SORTMENT_OF CRITICAL ANALYSIS. Ladies' and Gents University of DESERRY, Salt Lake City, June 8th, 1887. By carefully examining Delland's Chemical Baking Powder with the microscope and with chemical reagents, I find that it is free from Alum, Starch, Flour, Bone Ash, Ammonia and White Earth; and that it consists essentially of Cream of Tartar and Bi-Carbonats of Soda.

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EVENING NEWS JOS. WILLIAM TAYLOR.

Thursday, . December 22, 1887.

COMMUNICATION AT SEA.

but simply lost; cut off practically, and for the time being, as much from all communication with the world as if she had suddenly been transferred to another planet. She cannot indicate her whereabouts to another vessel, she

cannot recognize the bearing or dis-tance of other ships in her vicinity, and in a few hours she will be

unable to determine her own post-

thermore, there is no knowing at what moment another vessel may crash into her, or she into another ves-

sel. In brief, she is face to face with the greatest peril of the sea; and the

fact remains that, after all the centuries during which men have sailed the

great deep, this problem of how to

secure intercommunication between ships at sea during "thick weather" has resisted and still resists every at-tempt at human ingenuity toward its

solution. Ships at sea now communicate with one another either by visible or by audible signals. Visible signals usually are made by displaying flags of

different colors or patterns, which represent letters of the alphabet or

numbers. Audible signals are made by the blasts of a whistle on a steamer,

or by the ringing of a bell or the

sounding of a horn on a sailing vessel:

sel, or to go slowly and so to increase the chances of another vessel colliding

with us, may be simply, perhaps, to

choose one or the other horn of a dilemma. It is of more importance to

do away with the dilemma itself, and

this can be done only by inventing some way of transmitting intelligence

from one ship to the other independ-

ently of the prevailing meteoric conditions. And it is by reason of these conditions that sound-signals fail or

Two methods of establishing comnunication between vessels have been

proposed, one being partly electrical and partly acoustic and the other wholly electrical in character. The

Brst system has been experimented upon by Professor Lucien J. Blake, and, to some extent, by Mr. Eddison. Its general plan is as follows: Any fort of sound-producing apparatus, such as a whistle or fog-horn, is arranged to produce its blasts under

ranged to produce its blasts under the surface of the water, wherein the

sound waves will travel in all di-rections with a velocity four or five times as fast as the air. There

is nothing electrical, therefore, in this

part of the contrivance. The receiving apparatus is to consist of a tube

extending down through the ship, and

open below, so as to become filled with column of water into which some

transmitter (the contrivance ordinarily talked into), which will take up the

ound which has passed through the

water and electrically transmit the signals through a wire to the captain's cabin or other quiet room in the ship, where an ordinary telephonic receiver is provided, at which instrument, dur-

ing night and thick weather, someone is constantly to listen. Professor Blake states that signals have thus

een sent between boats a mile distant,

through a rough sea and in a dense

log, and that the sound of a bell has

been heard over a distance of one and a balf miles, around three or four turns

tion of what he intends to accomplish, but no reported results are at hand

but no reported results are at hand other than a general statement that intelligible messages have been transmitted over a distance of a mile through the water of a Florida river. The second system is that proposed by Professor Alexander Graham Bell, and, as already stated, is purely electrical. He suggests an insulated wire to be connected with a dynamo on beard ship, and trailed for a considerable distance astern. The electrical circuit from the dynamo to the exposed end of the wire, or metal plate

circuit from the dynamo to the exposed end of the wire, or metal plate thereto attached, is completed back to the vessel by the water. The other pole of the dynamo may be connected to the iron ship herself. The reported theory of this arrangement is that when the current in the above circuit is interrupted by the making of signals, currents will be induced in a similar circuit established on another vessel, and that the variations produced in the

the variations produced in the second circuit will effect a receiving

mislead.

steam swiftly through a fog so increase the chances collision with another ves-

tion with any certainty.

