

More than 6000 Model "T" **Ford** Cars made and sold during the month of May. Conceded to be the largest output in the world by any one firm. N. O. Penny, local agent, Vero, Fla.

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Fort Pierce News

MUST CARRY GOOD WATCHES

Railroad Men Are Compelled to Use Accurate Timepieces. It may be news to many that the watch of the railroad man is as necessary in modern railroading as the air brake. Without accurate time-keeping there would probably be more accidents than if there were no air brakes. The train dispatcher starts a train at a certain time; he halts it at certain stations at certain times; he side tracks it for a period of varying length; the watch of the conductor on the side tracked train must agree with the watch of the conductor on the express to which he had to give way; each station master along the road checks the time of every train that stops or flies past.

In order that there may be agreement among all these railroad men there must obviously be not only timepieces, but accurate timepieces. There must also be some means of inspecting the timepieces to see if they are accurate and if they agree with some standard. The railroad man is therefore compelled to buy not simply an ordinary watch of reasonable value, but a particularly good watch, a timepiece which is adjusted to heat, cold and at least three positions. These three positions are pendant up, as carried in the pocket; dial up and dial down. Such an instrument will not vary more than thirty seconds a week, which is a good deal more accurate than many scientific instruments of precision used in laboratories. Even human proneness to error is considered in this matter of choosing a good railroad watch, for a lever set watch is preferred to the pendant set watch because there is just the chance that the stem of the pendant set may not be pushed back after setting through an oversight.

On one great line about 5,000 watches, worth on an average of \$2 apiece (a low average), are used. If we take into consideration the number of watches that are used on other roads throughout the country it is evident that the value must run up into hundreds of thousands of dollars. In order that the watch may be kept up to a regular standard it must be inspected regularly. There is not only a general time inspector on most railroads, but a staff of local inspectors who are placed along the road at convenient points and to whom the men may resort when they wish to compare their time with the standard time at that place. Once every two weeks the railroad man submits his watch to such an inspector, usually a jeweler or watchmaker by profession.

The inspector gives his expert opinion on the condition of the timepiece. If it needs cleaning he says so and does it; if it is fast or slow he regulates it, and not until it is running with sufficient accuracy is it allowed to escape from his care. A watch's record is kept as if it were a thief. So far as repairing goes, the railroad man is under no compulsion. He need not hand over his watch to any particular watchmaker or inspector for repair but he can give it to any watchmaker in whom he has confidence. It must, however, be submitted to the inspector before it can be used in actual service.

That no favoritism is shown in the matter of watches is evident in the fact that no less than eight different manufacturers supply railroad watches.—Scientific American.

Making the Chances Even.
 In days when tavern brawls in England were frequent and swords were out on the slightest provocation common fairness demanded that the blades of chance combatants should be of equal length. In a sudden affray there would be no thought of measuring swords, so the authorities took the matter into their own hands at the gates of the city of London, where every gallant was liable to be challenged, and if the public official found any blade beyond thirty-six inches the smith stood by to snap off the steel to the required length. In Queen Elizabeth's reign this was the common practice.

Stronuous.
 "Was the play exciting?"
 "Oh, very! The management had engaged two leading ladies, and there was a constant struggle for the center of the stage."—Louisville Courier-Journal.

Waiting For the Chance.
 Marks—My old aunt had not been dead twenty-four hours when her parrot died too. Parks—The poor bird died of grief, I suppose. Marks—No; poison.—Boston Transcript.

An Explanation.
 "So you have been married! Did your husband die, or what?"
 "The latter."—Chicago Record-Herald.

A Matter of Measure.
 "He writes poetry by the yard."
 "That's probably why his verse is so poor. Poetry should be written by the foot."—Birmingham Age-Herald.

Florida East Coast Railway

LOCAL TIME CARD No. 89, IN EFFECT MAY 4, 1911

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