

on the one side, two pins GC fitted to, and being guided by, the two curves on the cylinder C, and on the other side, the rod HK $\frac{1}{4}$ inch in diameter which goes into the center of, and is guided by the axle of the pulley A.

To the rod HK is fastened the circular catch L, giving its to-and-fro motion to the ink holder P which is pressed down to the cylinder M revolving nearly once in twenty four hours from the clockwork N.

The diagram sheet as in fig. 4 is wound to the cylinder M and the every day record of the discharge is thus obtained in which the height of the diagram represents at once so many cubic feet per second flowing, and the area enclosed between the diagram and the zero line represents the total amount of flow during the time under consideration.

It may be added that the apparatus was made at the cost of Yen 262.50 by messrs Takahashi & Co, clock and mashine makers of Tennabashi St., Osaka.

T. Sano.

Engineer to the O. W. W.



拔 萃

○歐洲ノ電車鐵道 昨年九月ノ調査ニ依レバ歐洲ニ於テ運轉シツ、アル電車鐵道ノ統計

ハ左ノ如シ(蓄電池式ヲ除ク)

電車鐵道ノ箇所 八十二ヶ所

開業年月 最モ早ク開業シタルモノハリヒターフ^{（ハルド）}ニシテ千八百八十一年五月ナリ

哩數 總計凡ソ四百六十哩ニシテ壹ヶ所ニテ最モ短キハ壹哩最モ多キハ二十六哩ナ

リ

勾配 最モ急ナルモノハモントサンーベ鐵道ニシテ四分ノ一及パーメン鐵道ニシテ

五、四分ノ一ナリ共ニ齒軌條ヲ用フ

軌隔 壹メートル^{（ラッセル）}ノモノ最モ多ク四呎八吋半ノモノ之ニ次グ

電車數 凡千三百台^{（トレイラー）}即チ電車ニ曳カレ運轉スルモノ及ビ電氣機關車ヲ

除ク

馬力 凡二万八千馬力

鐵道方式

(1) 架空單線式 七十三ヶ所

内通常銅線ノ代リニ割目アル銅管ヲ用ユルモノ四ヶ所

(2) 第三レール式 七ヶ所

内高架鐵道壹ヶ所地下鐵道壹ヶ所

(3) 暗渠式 二ヶ所

(山、義)

○高壓電氣ヨリ受ケシ電擊 米國ローチエスター^{（ラス）}電氣會社ノ一電工電壓一千六百ボ

ルトノ電流通過スル電線ニ觸レ其最大電壓ニ於ケル電擊ヲ受ケ其右腕等燒ケテ黑色トナリ

テ死去シタリシカダアメンバル氏救治法ヲ行ヒ六分時ノ後回生セリト