DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. VII. SALT LAKE CITY, UTAH TERRITORY, MONDAY EVENING, AUGUST 17, 1874. NO. 225.

BANKERS.

THE

DESERET NATIONAL BANK,

Of SALT LAKE CITY, UTAH.

Paid up Capital, $200,000
Authorized Capital, $1,000,000

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WM. JENNINGS,
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Marshal—Geo. R. Maxwell;
U. S. Attorney—William Carey;
Surveyor-General—C. C. Clements;
Receiver of Public Moneys—J. B. Overton;
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U. S. Collector—O. J. Hollister.

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Attorney-General—Zerubbabel Snow;
Marshal—J. D. T. McAllister;
Auditor—Wm. Clayton;
Treasurer—James Jack;
Superintendent of Common Schools—Robert L. Campbell.

Salt Lake County Officers.

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Sheriff—R. T. Burton;
Prosecuting Attorney—Z. Snow;
Assessor and Collector—R. J. Golding;
Treasurer—Theodore McKean;
County Clerk—D. Bockholt;
County Recorder—Edwin D. Woolley;
School Superintendent—O. H. Riggs.

City Officers.

MAYOR:

Daniel H. Wells.

ALDERMEN:

1st Municipal Ward—Isaac Groo;
2d " " George Crismon;
3d " " Jeter Clinton;
4th " " John Sharp;
5th " " Alex. C. Pyper.

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Recorder—Robert Campbell;
Marshal—John D. T. McAllister;
Auditor of Public Accounts—Robert Campbell;
Assessor and Collector—John R. Winder;
Supervisor of Streets—Isaac Groo;
Surveyor—Jesse W. Fox;
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BY TELEGRAPH.

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EASTERN.

Government Receipts.

WASHINGTON, 15.—The government receipts to-day have been greater that at any time since the panic. Internal revenue receipts were $441, 755, the customs receipts $776, 425.

No Truth in It.

NEW YORK, 13.—Assistant pastor Halliday, of Plymouth church, has in his possession a record of conversations, two years ago, with Tilton and Moulton, in which both denied in the strongest terms that there was any truth whatever in the Woodhull scandal about Beecher. Moulton particularly denounced the scandal as utterly baseless, as not possessing the least shadow of truth.

American Guns for Spain.

A Paris correspondent of the London *Times*, received to-night, says that Bayonne papers give a circumstantial account, ostensibly written by a Carlist officer of the landing of guns and ammunition, at Bermeo, a short distance from Bilboa, by the American vessel *London*, of Boston, commanded by Captain Thomas Jefferson. Jefferson, according to this statement, was so pressing in his offers to supply the Carlists with artillery that on his depositing a hundred thousand dollars in the bank at Bayonne, the Carlist agent accompanied him to New York, and when there the agent bought 27 guns with 250 cases of ammunition and hired a tug to convey them to Boston where Jefferson had been making every preparation for the voyage. The latter was about to take the guns on board when the United States government warned him that the transportation of arms to be used against a friendly power could not be allowed, but on his repairing to Washington where he had a brother-in-law in the navy department, and representing that the vessel was bound for Japan, he was subjected to no further surveillance. On the 24th of June, the *London* started for Japan, but at night put back and anchored under Cape Farewell, meeting a tug there the guns and ammunition were transshipped. On the 5th of July the mouth of the Gironde was sighted, when the agent left the ship in a pilot boat, and landed at Arcachon and passing through Bayonne, reached Bermeo, where Carlist battalions were stationed to protect the debarkation, and on the evening of the eighth the *London* entered port, leaving next morning without having been observed by the Spanish fleet. Two days previously the Governor of Madrid received a telegram from Bilboa stating that an American cruiser had been sent to the coast to prevent any American vessel from landing arms for the Carlists, but on the government thanking the U.S. minister for this friendly act he knew nothing of it, and telegraphed to Washington and receiveb a reply on the 9th that no cruiser had been sent. The government thereupon had its suspicions aroused, and telegraphed to the fleet in the Bay of Biscay to watch any American vessel, but she had already left. It is added that the guns were so dispersed on board, that the *London* might have been taken for an advice boat of the American navy.

Imprisonment for Political Offences.

Three socialist members of the German Riechstag, Hazelmann, Regner and Hazenclever, were tried at Berlin for attending meetings of the Workman's Society after it had been ordered by the police to discontinue its gatherings, Hazenclever was convicted and sentenced to two years' imprisonment.

Ten persons were recently convicted at St. Petersburg of revolutionary propagandism. They included two married ladies in affluent circumstances. Eighteen months ago the overseer of the Sale tin works formed the acquaintance of some young men of much higher social position than himself and discussed economical questions with them. Some peasants afterwards attended the meetings and, having agreed that all property ought to be held in common, they built a house in a remote quarter outside the city, set up a secret press, and distributed pamphlets, advocating the new creed. In these meetings they carried out the fusion of classes, the workman and peasant sitting beside the gentleman. Six of the members have been condemned to from three to ten years at hard labor, the other four, including the ladies, will undergo imprisonment varying from three days to two years.

WESTERN.

A Big Lawsuit.

