

lution to the effect that contracts for all public work be let to the lowest bidder, and that the sewerage along the streets not yet opened be also let by contract. After a lengthy discussion the resolution was laid over for one week.

Councilor Smith introduced a bill to uniform the police force. It provides that all members of the police force of Salt Lake City shall, within sixty days from the date of the passage of this ordinance, provide themselves with uniforms and badges of office, which shall be worn by them upon all occasions when on duty, with such exceptions on the part of officers performing detective duty as may be permitted by the chief of police. The full dress of the members of the police force shall be of blue cloth, Utah made. It then goes on to describe the suits to be worn by the different officers, the arrangement of the buttons, etc. Referred to the committee on police.

Alderman Pyper stated that if the police were uniformed it would require a larger force and recommended that the question of increase be also referred to the committee on police. The question was so referred.

The following ordinance was passed.

"SEC. 1. Be it ordained by the City Council of Salt Lake City: That section 9 of 'An Ordinance Prescribing the Form and Mode of Local Assessments,' passed June 12, 1888, be and the same is hereby amended so as to read as follows:

"Sec. 2. The assessor and collector shall pay over to the city treasurer all moneys collected by him, at the end of each month, or sooner if required by the Council, and shall furnish a list of the taxpayers, showing the amount paid by each, to the city auditor, who shall thereupon cause each person whose name appears on said list to be credited with the amount of tax paid by him, which shall apply on his water rates, and all taxes heretofore collected under the ordinance hereby amended shall be credited to the persons who paid the same and shall apply on his water rates.

"Sec. 2.—That an ordinance passed April 24, 1888, entitled 'An Ordinance Providing for the Extension of the Waterworks System,' be and the same is hereby repealed."

BOARD OF EQUALIZATION.

The Council resolved itself into a board of equalization, when the recorder presented the following statement:

Assessed valuation for the year.....	\$17,373,017.00
Total reduction.....	761,265.00
Valuation as corrected.....	\$16,611,752.00
Amount of tax at 5 mills.....	\$83,059.76
Remission of taxes.....	1,817.38
Amount to be received for 1889 tax.....	\$81,241.38

The report of the recorder was accepted, the assessment roll approved, and the collector was ordered to proceed with the collection.

INTO A CHASM.

[From the Lynchburg, Va., *Daily Advance*, Sept. 16, 1889.]

Another fearful wreck occurred on the Norfolk and Western railroad, near the James River siding, about four miles east of this city, early Sunday morning.

The train was special No. 28 passenger, with 165 Mormon men, women and children from England, bound for Utah, in charge of nine Elders, and how so many escaped death is one of the most remarkable things that ever happened.

The wreck occurred at 12:20, the immigrant train running ahead of the regular train, and was caused by a short bridge over the creek at that place being washed away by high water. Into the chasm, about thirty-five feet in width and twenty-five feet deep, two cars packed with immigrants were precipitated. The engine and baggage car passed over safely, but were ditched about twenty yards this side of the gap.

The first passenger car was completely overturned, seats broken loose, lamps knocked down, windows smashed, the platform carried away, and a big hole knocked in one end, and, strange to say, not a life was lost. In this car, as in the other, were many children, some only a few months old, and how they managed to come out alive is simply miraculous.

"Oh," said an old woman, "God's hand was with us! When we crawled out and counted our party, all were found except one little chick, and the Lord be praised, the baby was found alive behind the stove, and when its mother took it in her arms it smiled so sweetly that we all felt in better spirits."

Elder W. P. Payne, of Utah, who had charge of the party, was in the second car which went only partially over, one end resting on the abutment, and the other in the creek. "Not a sound was heard in the car," he said, "when I came out and slid down my car to the end of the one overturned. We thought all the whole party was killed. I picked up a piece of scantling and broke in one of the windows, and then cries for help came out. I asked if any were dead, and they replied that some were hurt but none were dead. I tell you it was a great relief to us. Rain was then pouring down in torrents. I have never seen it rain so hard. There were fully two feet of water in the car, and every one was wet to the skin. They were gotten out as soon as possible, and then stood for hours in the rain. It was a terrible experience, but our party behaved wonderfully well, and even the babies kept quiet."

Miss Mary Claiborne, one of the most intelligent of the Mormon maidens, who was in the first car, said the scene beggared description. "I was awake," she said, "when the car went over, but most of the party were asleep. I was thrown about ten feet on top of a dozen people. It was several minutes before any of us realized what had happened.

Water was running into the car, and we all thought we had been plunged into a river, and expected every minute to be our last. Not a word was spoken, and the only whisper I heard was from a poor woman near me who murmured, 'My babe! My God, take care of my babies!' It seemed an age after the accident occurred to when Elder Payne called out to us, and then the silence was broken, and oh! how glad we were to say that we were alive."

In the second car all of the people, men, women and children, were thrown in a pile to one end of the car, with broken seats, lamps, baggage, &c., but none were seriously injured. Dr. J. W. Dillard, who went down on a special train, attended the injured, who were taken to the house of Mr. Sandy Ewers. They were as follow:

J. A. Simpson, engineer, badly burned.

James Robinson, head bruised.

C. L. Mays, hip bruised.

William Furbush, baggage master, concussion of the spine.

L. H. Durant, hip badly bruised.

Mrs. Ellen Robinson, badly cut about the head.

Mary Ann Evans, collar bone broken.

Daniel Meredith, shoulder bruised.

Edith Coles and Lorenzo Coles, children, cuts on the head.

Adelaide Allen, arm broken.

Hattie Comfend, head cut.

Mrs. Mugan Evans, collar bone broken.

How Baggage-master Furbush and Captain James Robinson, who were in the baggage car coming home from Crewe, escaped is a wonder to the railroad men. As stated above, the baggage car cleared the bridge, but was dashed into fragments by being thrown from the track down the embankment. The car was literally packed with immigrant baggage, leaving barely enough room for the two men to move around, and yet both came out slightly bruised.

An *Advance* reporter was at the scene of the wreck early yesterday morning, but found that Superintendent Cassel had preceded him and had a telegraph operator at work sending reports to Roanoke, and superintending affairs. The superintendent cheerfully gave the reporter all the information obtainable. The bridge was an iron truss, with trestle underneath. About 100 feet above it was the county road bridge, which was washed away, and was the cause of the railroad bridge going down.

The water in the creek rose to the height of about thirty feet in an hour, and marks on the trees at the county bridge showed it was two feet over that point. The water cut the tobacco along the creek like a scythe, and tore big rocks up.

The rain fell in great sheets, and the rise from a tiny stream to a fierce torrent occurred in an hour's time, and in half an hour afterward the creek was only about two feet in depth. It was plain that the timbers from the wrecked county bridge had knocked out the trestling from under the railroad bridge, and equally