

# Chilean Government Making Great Strides in Railway Building

(Copyright, 1914, by Frank G. Carpenter.)

**PUERTO MONTT**—The war in Europe will force upon Chile the purchase of a large amount of United States steel rails, steel bridges and other railway materials. The country has several enormous projects under way and there are a dozen new roads either surveyed or projected. For the last two weeks I have been riding over the state railways. I have had a pass from the government, and have gone here and there at my will without paying fare. The place where I am now writing is the southern terminus of the system. It is Puerto Montt, a thriving port on the very frontier of the settled part of the country, and as far south of Pisagua, the northern terminus, where the railway begins, as the distance from Boston to Dallas, or New York to Denver. This country is like a great sausage. It is long and narrow. If it were laid on the United States with its northern end at Boston it would stretch across New England and the Appalachian system, across the whole of the Mississippi valley and far into the Rocky mountains, ending in Utah. Cape Horn and the Strait of Magellan, which form the southern end of the sausage, would be just about as far west of Boston as is Salt Lake City. The country is nowhere more wider than from Baltimore to New York, and in many places it could be squeezed in between Baltimore and Philadelphia.

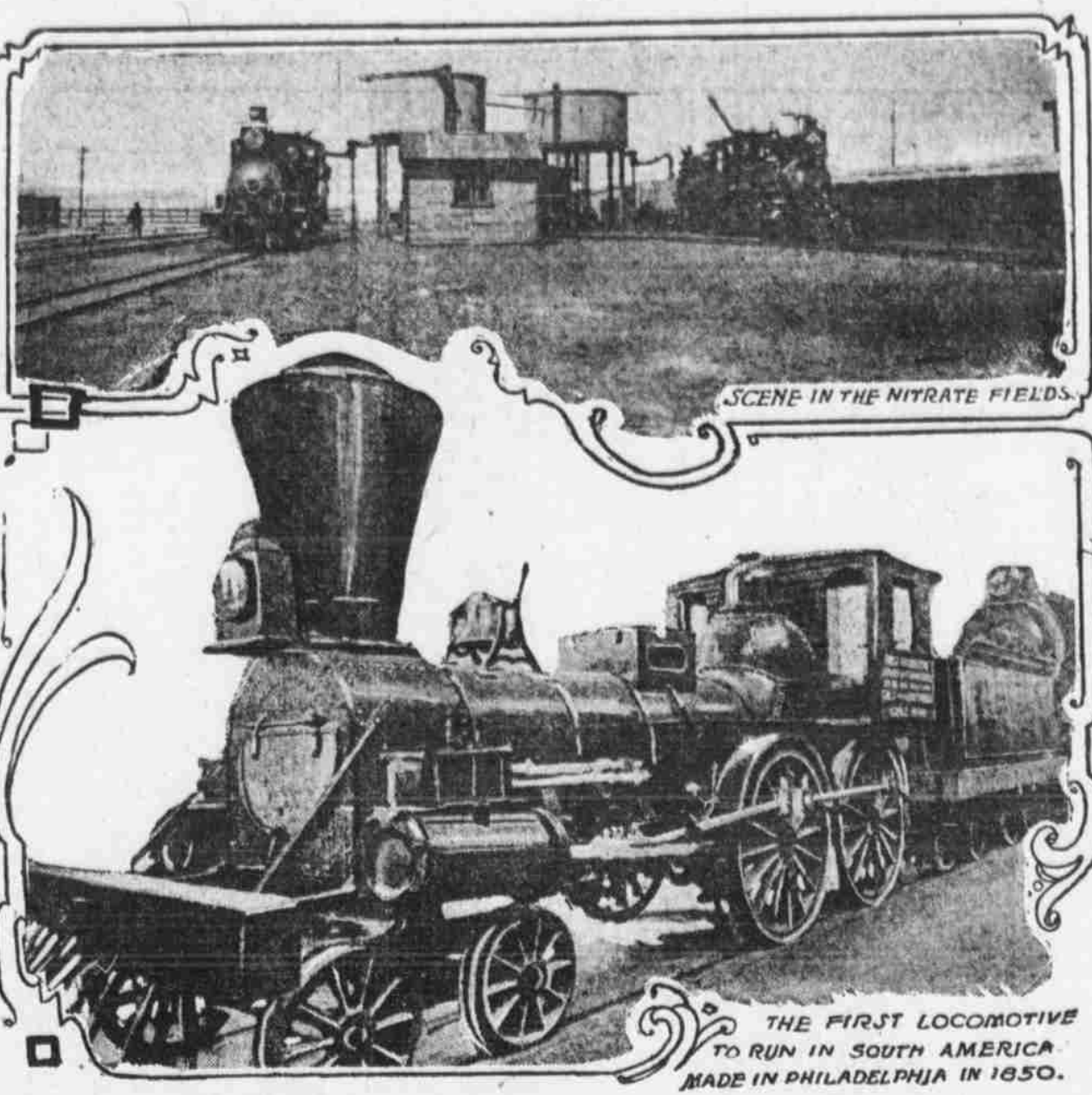
**Should Consider Railroad.**  
It will pay our exporters to consider the future railway system of Chile. This will consist of a long line of railroad running from Peru to the Strait of Magellan, with feeders going west to the coast and east to the mountains. This line is known as the longitudinal system, and it is now being built. It is already about 2,000 miles long and it will eventually connect Peru and Punta Arenas, the metropolis of the straits. The railway already extends almost to the Peruvian boundary. It traverses the nitrate fields and connects them with Valparaiso and Santiago. The southern section extends to Puerto Montt, where this letter is written. The first part of the road is through a desert as barren as the Sahara. This goes southward almost to the latitude of Valparaiso, where the longitudinal system crosses the trans-Andine railway to Buenos Aires. Then begins the great central valley, an irrigated region which corresponds in its fertility with the best parts of southern California. Below that the road enters the forested mountains and one tries where the farms have had to be cut out of the woods, and where the rainfall in places is 100 inches per year. The central valley section has been built a long time, and fifteen years ago, when I first visited Chile, they were already penetrating into the forest region. I then came on construction trains as far as the "Tomas" of the Araucanian Indians, and I am now a day's ride further south, having gone through pioneer settlements all the way. Within another fifteen years the road will probably have been extended to the Strait of Magellan. This I should say is as much further south of here as from St. Louis to New Orleans.

