

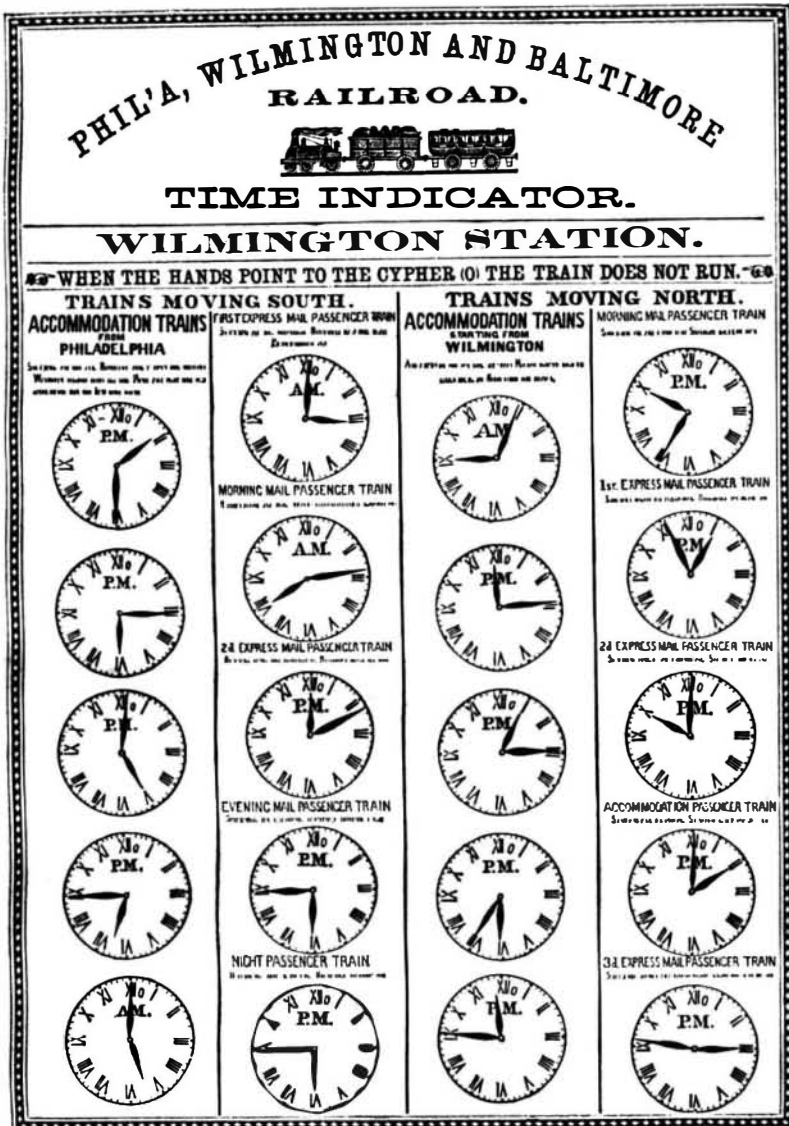
Perpetual Time Indicator.

Much annoyance occurs to travelers from want of facilities to learn the hour at which a certain train is to arrive or depart. Railway clerks complain that they are fretted within an inch of their lives by continual inquiry as to "when the five o'clock train will leave;" and they allege that the incessant questioning they are obliged to put up with justifies them in being as curt and uncommunicative as if they owned the fee simple of the railway and the travelers to boot.

The Cyclone at Calcutta.

The correspondent of the London *Times* writing from Calcutta on the 23rd Dec., says:—"I see that the news of 12,000 persons having been lost in the cyclone was received with incredulity in England. The estimate was wide of the truth, but only because it vastly underrated the calamity. As every one who knows this country will readily conceive, there is no possibility of ascertaining precisely the loss of life, because hundreds might be swept away and leave no traces behind. But we are not without data for arriv-

will not help his countrymen. God gave him his money, and God intended him to keep it. That is pretty much his mode of reasoning. Sometimes the fever strikes him, and then in abject terror he offers English doctors a fee of 500 rupees to come and visit him. In a recent case of that sort, the man—who was worth about four millions sterling—had refused to give a pice to the poor after the cyclone. When death was at his throat he altered his mind, and promised large benefactions if he recovered. He was not slow to add falsehood to his cruel service.



FITZPATRICK'S PERPETUAL TIME INDICATOR.

The dial illustrated herewith is designed to relieve the harassed feelings of railway ticket sellers and impart useful information in a civil manner. By it the hour and minute at which any train is to arrive or depart can be seen, and travelers can govern themselves accordingly in confidence. A useful addition to this indicator would be the points of the compass so that a stranger might know the direction the train he is in search of arrives or departs from. Where many trains are entering a depot at all hours, it sometimes occurs that the wrong one is taken. The dials are provided with hands, as shown, which can be turned or set at any figure, in a manner similar to the hands of a clock. There is a small cypher on the face of the dial, between the figures 12 and 1; when the hands point to this cypher the train does not run.

By the adoption of this perpetual time indicator all printed tables in depots and hotels are unnecessary, for if the hour of departure is changed, in winter or summer, it is readily corrected by moving the hand on the dial to be amended.

These time indicators are made upon glass, metal, wood or any other material, and can be surrounded by advertisements or decorated in any desired style. They will doubtless prove a great convenience to the general public.

A patent has been ordered to issue on it through the Scientific American Patent Agency; for further information address the proprietors, Fitzpatrick & Burke, at Box 2,823, Chicago, Ill., or Box 988, Philadelphia, Pa.

ing at a conclusion, and it has now been calculated that there cannot have been fewer than 60,000 persons drowned or otherwise killed by that fearful storm. In the island of Saugor alone, before the cyclone, there were 8,200 persons. There are now 1,200—nor have any left it to go elsewhere. 7 000 persons, were carried clean away by the wave. All up the river the population has been swept off, if not in the same proportion, yet in very large numbers. As we all anticipated, disease is raging everywhere—cholera, fever, and smallpox. The epidemic fever, which I mentioned in previous letters this year, is depopulating whole districts. A magistrate told me the other day that he had been riding through a village in which there was hardly a grown-up person left. They had died without hope of assistance, without medicine, without food—for the crops were rotting on the ground in many parts where the salt water rushed in. The Bengalese are in a deplorable plight, and the zemindars increase the general misery by turning the ryots out of their huts because they are behind-hand with their rents. There is money enough to give relief—such relief as can be got for money. But human means seem quite powerless to stop the awful diseases that are walking through the land, carrying thousands before them. The native feels himself ill, wraps himself in his blanket, says it is fate, and so perishes. In this enormous population—let it be remembered that here in Bengal alone we have at least 45,000,000 of people—the few Europeans can only do good here and there, and yet it is solely by Europeans that good is being done. The rich native

ECONOMICAL ENGINEERING.—There is a proposition afloat to build a railway from Siam to China; and the King of Siam, if an engineer is sent to examine the route, "will furnish elephants and give protection from Bangkok, through his dominions to Hluang Phrabang; but he cannot furnish the means to pay passage and salary, and fears it will be wasting all his money. He is also fearful that the engineer will get intoxicated and fall into the river and be drowned, or on account of change of climate die of dysentery, or from traveling in the jungle may die of jungle fever, the same as many others have done, and thus the business prove a failure, and the money wasted."

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