A great ocean steamer leaves the port of New York for Liverpool. In all features of construction and equipment she is a triumph of modern engineering. She carries perhaps seven hundred people, with specie and cargo aggregating millions in value, and she will traverse the ocean at the ordinary speed of the railway train not many years ago. Violent storms merely delay her, the heaviest seas scarcely impede her progress. Of all things in the world, we see in her the most nearly perfect embodiment of man's victory over the forces of nature. Within a very brief period from the time that steamer loses sight of land, she may plunge into a dense fogbank. Then, despite all her marvelous mechanism, despite all the genius and skill lavished upon her every internal detail, she is to all intents and purposes lost. Not wrecked or destroyed, but simply lost; cut off practically, and carry the LARGEST and MOSI COMPLETE STOCK of COFFINS, CASKETS. Indertaker's Goods in Utah Wholeszle and Retail, at

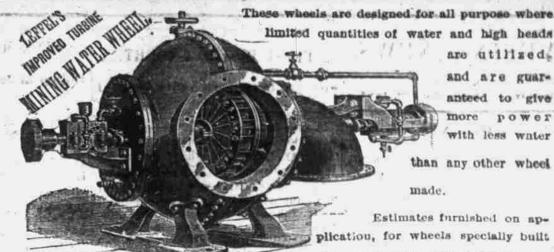
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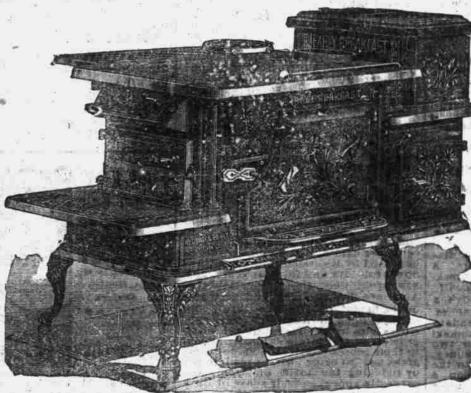
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a half miles, around three or four turns of a river, when entirely Inaudible through the air. Mr. Edison's plan, so far as it has been made public in the newspapers appears to involve very much the same idea as that of Professor Blake. Nothing could be clearer than the distinguished inventor's elucidation of what he intends to accomplish. P.W. MADSEN & CO., 39 & 41 e. FIRST SOUTH ST



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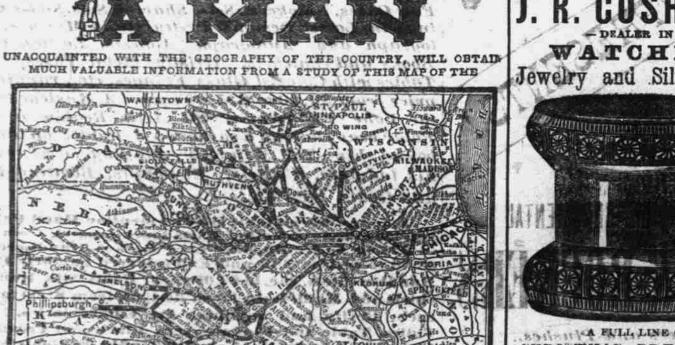
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second circuit will effect a receiving telephone included therein, so that signals will there be reproduced. Of the two systems thus briefly ontlined, that attributed to Professor Bell is the most promising. The objections to the acoustic plan are many and serious. The motion of the vessel herself, the constant vibration of the hull, due to moving machinery and impact of the waves, the groaning and creaking of the ship's frame, and other unavoidable noises always present in a vessel in a sea way, and intensified in stormy weather, will affect the delicate mechanism of a telephone transmitter and tend to obliterate and obscure the signals received. At the present date, therefore the great problem has been no more than barely attacked. That it will be ultimately solved and by electrical means the writer fully believes. Whoever succeeds may hope to secure for himself a teward that might gratify the highest ambition. — Park Benjamin, in the Forum for December. Sole Agents in Salt-Lake City.

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