

ELEVENTH SCHOOL BUILDING.

The committee on buildings submitted a plan for an addition to the Eleventh school building, the estimated cost of which was \$10,805. Referred back.

TO OBTAIN PLANS.

Mr. Snow said that he had found that an addition could be built to the Ninth school house which would double its capacity, for \$8,500, and he thought the necessary land could be bought for \$5,000. The committee on sites was authorized to obtain plans for the addition.

SCHOOL FURNITURE.

The report of the committee on furniture, showing the expenditures for school supplies and furniture purchased during the year ending June 30, 1891, to be \$12,573.03, was received and filed. The report also showed that there are 2623 single desks and 1195 double desks on hand, giving a seating capacity of 5013.

PREPARED FOR FILING.

Mr. Pike, of the committee on finance, reported all the papers in regard to the bond election, which had been prepared for filing with the county court, as required by law.

FORM OF BONDS.

Mr. Pike, of the finance committee, also reported the forms of the bonds to be issued by the board for school purposes. It is made a 5 per cent. gold bond, interest payable semi-annually, in New York and Salt Lake City.

On motion of Mr. Young the form was approved and referred back to the committee on finance, so that the names of the banks at which interest will be paid can be inserted and the committee be authorized to contract for the printing.

TO ADVERTISE THE SALE OF BONDS.

On motion, the finance committee was authorized to advertise for thirty days asking for bids for the purchase of \$300,000 worth of twenty-year bonds.

STANTON'S CLAIM DISALLOWED.

The claim of C. E. Stauton for \$91 for services in the school bond election was disallowed, and the committee was authorized to offer Mr. Stauton \$50 in payment of his claim.

LEAVE OF ABSENCE GRANTED.

On motion of Mr. Colbath, Superintendent Millsbaugh was granted a leave of absence for one month to attend the teachers' convention at Toronto, Canada.

KINGSBURY ELECTED EXAMINER.

The election of an examiner was then held. On the counting of the ballots it was announced that Prof. J. T. Kingsbury had received a majority of the votes cast and he was accordingly declared elected.

APPROPRIATIONS.

The following appropriations were made:

E. B. Springer.....	\$ 176 00
Mrs. A. Hunter.....	1 25
F. L. Tripp.....	46 50
S. F. Teasdale.....	29 22
Simon Bros. & Duke.....	22 90
Kelly & Co.....	73 10
W. G. Favey & Co.....	16 43
Grant Bros. & Co.....	30 00
J. A. Brown.....	4 00
C. H. Parsons.....	16 47
J. A. Watson.....	35 00
T. C. Armstrong, Jr.....	31 95
C. H. Parsons.....	50 18
Neve & Child.....	10 00
Henry Reissel.....	1 25

Bell Telephone Co.....	20 00
Commercial M. & B. Co.....	47 40
Pleasant Valley Coal Co.....	105 15
"Tribune" Company.....	90 95
James Dwyer.....	12 75
J. C. Wade.....	15 50
Western Publishing Company.....	90 00
J. F. Millsbaugh.....	12 10
Tullidge & Co.....	26 00
Salt Lake Turn Verein.....	15 00
Will D. Gaby.....	25 00
W. E. Pack.....	50 00
G. M. Scott & Co.....	25 50
Coat Department U. P. Ry Co.....	4 50
Sierra Nevada Lumber Co.....	6 25
T. C. Armstrong, Jr.....	35 40
"Tribune" Company.....	51 70
Clerks of election (fifteen at \$5).....	75 00
Judges of election (three at \$6).....	18 00
David James & Co.....	175 00
Salt Lake Gas Company.....	48 95
Mr. Gosnell.....	12 00
"Deseret News" Company.....	30 30
S. G. Stookey.....	10 50
George W. Willis.....	12 00

RAILWAY ACCIDENTS.

