the operations:

Now, about the dialmaking process itself: First, the plain round of purest sopper must be heated to a red heat in a furnace to burn off any adhering impurity. Leaving the fire, it is plunged into an acid bath, and in that way it becomes so smooth that it may easily be rubbed into form with a small steel spatula.

The enamel which comes from France and Switzerland and looks like great lumps of white porcelain, is first re-duced to the finest of powders in a pow-erful crusher. Then it, too, is washed in acid, and finally it is washed again in many renewings of pure water. After this it is made into a sort of paste, which is applied in thin strata to both sides of the copper and then carefully put by to wait the complete evapora-tion of the water with which it was mixed. As soon as this has been accommixed. As soon as this has been accom-plished the dial is placed in an intense-ly hot gas oven, where the enamel be-comes perfectly fused and adheres firm-ly to the plate. This operation is re-peated, with a second and third appli-cation of the enamel, and then the dial is ready to receive the painting of the hours. As soon as this has been done it is again put in the oven, a most critit is again put in the oven, a most crit-ical operation, because the fraction of a second overmuch would spoil everything, and then, while yet warm, it is rubbed or redressed with a bit of char-coal and a small metal tool especially made for the purpose. It is this opera-tion that gives the dial the beautiful smoothness, like that of a dainty bit of china. Before that most delicate operation, the piercing for the hands, which is done on an instrument furnished with diamonds fixed on steel, and sometimes even the steel itself, the dial goes to the automatic filer and is rendered absolutely perfect in shape.

The painting of the hours is nearly all

done by women and girls. Several women are also employed in the enamel-ing department. The wages paid both men and women are excellent. Some of the employees are time workers, the others work by the piece, many of the latter easily earning 300 francs a month. Naturally these are the most experi-enced workers, who have finished ap-prenticeships of at least three years.

In beginning the employees are given simple separate parts to do, but ever then they may earn from 100 to 150 francs a month. The women who earn the highest wages, 200 francs, work also by the piece, polishing or rubbing off the second dial.

The firm was organized in 1885, and all the chief employees of today have been connected with it from the beginning. There are 14 divisions of workmen and workwomen, each with a distinct branch of his or her own. Indeed a dial, before complete, passes through at least 20 pairs of hands. Besides the white or simple dials with the usual black figures, there are the colored dials—pink, blue, gray, a delicate shade of green and black. There are also the white or colored dials, with figures in contrasting colors or in metals as in contrasting colors or in metals, as in the very latest fashion in decoration there is an artistic combination with golden dots. This firm sends dials to America by the hundreds of thousands annually, and its rate of supply to the largest Swiss houses is proportional.

The making of watch hands is

of the most fascinating adjuncts in the whole process of watch manufacturing. The chief Swiss handmaking firm has been in existence through three genera-tions. As all its heads have been notably expert artisans and devoted work-men, it is little wonder that the hands now produced by this house have be-come celebrated. The process is so delicate that the workers must be literally undisturbed in their work, and the pieces are so minute that a rogue, should one enter, could easily carry off a large number unobserved; hence the business is conducted behind locked doors, and all outside communications are through closely barred windows. It is almost in-credible, but here, too, a staff of design-ers is kept busy, for the hands in form as well as the dials in figures and ornamentation must keep pace with fash-ion's demands. The standard favorite designs, however, are the Louis XV,

designs, however, are the Louis XV, the flower-de-luce and the good old fash-ioned spade and open hands. The steel hands cost quite as much as the ordinary gold hands, because they are so much harder in the working.

The price of an ordinary pair of hands is, I believe, about 8 francs, but I have seen hands there initialed and studded with tiny diamonds that cost luthe neighborhood of 35 or 40 francs. Every style and every workman has its In the neighborhood of 35 or 40 francs. Every style and every workman has its and his own especially cut die with which the hands are stamped from the thin and very elastic and highly tempered sheet of steel or from the gold or silver of which they are to be formed. There is a wonderful machine in this shop that takes a bar of steel half an inch wide and flattens it again and again until it comes out vibrant, elastic, and of just the thickness desired for the hands.—Boston Herald.

A Public Spirited Woman.

Mrs. Matilda Gross MacConnell has given the city of Pittsburg five squares of ground for a public park. She is the third woman in the city who has given land for park purposes; thus helping to remove from Pittsburg the stigma of being perhaps the only town in the country devoid of open squares, plazas or public lawns. Yet these public spirited women cannot vote.—Pittsburg Letters. Public Spirited Woman

Mattroad Cime Cabtes.

