

L. Nymph, ex-State Comptroller of Nevada, died at Carson City, yesterday.

MEMPHIS.—The *Avalanche* says that the engineer of the *Maggie Hayes* patched the boiler with lead.

NEW ORLEANS, 12.—Two bank robbers have been arrested. The *Picayune* says special policemen were the ring-leaders in the robbery.

Upon application by a committee of citizens, Judge Collins, to-day, made the mandamus peremptory, requiring the city authorities to order the municipal elections for the second Monday in March, as the law provides.

ST. LOUIS.—The directors of the Missouri and Pacific railroad yesterday ratified the new contract with the Missouri river railroad, and the acting president has gone to Leavenworth to take possession of the road and arrange for through trains to Atchison.

The National Hotel, at St. Joseph, Mo., was burned yesterday; the loss of the building and furniture is estimated at nineteen thousand; the insurance is only six thousand.

General Stringfellow, of Atchison, has commenced a suit against the Missouri and Pacific Railroad Company for ten thousand dollars as compensation for his services in procuring beneficial legislation from the Missouri legislature.

Captain John J. Roe, an old and prominent citizen, died suddenly this afternoon of apoplexy. He was attending a business meeting at the time and was engaged in conversation, when he suddenly fell forward and died almost immediately. He had been for many years one of the largest pork packers and provision dealers of the country, and had amassed a fortune of three millions.

SPRINGFIELD.—Little and Stanton's woollen mill and the Marseilles factory of the Huntington Manufacturing Co., were burned to-day at Huntington; loss two hundred thousand; insured for sixty thousand. The former was the largest woollen mill in this State.

NEW YORK.—The steamer *Bienvenue*, from Havana, with the body of Isaac Greenwald, an American recently shot, is expected to-morrow. A large number of citizens, it is understood, will receive the body. A new Cuban Junta has been organized here.

The thirteenth regiment of the State militia has been ordered under arms to defend, if necessary, Raymond St. jail, Brooklyn, threats having been made against Chambers, the murderer of Voorhees.

A terrific boiler explosion to-day destroyed two buildings on West Thirty-third St., occupied by A. J. Decker, as a paper staining factory and by others. The engineer, foreman and book-keeper of the factory were dangerously scalded; loss thirty thousand.

The death of Wesley Harper, of the firm of Harper Bros. is announced.

G. W. Fishback, of St. Louis, Democrat, has returned from Europe. Solicitor Bush, of London, is en route for America to conduct the case of the English stock holders of the Erie railroad against Fisk and Gould.

NEW YORK, 15.—The Bellevue hospital is crowded with patients stricken down with relapsing fever. The Board of Health is taking measures to establish other hospitals where the disease may be exclusively treated.

The regular distribution of letters increased about twenty thousand yesterday which probably represented the number of valentines passing through the postoffice.

A special says that the loss by the explosion on Thirty-third St., yesterday will exceed forty thousand. One of the wounded men has died, and two others are not expected to recover.

Over two hundred cases of relapsing fever have been reported.

Several publishers met last night and arranged for a meeting of the book trade to pass resolutions of condolence on the death of Wesley Harper.

Niblo's theatre was crowded last night to witness Fechter's first performance of "Hamlet." His reading differs greatly from Booth's. The dramatic critics pronounce him much inferior to the latter. His engagement closes this week.

CHICAGO, 15.—The ground was broken yesterday at Quincy, for the Northern Pacific Railroad, with appropriate ceremonies; a large number of persons were present. The road commences to operate at Quincy, Ill.

NEW ORLEANS.—The safe house of J. S. Clarke, was blown up and robbed of twenty thousand dollars on Sunday night.

PHILADELPHIA.—The Supreme Court declines to interfere in the sentence of Dr. Schoeppe.

WASHINGTON.—Specials say the in-

quiry into the sale of cadetships will bring out curious and disgraceful facts. It has been proved that Whitmore, the member of the present Congress, from South Carolina, demanded and received five hundred dollars for a cadet appointment; he will probably be expelled. Guilt has also been fastened upon a member of the last House from Alabama.

WASHINGTON.—Henry Wells was confirmed as Secretary to New Mexico.

The Senate judiciary committee, by one majority, have agreed to report favorably on the nominations of Bradley and Strong as Justices of the Supreme Court.

Much of the time of the executive session to-day, was devoted to the discussion of the question of considering all treaties in open session.

Hodges, chief of the examining department of the Patent Office has decided against applications for the extension of the Bessemer steel patent in this country. A final decision will be made on Saturday.

The President, to-day, sent to the House all the information he has received in reference to the late assassination of Americans at Havana.