YOUNGSTOWN, Ohio, July 3.—Nineteen passengers were killed and burned to cinders at 3 this morning by a freight train telescoping a passenger train on the Erie Railroad at Ravenna, Ohio, forty miles west of here. Thirty-eight or forty were injured. The passenger train was standing at the depot when the freight train struck it. Two sleeping cars and a day coach took fire and were entirely destroyed. The train was bound for New York and heavily loaded with passengers going to spend the Fourth with their friends. A special train was sent from here with surgeons and nurses to care for the wounded. The fire spread so rapidly that it was impossible to rescue many of the injured and they were cremated in the wreck. The accident, in the loss of life and property is the most extensive ever suffered by the Erie railway. The day coach contained a party of people from Findlay, coming here to spend the Fourth.

THE RAVENNA WRECK.

CINCINNATI, July 3.—The Ravenna wreck evidently caught Findlay and Cincinnati passengers exclusively. The Chicago vestibule train was met at Marion Junction by the through new York sleeper from Cincinnati, where the latter was attached to the rear of the train. Last night there was such an unusual number of passengers from here that two sleepers instead of one was attached. These evidently were the two reported destroyed in the wreck of the day coach which was in reach and which was going from Findlay to Youngstown. They would naturally be placed on the rear of the Cincinnati sleepers, and as a special car would not be sent out with less than fifty passengers, the probability is that the casualties may all be limited to that car. Telegrams have been received here from Cincinnati people who was in one of the sleepers, saying that they had escaped.

DETAILS OF THE DISASTER.

PITTSBURG, July 3.—A special from Alliance, Ohio, gives the following account of the Ravenna wreck. The day coach on the rear of the train was completely telescoped and nineteen passengers were killed and thirty-eight badly injured. The day coach and two sleepers forward took fire and burned up. Many bodies were burned almost unrecognizable. Many passengers on the train were asleep when the awful crash came and a number were crushed to death in

their berths. A terrible scene followed. There were cries for help from all parts of the train, mingled with the dying moans of others whose lives were being crushed out. The steam was escaping from the freight engine, and soon the wreck caught fire and the flames crowded upon those who held fast in the debris. The few persons who escaped without injury worked with almost superhuman power in their efforts to rescue the more unfortunate ones. In several instances, persons were slowly burned to death, while pleading with their last breath for help which could not be rendered.

The wreck was most complete. The cars were piled upon and across each other almost in a solid mass. Thus the small party of rescuers worked at a disadvantage. As rapidly as the injured were rescued they were conveyed to the station where physicians from Ravenna and other near points rendered all assistance possible. The fire was finally extinguished, but not until several persons had perished.

In a couple of hours the company had responded and relief trains with a corps of physicians and nurses arrived from Cleveland and other points, and the injured were given every attention. Those who were able to be moved were sent to Cleveland and placed in the hospital there. The dead were removed to the rooms of the undertakers in Ravenna, where they will await identification. Some were so badly burned and disfigured that it would be a difficult matter to identify them. The coroner will begin an inquest this afternoon. The company's officials now here will render all assistance possible and will make a most complete investigation.

It would appear that the whole accident is due to the carelessness of some one leaving the switch open. The heavy freight train was running at a rate of forty miles an hour and struck the passenger train with full force.

It was rumored that three members of the Pittsburgh baseball team were killed in the wreck; but this is not believed, as they will play another game in Cincinnati today.

THE MANAGER'S REPORT.

NEW YORK, July 3.—The following dispatch was received at the Erie railway office in this city, from Cleveland: A freight ran into the rear of No. 8 at Ravenna station at 2:32 a.m. The engineer of No. 8 was doing some work on his engine. He had been standing still about eight minutes, had a flag out and thirty-five car lengths on straight line. The engine and two sleepers burned. As near as I can learn at present there were seven killed and about ten injured.

(Signed)

A. M. TUCKER,
General Manager,

CREMATED IN THE DEBRIS.

CLEVELAND, July 3.—A special from Youngstown, Ohio, says: At Ravenna the worst railroad wreck which ever happened on the western reserve, excepting the Ashtabula horror, occurred this morning, resulting in the death of twenty-five people and serious, if not fatal injury, of at least six more. Fire added its terrors to the already frightful scenes and the bruised and charred remains of the victims were badly burned, while one poor