BUFFALO, ROCHESTER & PITTS-BURGH RAILWAY.
The short line between DuBols, Ridgway, Bratford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.
On and after Nov. 19th, 1893, passenger trains will arrive and depart from Falls Creek station, dally, except Sunday, as follows:

1.10 A M.; 1.20 p. m.; and 7.00 p. m.—Accom-modations from Punxsutawney and Big

7-10 A Member of the Punxsulawney Root.
Ro

modation—For Syles, Big Run and Punxsatiawney.
2:20 P. M.—Braiford Accommodation—For
Beechtree, Brockwayville, Ellmont, Carmon, Ridgway, Johnsonburg, M. Jowett
and Bradford.
6:00 P. M.—Mail—For DuBols, Sykes, Big
Run, Punxsutawney and Walston.
9:20 A. M.—Sunday train—For Brockwayville, Ridgway and Johnsonburg.
6:00 P.M.—Sunday train—For DuBols, Sykes,
Big Run and Punxsutawney.
Thousand mile tickets at two cents per
mile, good for passage botween all stations.
J. H. McINTYME, Agent, Falls creek, Pa.
J.H. RARMETT
General Supt.
Gen. Pas. Agent
Buffol, N. Y.
Rochester N. Y

DENNSYLVANIA RAILROAD.

IN EFFECT NOV. 19, 1893.

Philadelphia & Eric Railroad Division Time Table. Trains leave Driftwood.

EASTWARD

9:04 A M—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate sta-tions, arriving at Philadelphia 6:59 p.m., New York, 10:08 p.m.; Baltimore, 7:20 p.m.; Washington, 8:37 p.m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

trom Kane to Philadeiphia.

239 P. M.—Train 6, daily except Sunday for Harrisburg and Intermediate stations, arriving at Philadeiphia 4:30 A. M.: New York, 7:33 A. M. Through coach from DuBois to Williamsport. Pullman Sleeping cars from Harrisburg to Philadeiphia and New York, Philadeiphia passengors can remain in sleeper undisturbed until 7:00 A. M.

235 P. M.—Train 4, daily for Sunbury, Harrisburg and Intermediate stations, arriving at Philadeiphia, 6:30 A. M.; New York, 9:30 A. M.: Baltimore, 6:29 A. M.; Wasbington, 7:30 A. M. Pullman cars from Eric and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg. Passenger coaches from Eric to Philadelphia and Williamsport to Baltimore.

WESTWARD

philadelphia and Williamsport to Baltimore.

WESTWARD

7:32 A. M.—Train I, daily except Sanday for Ridgway, Dukois, Clermont and intermediate stations. Leaves Ridgway at 3:30 p. M.—Train 3, daily for Erie and intermediate points.

9:30 A. M.—Train 3, daily for Erie and intermediate points.

6:27 P. M.—Train II, daily except Sunday for Kane and intermediate stations.

THROLEGIT TRAINS FOR DIRFTWOOD FROM THE EAST AND SOUTH.

TRAIN II leaves Philadelphia 8:30 A. m.; Washington, 7:50 A. M.; Baltimore, 8:45 A. M.; Wilkesbarre, 10:15 A. M.; daily except Sunday, arriving at Driftwood at 6:27 p. M. with Pullman Parlor car from Philadelphia to Willamsport.

TRAIN 3 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:40 p. m.; daily arriving at Driftwood at 9:30 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington and Haltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport and to DuRois.

TRAIN 11 leaves Renovo at 6:35 a. m., daily except Sunday, arriving at Driftwood 7:32 a. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:40 a. m.; John-

(Daily except Sunday.)
THAIN 19 leaves Ridgway at 9:40 a. m.; Johnsonburg at 9:55 a. m., arriving at Clermont sonburg at 1932 a. m. at 19:45 a. m. ar at 19:45 a. m. ar riving at Johasonburg at 11:49 a. m. and Ridgway at 11:55 a. m. RIDGWAY & CLEARFIELD R. R.

DAILY EYCEPT SUNDAY.

	SOU	THWAL	D.	NORTHWARD.				
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	12 18	9.48		Run	1 20	6.22		
	12 22	0.52	Mill I	laven	1.16	6 15		
	12 31	10 02	Croy	land	1.06	6 05		
	12 38	10.10	Shorts	Mills:	12.59	5 54		
	15 42	10 15	Rive	Rock	12 54	5 54		
	12 44	10 17		rd Rum	12 52	5 51		
	12 46	10:20		rier	12 50	5 48		
	1.00	1032	Brockw	ayville	12.38	5 36		
	1 10	10 42		Summit	12 30	5 25		
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	Trail	n 4, 7:55	p. m.	Train	n 11, 8:20	p. m.		
	S M.	PREVO Gen. M	ST.	J. R. Ge	WOOD n. Pass.	Ag't.		

ø	Gen. Manager.	Gen. Pass. Ag't.			
	A LLEGHENY VAI COMPANY con Nov. 19, 1892. Low G	nmeneing country			
	KASTWARD.				

STATIONS. [No.1.|No.5.|No.9.| 101 | 109

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Trains daily except Sunday.

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burgh, Pa. Correspondence solicited. Dr. J. A. Burgoon's office hours for consultation at Pittsburgh are from 8. a. m. to 12 m., and from 6 to 9 p. m., where I treat successfully all cases of Tape Worms, Catarrh and all Secret Diseases, Liver Complaints, Kidney and Stomach Troubles and Kindred diseases.



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