In the Supreme Court, to-day, an opinion was given in the famous McGarrhan case in favor of the Secretary of the Interior, reversing the judgment of the Supreme Court for the District of Columbia.

CINCINNATI.—The Judges of the Superior Court have rendered a decision in the case involving the reading of the Bible in public schools. The action was to dissolve the injunction heretofore granted, restraining the operation of the resolutions of the school board, providing that the reading of the Bible and all religious instruction in public schools shall not be permitted. Judge Hagans held that the provisions of the Constitution recognized the religion of Christianity and acknowledged that religion and morality were necessary to good government; that the State used religion as a means to promote good government, and therefore the exclusion of all religious instruction from public schools was contrary to the provisions of the constitutional bill of rights. Judge Story concurred and the injunction was made perpetual. Judge Taft dissented.

Col. Thompson Morris, of the U. S. army, was buried this morning at St. Paul's church, with military honors. He had been in the service since 1822, at which time he graduated at West point.

CINCINNATI, 15.—There was a meeting of importers this afternoon, to take steps to secure the passage of the bill making Cincinnati a port of entry. Resolutions were adopted providing for a committee to visit Washington and urge the passage of such bill. The same committee is to correspond with Chicago and St. Louis, in order to secure concert of action. The meeting was more like business than anything else yet done in connection with this matter.

PHILADELPHIA.—At the annual meeting of the directors of the Pennsylvania Central Railroad, a report was submitted showing the gross earnings of the road for the past year to be seventeen and a quarter millions. The expenses were over twelve millions; leaving the net profit at five millions and forty-seven thousand, exceeding any year previous by seventeen thousand.

HARRISBURG.—The Senate to-day, passed over the Governor's veto, a bill to allow writs of error to the Supreme Court, in criminal cases. The bill is intended to govern the Schoeppe case.

NEW YORK.—A Washington dispatch says that Banks, from the House committee on foreign affairs and relations, will report a resolution on Thursday next in favor of the belligerent rights of Cuba.

The body of Greenwald, the American who was killed at Havana, arrived to-day. The funeral will take place to-morrow, when a large demonstration is expected.

All the relapsing fever patients have been transferred from Bellevue hospital to Blackwall's Island, where temporary pavilions have been erected.

The Nassau oilworks and O'Connor's ice house were burned at Astoria, this morning. A man named Dorsett perished in the flames. A bar adjoining the Union race course was burned last night; a man named Libetz was burned to death.

A duel was fought with swords in a house in this city on Saturday night, between Francisco Depotto, the Cuban who recently fought the Spanish editor in Canada, and George Prorde, an Englishman; both were severely injured.

## THE IRON FOUNDRIES OF SAN FRANCISCO.

There was a time in the history of this city—and it requires no tenacious memory to call it to mind—when the iron foundry business occupied a prominent place among its leading industries. The many establishments located here were all flourishing, aye, even more, crowded with work and constantly increasing the facilities for performing it. The business was excellent in 1858, and improved steadily until 1863, when the Washoe excitement raged. Then came the rush like a thunderbolt; fabulous riches were nestling in the ledges of Nevada, and the machinery to wrest them from well defined leads must be built immediately, immediately, sir! Quartz mills were ordered by the wholesale, the demand for mining machinery was unprecedented, and the local requirements increased to a great extent. The foundries were running night and day in many instances, and the brilliant glow of the furnace fires had by no means contemptible rivals in the immediate countenances of happy employers and contented employees. The fictitious mining excitement was not of long duration, but as there were many valuable ledges discovered—the working of which necessitated the erection of mills, etc.—the bursting of the bubble had no immediate deleterious effect upon the foundry business. In fact, from 1863 to 1867, the business, taking all branches into consideration, increased. The building and manufacturing interests of the city created a large demand for work, as well as the numerous orders for mining machinery received from the interior.

Our reporter has investigated the foundry business thoroughly, and with the sole idea of presenting it to the public in its true light, without fear of prejudice. To this end he has conferred with both employers and employees, and the facts given are based on their assertions. As regards the condition of the business a year ago, a pretty correct estimate may be formed from a statement of the number of men employed and the wages paid at that time. The following list of persons employed includes the apprentices in the various branches of the business, and is collated from the pay-rolls and statements of employers: Pattern-makers, 45; machinists, 398; blacksmiths, 217; moulders, 142; boiler-makers, 200; helpers, 60; laborers, 100. Total, 1,162. The average pay of the skilled mechanic was \$4 per day, the cases where larger amounts were paid; being exceptional. Let it be remembered that this was the state of affairs a year ago. Now then for the present time.

