# DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. VII. SALT LAKE CITY, UTAH TERRITORY, FRIDAY EVENING, AUGUST 21, 1874. NO. 229.



BANKERS.

THE DESERET NATIONAL BANK, Of SALT LAKE CITY, UTAH.

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

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BRIGHAM YOUNG, WM. JENNINGS, JOHN SHARP, FERAMORZ LITTLE } Directors
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P. S.—Parties can leave orders at Calder & Careless, or [illegible] & Son, music dealers, between the hours of 10 a.m. and 3 p.m.


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### Last Night's Dispatches.

#### EASTERN.

**A Modification.**

WASHINGTON, 20.—The Commissioner General of the land office has directed that the regulations respecting the final proof of homestead settlement in the grasshopper region, in Iowa and Minnesota, be so modified as to permit the settlers to go before County Court to make depositions, instead of before the local land officers. The order has been made on the representations of reliable parties, that many settlers can ill afford the expense of a long journey, especially in their present impoverished condition.

**Arrested.**

WARRENTON, VA., 20.—On suspicion of the intention to fight a duel, Judge Keith, to-day, ordered the arrest of General W. H. Payne, Capt. A. D. Payne, Judge Thomas Smith, James Barbour, and Col. John P. Mosby. Genls. Payne, Barbour and Smith were arrested; Col. Payne and Mosby were not in town. It is believed that if they can effect a meeting without the interference of the police, they will fight.

**More Abduction.**

FORT WAYNE, 20.—A man and woman named Thompson, who had been loitering about the village of Leo, a few miles from here, last Sunday abducted a little girl named Ida Shamron, who had started to visit her relations in the country. When the girl was missed a search was made, and Thompson was found at Antwerp, Ohio, about fifty miles away; though he denied the abduction, the child was found in a house near by. The couple were brought here and placed under arrest. No reason was assigned for the deed.

**Judicial Decision.**

NEW YORK, 20.—Judge Blatchford decided, to-day, that the U. S. district attorney is still entitled to two per cent., and the clerk of the U. S. district court to one per cent on all moneys received in custom house seizure suits in this district, the judge holding that the law abolishing moieties and informers' fees does not cover the allowance of these per centages, which are given in lieu of costs and fees, to which the district attorney and clerk should otherwise be entitled to in the cases mentioned, but which there is no provision of law allowing.

**An Infernal Scoundrel Shot.**

INDIANAPOLIS, 20.—Geo. C. Harding, editor of the Indianapolis *Herald*, shot Mr. Moritz, a prominent merchant, this afternoon; they had been warm friends, and their social relations were intimate. Moritz, who is a Hebrew, about 40 years old and married, took advantage of the intimacy and succeeded in seducing Harding's daughter, a young lady of eighteen years of age. She confessed to her father last night that she had maintained a criminal intimacy with Moritz since March. Soon after the confession she took opium, and it is thought repeated the dose this morning. Harding met Moritz this afternoon on the street and shot him five times; two shots took effect, one in the elbow and the other passed through the lungs, and it was believed for a while that he could not recover, but to-night his recovery is considered probable. Miss Harding died this afternoon. Mrs. Harding has confessed, since the shooting, that Moritz had also made improper advances to her. Moritz denies the truth of both the statement of the daughter and the mother, and says he will prove his innocence.

#### FOREIGN.

**FRANCE.**

**A Letter from Bazaine.**

PARIS, 20.—Marshal Bazaine has written a letter to the Minister of the Interior, in which he says that neither Col. Villette nor any other prisoner now in custody is responsible for his escape; he declares that he had no accomplices in the fort or elsewhere, except his wife and nephew. The Marshal describes how he eluded the surveillance of the jailer, and in conclusion, resenting the humiliating prison regulations, says, "I felt justified in an attempt to recover my liberty, as I was not tried by my peers, and was illegally confined."

**About Bazaine's Escape.**

At a meeting of the permanent committee of the National Assembly, to-day, M. Chaubaud Latour, Minister of the Interior, in reply to an inquiry from a member of the Left, promised that the judicial proceedings in relation to the escape of Marshal Bazaine should be vigorously prosecuted. He acknowledged that there had been a laxity in the precautions to prevent the escape of the prisoner, but said the investigation instituted by the government showed that the military authorities at the fort were not compromised in the affair. He declined to give any further details of the investigation.

**The Great Landing Stage Fire At Liverpool.**

Liverpool papers contain the following:

The most disastrous fire that has occurred in connection with the port of Liverpool throughout all the period of its history broke out yesterday afternoon, and resulted in the total destruction of the landing stage, the most extensive and magnificent structure of the kind in the world. The fire broke out about ten minutes past 3 p. m., and so rapid was its spread that in less than half an hour the whole population of both sides of the river were made aware of the fact by the rising of dense volumes of smoke, that in the neighborhood of the river a fire of great magnitude had broken out. Soon the incredible story went round that it was the landing stage which was on fire; but the possibility that a floating structure, isolated, but for the iron bridges connecting it with the piers, from every other structure, could be the scene of a gigantic conflagration could scarcely find place in the ordinary mind. But the smoke arose in great volumes, and after a brief time it became known that, in spite of the ample supply of water, there was every probability that the splendid promenade was doomed to destruction. Liverpool will not soon forget the alarm this looming mass of smoke rising from the river at first occasioned. The landing-stage of itself had been immensely thronged during the day, and it was in the very height of the commotion that the alarm of fire was raised—an alarm that left the least possible interval for saving anything from inevitable destruction. The whole length of the stage, which had been recently completed by the addition of a new portion joining the old George's and the more recent Prince's stage, was nearly a quarter of a mile. The cost of the structure was about a quarter of a million sterling. It is conjectured that the origin of the fire was a gas explosion underneath the newly added portion, which was being fitted with gas pipes. The fire spread quickly underneath the deck of the stage, catching the timber work over the pontoon.

In 1847 the engineering skill of Sir William Cubitt put an end to the antiquated system of embarkation that had existed in the shoals of the Mersey for many years. He designed the George's Landing stage, and that structure, which occupied a considerable time in formation, was, on the first of June of that year, fixed to the moorings to which it was attached until a few days ago, when it was removed to make way for a stage so adapted as to join that portion of the structure that was destroyed yesterday. It consisted principally of 89 iron pontoons and a wooden decking five inches in thickness. In length it was 500 feet, and in width 180 feet 9 inches; its weight was 2,000 tons, and it could bear 40,000 persons. With the bridges, the total cost of the stage, which was built under the superintendence of the officers of the Dock Committee, a body which at that time performed the duties of the present Dock Board, was about £40,000.

The fire continued to burn throughout the night. There was little hope of saving anything except the new pontoon bridge, which runs far in toward the street. This structure in itself is valued at about £25,000. The loss occasioned by the disaster will, we believe, fall almost entirely on the Dock Board, from whom no intimation has been given as to any portion of the structure being covered by insurance.


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