

conveys an utterly false idea to persons unfamiliar with the city. The whole South End with its great number of large and small retail shops in all lines of business, is untouched; the West End and the South End also have wide-spread and valuable business interests untouched. Indeed the retail trade which is chiefly on the west side of Washington street has suffered comparatively little. There were no losses of any account in provisions, West India goods, flour and grain and the other necessities of daily life. Not one good dwelling-house was burned; there is not to-day a houseless family, and not a temporary shelter had to be erected. It was the large wholesale, commission, and importing houses that suffered most.

The stock of boots and shoes was low, it being just between the times of winter and spring trade. The dry goods stock, on the other hand, was unusually large and valuable; the stock of wool about the average; one-fifth of the property in the burnt district was saved, and the loss on merchandise is probably not above sixty millions of dollars. This makes the entire loss on buildings and goods about seventy-four millions of dollars; but it does not all fall on Boston; for a great deal of property belonged to non-residents, and distant consigners of merchandise. Sixty millions of dollars will cover the loss of the city of Boston and its inhabitants, and insurance will probably reduce this to forty millions,—a large sum, but hardly a fifth of the loss at Chicago. The present valuation of Boston is \$1,000,000,000, so it is evident that she is by no means ruined.

State street, the great money exchange of New England, was unharmed, and although the general disturbance caused by so large a fire has somewhat unsettled the money market, the banks are firm, and are transacting their daily business, with the exception of those that were burnt out, and have not had time to get into new rooms and arrange their affairs. At the Clearing House, on Monday, all the banks made their settlements promptly, with the exception of the Hide and Leather, the North American, and the Freeman's. To-day, the first two were represented as usual, and in a few days the Freeman's will be ready to make settlements and resume its regular business. The notes, bonds, and securities in their inner safes were in excellent order; the books and papers in the outer vault were partially destroyed, but can be duplicated.

At the meeting of the citizens in Tremont Temple to day, not one word was wasted on sorrow or repining. Hon. Wm. Gray read the reports of various committees, all urging improvements—the widening and straightening of streets; the building of a commodious Merchant's Exchange; enlargement of the government building, and many other improvements; above all, the furnishing of regular and permanent work to the men and women thrown out of employment. Mr. Gray's report was a model of simplicity and directness, and was truly grand in its serene temper. His most confident and encouraging words were the most loudly applauded; and when he declared Boston to be master of the situation, the hall rang with cheers.

The generous offers of assistance that have been made are a new bond between us and other cities; and although they should all be declined, they have done us the best kind of good, the kind that cannot be reckoned by money or told by words, the kind that strengthens our hands, lifts up our spirits, and makes our hearts larger and warmer.

A great many very important questions are to be settled that require time, wisdom, and cool heads for their discussion. The new laying out of the streets; the limiting the height of buildings; the best mode of constructing roofs, stairways, and elevators; the best material for walls, and other details of building; the expediency of municipal help for those who desire to rebuild but have not the means; and the improvements necessary in the fire department. While everybody praises the courage and the endurance of the firemen, and while nobody doubts that the chief did his very best, never sparing himself and working till he was carried away exhausted, still the general feeling is that the fire would have been checked long before, and millions of dollars would have been saved, if buildings had been blown up sooner, and with judgment. The services of an experienced engineer, with his assistants, powder, fuses, and every thing necessary, were offered, but were not accepted; and the blowing up that was done had not been systematically planned, and was at last much more extensive than would have been necessary a few hours earlier. It is evident that a fire department, to be as efficient as possible, should have engineers and gunpowder, as well as fire-engines and water. The city is fast resuming its natural appearance.

Five Texts from the Boston Fire.

The steed has been stolen in Boston, at least, past recovery. But that is no reason why we should not see whether the stealing of the steed might not have been prevented by the simple expedient of keeping the stable-door shut.

That the stable-door was not shut appears clearly in these points following, which we cite to-day merely by way of memorandum, taking them wherever we find them in our own correspondence and that of other journals of character:

1. The fire might have been prevented from gaining the headway it got, had the engines been on the ground half an hour earlier. That they were not on the ground half an hour earlier was excused by the prostration of the Fire Department horses. All the other horses in Boston which had been prostrated equally with those of the Fire Department were on their legs and at work again.

2. The fire was communicated from block to block with unexampled rapidity, because the granite buildings over which it raged were topped with flimsy French roofs called "Mansards," because Mansard, who built Versailles and Marly, built similar roofs which were by no means flimsy. Had Mansard built the roofs which Boston miscalled by his name, they would have been as slow to transmit the flames as the first floor or the basement.

3. When the engines reached the scene, it was found that they could not arrest the flames, because they could not throw a stream high enough to reach the flames. Had those who made the engines considered what the engines were made for, it is possible that American ingenuity might have contrived engines, the streams of which would rise as high as they were required to rise.

4. The only efficient check given to the flames was given by the explosions, which opened places too wide for the flames easily to overleap. Had the streets and squares of Boston provided these spaces, it would not have been necessary to blow up houses in order to make them.

5. More than a dozen valuable stores and other buildings were damaged in vain by clumsy attempts to blow them up before the right persons were put in charge of this particular duty. Had the Fire Department of Boston been commanded by a person who understood the use of gunpowder and the laws of its explosion, not only might these buildings, or some of them, have been saved, but precious time also, and many other masses of property lost by the loss of precious time.

From all which five texts one sermon is preached—the costliness, namely, and general cursedness of the prevalent American tendency to let things take care of themselves; to put cheapness for economy; to employ second-rate instead of first-rate intellect whenever intellect is needed; to exact of no man, in whatever calling or station of life, the best he can do; and to make no discrimination, in regard or in reward, in favor of the best as against the second best. Which will do for to day?—[*New-York World*.]

England and Australia.

Another grand peaceful triumph of science and civilization was finally accomplished on Monday. England and Australia were joined hand in hand by the Telegraphic Cable, and Mr. Francis S. Dutton the Agent-General of South Australia in London, received a communication to that effect from Adelaide, dated an hour after noon. Almost simultaneously a message from the Mayor of London, expressing those loyal and friendly feelings which happily bind the colonies to the mother country. The result of placing the Government and the people of England in immediate and instant contact with those great and growing communities, cannot fail to be most advantageous to the interests both of the mother country and of her children at the Antipodes. Every year the commercial relations between England and Australia are becoming more important, and the Australian interests which have their central representation in "the City," are attracting more and more the capital and enterprise of our money market. The completion of this telegraphic line will be a boon to many families and households, separated, but not divided, by the circuit of the globe; and the Cable will do more than colonial societies or conferences to preserve unbroken the chain of natural affection and hereditary sympathy which should unite the scattered, but not sundered, branches of the great family that strikes its roots in English earth.—*Daily News*, Oct. 23.