The business commenced to decline early in 1869, and before the year closed four large establishments failed, involving a loss of not less than \$200,000. The other foundries lingered along—although, under the circumstances, it would have been good policy for some of them to have discontinued business—and still find work to do. We visited some of the foundries a few days ago to glean information as to their condition, and were surprised to see the changes of a year. The large shops still remained, but the number of workmen had materially decreased, and swarm was no longer to be used in speaking of them. The proprietors, in many instances, had a dejected air; and our query as to the condition of their business caused a sickly smile to overspread the countenance, indicating that they regarded our interrogation as a grim joke. Upon assuring them that we were seriously in earnest, however, courteous treatment was uniformly received and information tendered.

To illustrate the condition of affairs, a description of a foundry which has, until within the past three weeks, given employment to twenty men, may be of use. Looking into the building from the street, it had a dark, desolate look, but a feeling of curiosity prompted us to enter and explore.

The only occupant was a boy—a small boy—who was pretending to work on some castings at the farther end of the building. When first discovered, he was not exerting himself much, but upon hearing our approach he tried to work very hard.

Reporter. "How many men are employed in this establishment?"

Boy (straightening himself). "I'm the only man here now; there were twenty three weeks ago, but they ain't here now, 'cause there ain't no work for them to do."

Of the foundries visited, few proprietors claimed to be employing more than half their regular number of men, and others candidly stated that they had

no work on hand and could see no prospect for any. Those establishments which had work in the machinery line were compelled to figure very close—or else the work would go to Chicago—and the profits were consequently small. As regards home castings, there is so little building going on at present that the demand is limited. To our repeated inquiries as to the condition of the business, the answer was given: "We are doing little at present, and that is of a general jobbing character." The true state of the business may be shown again by the number of persons employed—500; the skilled mechanics being paid at the rate of three dollars per day of ten hours—all mechanics in foundries are now paid by the hour. From the present outlook, both employers and employees regard the business as fast going to decay, but neither advance any argument to save it.

With the view of ascertaining the cause of this remarkable decline in the foundry business, we questioned proprietors and practical men of the various establishments, and found that different theories were held relative to the matter. A number attributed the depression of the business to the decay of the mining business, some to the stagnation of business generally, others to direct competition with Chicago and the cities further east, price, condition, and position of laborers, brought about by trades' unions and those who seek to use the men for individual promotion; and still more to a combination of all these causes, which latter are probably about right.

Few of our citizens are aware of the amount of work that is sent East, and for the enlightenment of the masses the items given below have been collated. In August last the Chicago Milling Company, located at White Pine, purchased a quartz mill in Chicago, after obtaining estimates of all leading foundries here, and the cost compared with San Francisco is as follows:

Cost of mill in Chicago	\$9,500.00
Freight from Chicago to Elko	3,228.00
Total (in currency at 71 cents)	\$12,728.00
Or in coin	9,036.88

Cost in San Francisco	\$12,500.00
Freight from San Francisco to Elko	1,241.00
Total cost	\$12,741.00

In favor of Chicago and against San Francisco, \$4,705.

The freight tariffs between Chicago and Elko and San Francisco and Elko stood:

From Chicago to Omaha by	Per ton.	Miles.
car loads	\$70	400
From Omaha to Promontory	45	1,000
From Promontory to Elko	30	228
From San Francisco to Elko	40	595

The following item also needs little comment by way of illustration, and its drift can easily be perceived. In April last Messrs. Pierson & Starr, of Vallejo, decided to build a flouring mill at that city, and, with this idea in view, called upon two of the leading establishments, and requested estimates of its cost here. After close figuring, the bids were put in—one offering to do the work for \$21,500, the other for \$22,000. The parties sent East, and purchased this mill at a cost of \$14,000 delivered here—a difference, it will be seen, of over \$7,000 in their favor.

Again, the San Lorenzo Lumber Company desired to purchase a rough locomotive for hauling lumber, and wishing to patronize a local establishment which had always done their work, requested a leading firm in this city to estimate upon its cost. The lowest amount the locomotive could be built for here was \$5,000 in coin. The company sent East, and had the locomotive built at Philadelphia, its total cost upon reaching the wharf here being \$3,200 in currency.

The San Jose Woollen Mills Company wanted a number of delicate pulleys and shafts built for their establishment. Parties came to this city and inquired what they could be purchased for here. Dissatisfied with the price asked, they sent East and had them built at the rate of 9 cents per pound in gold. These pulleys and shafts could not have been touched here for less than 14 cents per pound.—San Francisco Bulletin.

The Indians are becoming civilized very fast. They have legislated tolls on Texas cattle passing through their country. The Cherokees charge ten cents a head, the Creeks twenty-five cents, and lately the Chickasaws have enacted that fifty cents a head must be paid for all Texas cattle driven through. It is asserted that there is no way to avoid this toll without driving much further west and running the gauntlet of the savage Comanches.