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RUINS GROW INTO A NEW AND BEAUTIFUL CITY.

Splendid Courage of Its Citizens, Aided by the Generous People of the Country—Cottages in Place of Palaces, but Everybody is Happy.
 Galveston correspondence:
 As awful as was the destruction that came to this city in that dread September storm, splendid was the courage with which its citizens undertook to raise it again from its ruins, and most remarkable has been the progress of their efforts. In a few short hours \$17,000,000 of property was destroyed and 6,000 lives lost. In a few brief months nearly one-third of the buildings destroyed have been replaced and 1,000 new people have come into the city. Of course, Galveston is not being rebuilt wholly by the efforts of the citizens themselves. They have had assistance from outside—from all over the country. The donations to the general fund amounted to \$1,184,587.30, and besides these there were contribu-



THE EAST END AS IT LOOKS TO-DAY.

tions through churches, civic organizations and associations amounting to fully as much more. It is impossible to obtain exact figures, but the total donations in goods and cash approximated \$6,000,000.

Building Committee's Work.
 The work of relief and rebuilding has been carried on by sub-committees of a general committee. Of these the Building Committee had a hard job awaiting it. Before the storm where there were by actual count 2,700 structures, not one escaped destruction. Consider the fact that there were only thirty tornado insurance policies in the entire city and some idea of the fearful and widespread loss may be realized. The Building Committee was allotted \$450,000. It went about its work in a very systematic manner; an applicant for assistance was required to fill out a blank giving all information concerning location, value, incumbrance, etc., of the destroyed property, together with the financial condition of the applicant. The committee met at 3 o'clock every afternoon to consider the applications.
 In each case an investigation was held, and if the applicant was found to have stated the facts correctly an order was given for enough money to build a cottage of three 12x12 rooms. The first cottages cost the committee \$350 each, the next \$350 each, and the price was gradually reduced, as labor and material became cheaper, to \$315 per cottage. In a great many instances

were injured to the extent of \$75,000 more. The Galveston City Railway operated forty-one miles of track by electricity, and whole blocks of this were washed away. The telegraph companies have spent \$50,000 repairing their lines since the storm. The largest items of loss to goods in transit were 900 bales of cotton valued at \$45,000, and damage to grain in elevators to the extent of \$56,000.
 The work of rehabilitation began at once, and was rushed forward with a speed that seems almost incredible. The first train entered Galveston from the main land in thirteen days. The wharves were put into condition to receive vessels, and cargoes were handled in little more than a week. The connections were completed and water turned on after the third day. The city was partially lighted on the sixth night after the storm. Street cars were started in two weeks. The Morning News and the Evening Tribune issued bulletins for three days, and after that succeeded in getting the regular-sized editions through their presses. Religious services were resumed on the third Sunday and the telephone wires were in working order in about thirty days. Business in all lines recovered from the hampered and congested state of

affairs with an alacrity that was surprising. Retail trade in Galveston has been brisk since the storm, for the reason that everybody had to purchase supplies of all kinds. Nearly all of the money given to the poor from the outside donations was spent with the local merchants. The jobbing trade got to its feet quickly and seems to be in a thrifty condition. Despite the fact that the storm gave the business of the city a terrible blow just at the beginning of the busy season, the statistics for the year show that it quickly recovered. A few comparisons with the preceding year will speak for themselves.
 The bank clearings for 1900 were \$323,506,300, compared with \$338,806,100 for 1899. The total cash receipts at the custom house for 1900 were \$194,065. The tonnage tax amounted to \$32,713 and the duties to \$155,603. For 1899 the total cash receipts were \$207,450, the tonnage tax \$38,138 and the duties \$155,570. The total exports of cotton throughout Galveston during 1900 amounted to 1,335,262 bales, compared with 1,528,232 bales for 1899. Galveston's cotton receipts for the first four months of the season 1900-1901 were 1,229,584 bales, compared with 1,240,578 bales for the corresponding months of the season 1899-1900. During 1900 82,374 loaded cars were handled in the yards of the Galveston Wharf Company, compared with 102,382 loaded cars in 1899.
 The following statement of expenditures in building since the storm was



THE EAST END AFTER THE STORM.

parties would organize to build their own houses, and in such cases \$250 in cash was allowed for each building. The money disbursed to the people for cottages was an outright donation, and in each instance where the property destroyed by storm had been incumbered by debt the holders of mortgages were required to sign an agreement not to molest the owners of the new possession for twelve months. The committee also disbursed funds for the repair of property partially destroyed. Up to the present time 1,073 new cottages have been built and 1,109 damaged ones repaired. The bill for construction amounts to \$315,000, and for repairs \$125,000, making a total of \$440,000, with a balance of \$10,000 on hand.
Railroads and Communications.
 Galveston has three terminal railroads: The Gulf, Colorado and Santa Fe; Galveston, Houston and Northern (Southern Pacific); and the Galveston, Houston and Henderson. Each of these roads lost its bridge across the bay and several miles of track. The Southern Pacific was the heaviest loser. The damage to its water front property was fully \$80,000, while its other property and equipment in the city and vicinity

issued several weeks ago, and while it is a splendid showing the work of improvement from this time forward will naturally progress much more rapidly on account of improved facilities and the gradual relaxation of the fearful pressure and difficulties under which the first stages of repairing were accomplished:

Building and repairing homes.	\$800,000
Wharves and shipping facilities.	623,500
Church property.	25,725
Mercantile buildings.	250,000
Public buildings, etc.	53,900
Manufacturing plants.	96,575
Municipal property.	17,500
U. S. Government property.	30,106
State property.	16,000
Railroads, telegraphs, etc.	365,000
Total.	\$2,258,006

 The United States Weather Bureau has issued a bulletin covering the entire history of the West Indian hurricanes, which says that the Galveston cyclone was the severest and most destructive hurricane in the storm annals of the Western hemisphere. At Galveston it registered the lowest barometer reading ever reported in the United States, and blew at the rate of 120 miles an hour.

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