

The Ship Atlanta.
PAVON, Utah, Feb. 3, 1892.
Editor Deseret News.
Here is an item about the last ship Atlanta, which left Bermuda, homeward bound, on the 21st of January, 1892, and never reached port. She had on board 500 passengers and crew. Believing in her last voyage she had been tested and was found over-weighted in her spaces, so far, she sailed in a dangerous manner. One of the sailors left at Bermuda said that her captain had given him his main-mast to fasten water, and covered it with iron. She gradually sank lower, the mast going to six feet, then four feet, then to three feet, and when last seen was nearly under water. She was last seen at 10:30 P.M. on November 16, 1891, the log entries reported at Philadelphia, as having passed, on October 26, in latitude 31° 45' N., 85° 45' min. north, and longitude 18° west—about a day's steaming from New York—a sunken square-rigger, with only a spar above the water. The yardsails with sails attached were still under the water, in 22 fathoms. I am satisfied this vessel is the lost training ship Atlanta. Just before the fire began he was sailing along, crossed right over the wreck, and the captain reported it the same as described.

Respectfully,
JOHN MATTISON,
Formerly actress and poet at
the Salt Lake Theater.

A Spanish Election.
The Spanish regard for a fine bull is well known. Very often the bulls of the bull ring are as famous as the toreros. This regard for the bull was put to a very new and singular use in a town in the province of Toledo. An election was being held in the little town of Oropesa, where the ministerialists, or government party, and the Carlists, or Spanish "old lines," were nearly of equal strength. Both parties therefore were trying to prevent the other from poll by pulling.

The polling had gone on without any apparent majority on either side until nearly the end of the day. All at once all parties were greatly interested in the appearance of a large bull, led by a cowman, exactly before the door of the voting booth. Everybody took an interest in him.

Presently it was observed that as certain voters approached the door of the booth the bull made a sudden lunge toward them. This frightened them so that they took to their heels, and did not dare to approach the door again.

But when certain other voters came up the bull stepped back politely and let them enter. In course of time it turned out that all the voters who had been frightened away were ministerialists and all those who had been allowed to vote were Carlists.

When it was too late to change the result, and the Carlists had carried the day in Oropesa, it came out that the supposed countryman was a Carlist "healer" in disguise, and that by means of a braided stick concealed under his flowing cap he had goaded the bull forward whenever a ministerialist appeared and urged him backward when a Carlist was in sight—*Youth's Companion*.

How Electric Clocks Work.
The principle of the electric clock is very simple. A standard electric solenoid is placed in the hall of a large house, or in the chief offices works. This regulator works by short action for, say, 30 seconds. An electric contact is made and a magnetic pull is exerted, and during the remaining half second required to complete the round of the minute disk an ingenious contact arrangement lifts a small ball and momentarily breaks the circuit, so that the ball becomes free again. Then by the aid and momentum of the pendulum the motion is continued, and a automatic electric action goes on perpetually day after day, year after year, for one, three or five years, according to the battery power supplied.

The regulators are made to regulate ten, twenty or thirty seconds disks connected in series. These disks can of course be fitted in various parts of the house, buildings, works or railway station, as the case may be, and can thus be successfully regulated by four to six volts of intermittent current within radius of two or three miles. The secondary coils, being in sympathetic action with the main circuit clock, are electrically regulated every minute, and it is claimed that by a new method of regulation no clock can deviate from another of the same series for more than one second under any conditions whatever.—*St. Louis Globe-Democrat*.

Old Names of London Streets.

There are innumerable odd and interesting things in the names of London streets as well as in their appearances and the fantastic ways in which they wind about. Probably there is nothing older than the experience of a stranger in walking along Bishopsgate, who looks up and suddenly sees that he is no longer in the street of that name, but in one bearing the preposterous title of Bishopsgate Without. To the Londoner, always accustomed to that sort of things, there is nothing out of the way in this, and probably not from one year end to the other does he give a single thought to the fact that the latter name indicates that that portion of the street was once outside of the gate bearing the designation Bishop.



THE LINDENS.
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Among fine ornamental trees that receive less attention than is deserved are the Linden, which, in addition to their valuable qualities as shade trees, possess a delicate fragrance when in flower. In regard to these leading varieties, Orchard and Garden says: "We think the white, or silver, Linden the best of them, and believe in her space, so far, she is planted in a dangerous manner. One of the sailors left at Bermuda said that her captain had given him his main-mast to fasten water, and covered it with iron. She gradually sank lower, the mast going to six feet, then four feet, then to three feet, and when last seen was nearly under water. She was last seen at 10:30 P.M. on November 16, 1891, the log entries reported at Philadelphia, as having passed, on October 26, in latitude 31° 45' N., 85° 45' min. north, and longitude 18° west—about a day's steaming from New York—a sunken square-rigger, with only a spar above the water. The yardsails with sails attached were still under the water, in 22 fathoms. I am satisfied this vessel is the lost training ship Atlanta. Just before the fire began he was sailing along, crossed right over the wreck, and the captain reported it the same as described."

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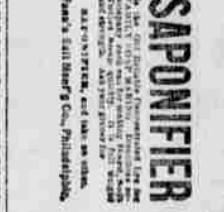
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