

in their judgment will be most expeditious and best promote the interests of the board.

On motion of Young the report was amended as follows: "That the committee on sites and buildings be authorized to arrange for such brick as in their judgment should be placed there, and incur the necessary expense if there is any." Adopted as amended.

HEATING PLANTS.

The Committee on Sites and Buildings reported that they had carefully examined the heating plants contracted for with the Hendy-Meyer Engineering Company, at the Bryant and Lincoln schools, and with the James-Spencer-Bateman Company at the Hamilton school, and that in their judgment the person in charge of putting the plant in the Bryant and Lincoln schools knew but little about the business, and were incompetent to construct them in a manner that would produce the best results from the system of heating in question. The committee further reported that the Hendy-Meyer Engineering Company had assigned their contract to the James-Spencer-Bateman Company, who have endeavored to complete and repair the plants to the best of their ability; and, as the latter company had furnished a large proportion of the labor and material used in the construction, that the plant in the Bryant school be rejected, and that the plants in the Hamilton and Lincoln schools be accepted, and that the assignee be paid the contract price therefor upon the execution of a good and sufficient bond that they will make the said heating plants in the Hamilton and Lincoln schools conform to all the requirements of the contract, without expense to the board; all conditioned that the board be released from all liability on account of the contracts entered into for the heating of the Jackson and Bryant schools.

Adopted.

TO CLEAN UP.

The committee on sites and building was instructed to have all school buildings kalsomined and repaired during the summer vacation.

WANT THE "HOME."

Baldwin moved that a committee of three be appointed to prepare a memorial to Congress asking that the Woman's Industrial "Home" property be donated to the Salt Lake school district for use as a high school, and to take such other steps to secure said property as may seem best, subject to instructions from the board. Carried, and Baldwin, Young and Penuleton appointed as such committee.

APPROPRIATIONS AND ADJOURNMENT.

Appropriations were made amounting to \$8738.31, after which the board adjourned for one week.

THE VICTORIA DISASTER.

NEW YORK, June 28.—An extra edition of the *Evening World* contains a special cable from Tripoli, Syria, giving full details of the sinking of the flagship Victoria. About 3 o'clock last Thursday afternoon the English fleet was sighted making directly for

the harbor of Tripoli. Five big ironclads, the Victoria, Camperdown, Edinburgh, Nile and Sanspareil, were drawn up in full front, the Victoria in the center, the Camperdown on the left and the Edinburgh on the right.

When within five miles of the shore Vice Admiral Sir George Tryon signaled to turn and form in double line. When the order was given the distance between the ships was less than two cable lengths, and the execution of the order was extremely difficult for the Victoria and Camperdown. Admiral Markham of the Camperdown signaled that he didn't understand it. The other vessels did not hesitate. The brief delay, however, had been fatal. The Victoria had nearly turned and the Camperdown, swinging around, bore down upon her. Both admirals were quick to act and swung their vessels so as to receive at the smallest angle the blow which both officers saw was inevitable, and the Camperdown began reversing her screws. The ram of the Camperdown struck the Victoria just in front of her armed bulkhead and plunged into the thin plates of her starboard side.

The other vessels moving to get into a double line were bearing down upon the entangled ships, and a catastrophe involving all the ironclads was imminent. Only the coolness and prompt action of the other commanders prevented a general disaster.

It seems that Admiral Tryon did not realize the extent of the damage to the Victoria, for when the other ships signaled, offering boats, he replied that he did not need them. The Victoria began to forge straight for shore under full steam. The discipline was perfect. The admiral and the officers remained steadfast upon the bridge, and within five minutes after the blow a diving suit was brought on deck and a diver was gotten into it to find out the extent of the damage. About ten minutes after the blow the Victoria, having got something like two miles nearer the shore, all at once leaned way over to starboard with a great roll and the plunge buried her bow beneath the calm surface of the sea. It was almost instantaneous. There was only a chance for a few wild cries, and the Victoria was almost half submerged, bow foremost, with her swiftly revolving screws high in the air. Those on deck were thrown immediately into the water. The men forward and below had no time to reach the deck, and but little more time for those in the officers' quarters. Several hundred men were buried suddenly into the water, and fully dressed, had to battle against the increasing suction.

A moment more and a new peril more horrible descended upon them. As the vessel sank the screws came nearer and nearer to the water, and descended into the midst of the struggling human beings. The poor creatures battled in vain against the suction. They were drawn down and thrown against the swiftly revolving blades. Then came a scene which made the officers on the decks of the other warships of the fleet turn away sick with horror.

In the white foam appeared the reddened arms and legs and wrenched and torn bodies of all within reach of the vortex. They lost their presence of

mind. Men who knew how to swim ceased swimming and fought. One man who was saved says he saw in the great vortex at least fifty of his fellows fighting with each other. In a moment or so the knives disappeared and the vortex began to close up.

The ship was beneath the surface. Then there was a muffled sound of thunder. The waters were tossed up and the steam burst from them. Again shrieks and screams came from the swimmers. The boilers had exploded and the swimmers were beating waves of scalding waters.

With the first under plunge of the Victoria all the boats were called away from the other ships and came straining over the calm sea to save the strugglers. The boats soon picked up the fortunate ones who got out of reach of the terrible vortex.

Admiral Tryon stuck to the bridge and refused to leave it. Just before the Victoria made the under plunge he saw what was about to happen and issued an order for each man to save himself, but that order never got beyond the bridge. There were many acts of heroism, self-forgetfulness and daring. The peril of those in the water was increased by the fact that the sea is infested with sharks.

It is the duty of marines when a collision occurs immediately to close all the water-tight compartments. When the Camperdown struck the Victoria the marines went below for duty, and as a result, of the 120 marines on the Victoria, ninety-nine were lost.

MALTA, June 30.—Representatives here of the Associated Press had interviews today with several survivors of the disaster and the stories told by them confirm the report as to the collision with the Camperdown as telegraphed from Beyrout.

A special dispatch received at Plymouth from Malta confirms the cause of the disaster. It is clear beyond controversy that if the orders signalled from the Victoria had been fully executed every pair of ships would have come into collision. Other vessels, however, observed what would happen in time to prevent a disaster to the whole squadron.

TRYON GAVE THE COMMAND.

LONDON, June 30.—The *Times'* correspondent at Malta says: In spite of the interdict placed upon the mouths of the survivors he learned that Vice Admiral Tryon admitted that the recent accident was all his fault. It is asserted that Staff Commander Smith of the Victoria remarked to Vice Admiral Tryon: "There is no room for the ships to turn in." But Tryon replied, "Let her go." Then it became a question which should strike the other.

VALUATION OF RAILROADS.

The Territorial board of equalization, which was recently in session at the executive offices has completed its report and the same was made public Saturday afternoon, July 1st.

RAILROAD VALUATIONS.

The valuations as placed upon the properties of the various railroad companies by the board are thus given:

Union Pacific Railway Co.	\$ 1,150,294 00
Echo and Park City Railroad	215,470 00