SAN FRANCISCO, 15.—On the 7th inst., Michael Reese sued the California Pacific Railroad Co., Milton S. Latham and others, to recover seven million dollars on account of alleged fraudulent transactions; today Latham filed a separate answer. He declares that until within two days of the institution of the suit Reese had never been an owner or holder of any stock in the California Pacific Co., and has been induced to lend his name to the Central Pacific Railroad Co. in bringing the action; that the real parties are the Central Pacific, and that the action is prosecuted entirely by them; that all the allegations of fraud made by Reese against the defendant are infamously false; that he never was interested with Postofson, Ryder, and others, in building the roads of the California Pacific Co.; that he never had any shares of stock except a few issued in 1870, in order to enable him to become a director in the company; that while the California Pacific extension was constructing, Postofson and Ryder applied to a London and San Francisco bank for the loan of a large sum of money, but the bank could not loan it and Latham assisted them to obtain it elsewhere, for which service he received twenty bonds of the company, amounting therefrom eighteen thousand dollars, which is all the interest he ever had in either company; that in January, 1870, the defendant became a member of the board of directors of the California Pacific Railroad Company consolidated; that at this time said company was indebted to the bank of which defendant is a manager, and that defendant was also the equal and representative of the holders of a large amount of the capital stock of said corporations, which was owned some said by various persons residing in the eastern states and Europe; that for the sole purpose of protecting their interests, and without the slightest interest of his own, direct or indirect, the defendant became a member of the board of directors of the Railroad Co. on the 8th day of June, 1870, shortly thereafter application was made by the contractors for the construction and equipment of the California Pacific Railroad extension company for a release from the obligations of their contract; this application was based upon their offer to surrender certain notes of the California Pacific Railroad Co. which had been deposited in Escrow, in the bank of which this defendant was in charge, for safe keeping, and this defendant, having ascertained the utter inability of the contractors to complete the railroad of the California Pacific Railroad Extension Co., and acting with his co-directors, voted for the release of said contractors from their contract, upon condition of the surrender and cancellation of said notes; that in March 1871, the company issued bonds to the amount of three hundred thousand pounds sterling, known since as the income bonds, and which were transmitted to London, and taken in good part by the owners and holders of the capital stock of the Company; the proceeds amounted to one million three hundred and fifty-two thousand two hundred and eighty-four dollars, all of which was accounted for to the company. He gives an account of the purchase of the property of the California Steam Navigation Company, the North Pacific Railroad, San Francisco and Humboldt Bay R. R., and says that on the consummation of these sales the Central Pacific directors became directors of the purchased companies. This was before the bonds were issued, and it was understood that on their issuance all the companies would be consolidated. Stanford & Co were so determined to own and control the California Pacific Road, though knowing its indebtedness of eight million, four hundred and twenty one thousand dollars, that they promised Latham if he would visit New York, obtain the consent of the stockholders whom he represented, and personally assume all the obligations over the sum named, they would on his return from New York, give him their note for two hundred and fifty thousand dollars. He went to New York, procured the consent of the stockholders to the terms of the proposed sale, also the consent of those in Europe. On his return to California the company issued bonds for one million six hundred thousand dollars, secured by a second mortgage on the company's property, which bonds were to be guaranteed by the Central Pacific company. After the issuance of the bonds the directors resigned, and Stanford, Huntington, Hopkins and others were elected directors in their stead, and its capital stock was delivered to Stanford and his associates. He says that with the exception of a note to him of Stanford *et al* for two hundred and fifty thousand dollars, they never paid a dollar for the seventy-six thousand one hundred and one shares obtained by them. Stanford & Co. have refused, he says, to pay the interest on the bonds of the California Pacific, and have caused the company to confess judgment for one million, three hundred and ninety-four thousand dollars, on its promissory note, one day old, in favor of J. B. Haggin of this city, through whom they are trying to obtain a perfect title to the California Pacific Railroad. In round numbers, the total obligations of the Vallejo system may be put down at ten million dollars, and it has been suggested that the best thing for the bondholders will be to foreclose and take possession of the roads themselves.

FOREIGN.

GREAT BRITAIN.

Bazaine at Cologne—Spain Recognized.

LONDON, 15.—Marshal Bazaine has arrived at Cologne, where he will remain a few days awaiting the arrival of his children; he declares that only his wife and brother-in-law assisted him to escape.

Holland and Italy have recognized Spain.

BELGIUM.

Recognizes Spain.

BRUSSELS, 15.—The Spanish republic has been recognized by Belgum.

SPAIN.

Cut By the Carlists.

MADRID, 15.—The Carlists have cut the railway and telegraph line between Saragossa and this city.

Carlist Loss.

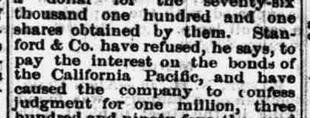
A despatch at the war office, from General Moriones, reports that the Carlists lost 700 men in an engagement at Oleiss.

SHERIFF'S OFFICE.

THE Office of SHERIFF R. W. TAYLOR is at the COURT HOUSE.

Parties wishing to do so can leave papers for him at the City Hall with Captain Burt. d226 tf

BIG COTTONWOOD



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1860. — 1874.

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Freight,.....6.10 a.m.

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JOHN H. McCUTCHEN,

Attorney-at-Law,

[Late of Washington, D. C.]

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