**Under Government Ownership.**  
The longitudinal railway belongs to the government. The materials for material and cars may be made with the government officials. The government is furnishing the capital for the extensions and the building goes on steadily. During 1913, 700 miles of new lines were opened to traffic and the total number of miles under construction was 500. Some of this has since been completed. The railroad work paid for in that year was valued at \$15,000,000, a sum equal to more than \$4 for every man, woman and child in the country.

At the present time Chile has over 4,500 miles of railroad in operation, and this about one-half belongs to the state. The government began to take over the roads about a generation ago, and by 1910 it had paid something like \$20,000,000 for them. The state railways are managed by officials appointed by the president. There is a general manager who is assisted by nine administrators. The administrator holds a similar position to that of general manager of a private railroad, and the system is divided into nine sections, each of which has its administrator. The chief offices of the state roads are at Santiago, and there is a close connection with them and the government as to all appointments. Every man who gets more than \$1,000 a year receives his appointment directly from the president, and the others are selected by the general manager with the advice of his subordinates. This makes every railroad office a government job, and all appointments from the administrator to the brakeman and track layer are more or less affected by pull. I have talked with many people here concerning the service. So far have yet to meet an unprejudiced observer who believes that government ownership is good for the roads or the people. Indeed, the railway question is one of the live ones of public discussion, and the figures show that the most of the lines are annually worked at a loss of several millions of dollars.

**Big Orders for Americans.**  
The difference between the receipts and the expenditures does not show the whole deficit arising from government management. There is an enormous additional loss in the wear and tear of the roads and the rolling stock, owing to carelessness and waste. This is so great that Chile has recently passed an act appropriating more than \$20,000,000 to re-equip and reorganize the system. A large amount of this will go into new cars, and will result in large orders from the United States. As it is now, most of the cars have come from our country and as originally shipped they were the best of their kind. They now show the effects of the long lack of repairs. Those in which I have traveled need paint and varnish. The windows rattle and everything seems rickety, shabby and going to seed. I have been in Pullman cars where the fine veneering of the ceiling has so cracked and delaminated that it hung down like the wall paper of a damp building, and in some coaches the rain dripped through. The freight cars are in a bad way and no one watches the leaks. Others of the cars are more comfortable, the dining and sleeping car service being fairly good. With the new appropriation there should be no lack of money and conditions will probably improve.

**Rates Are Low.**  
The rates of travel on the state railways are low for a country like this. First-class fares are about 3 cents a mile, second class 1 1/2 cents and third-class less than two-thirds of 1 cent per mile. There are additional charges of 50 per cent on the express trains and of about 100 per



SCENE IN THE NITRATE FIELDS. THE FIRST LOCOMOTIVE TO RUN IN SOUTH AMERICA MADE IN PHILADELPHIA IN 1850.

cent on the rapidos and trains de luxe. There is a reduction of 10 per cent on return tickets of all classes. The freight rates are high, and more than half of the earnings come from freight. The extra charges for baggage are much greater than in the United States and on the central system 4 per cent of the total amount of freight carried is about 5,000,000 tons per annum, the number of passengers over 12,000,000, and the total receipts more than \$15,000,000 in gold. The expenditures are more than \$15,000,000, so that the deficit is more than \$2,000,000. The state is now operating about 2,000 miles of railway, and its own employees are more than 11,000, or over five to the mile.

In addition to the government railways are those owned by private parties and companies. These roads have a trackage almost as long as that of the government system, and their total capitalization is quite as great. Their freight and passenger rates are higher, but the service is better. Many of them are run in connection with mines and other interests and the returns do not show the actual receipts or the profits.

Take, for instance, the nitrate railway, of which there are seven. They run from the ports out into the desert and carry the little salt nitrate of soda. They range in length from fifty miles to 300 or 400, and their business is in proportion to the nitrate factories or oficinas with which they connect. The Pisagua railway, that runs between Pisagua and Iquique, has a length of 350 miles, and its capitalization is \$10,000,000. Its gauge is only sixteen inches. Nevertheless, it has been paying over 7 per cent on its common stock for a number of years, and its net receipts are now more than \$17,000,000 per annum. That road is owned in England.

**Another Profitable Road.**  
Another profitable road is the Anglo-Chilean nitrate road, which runs from the port of Tocopilla to several different oficinas, having a length of seventy miles, and is capitalized at \$5,000,000 and in 1911 its dividend was 13 per cent. And then there is a road from Mejillones that connects with the Antofagasta railway to Bolivia. That road is about eighty miles long, and it has a thirty-inch gauge. The Guggenheim syndicate, the copper king of the Andes, should have an enormous profit therefrom. At present it is a part of the Antofagasta-Bolivia railway system, which is exceedingly profitable. The Talca Railway company, which runs from the southern nitrate fields to the port of Talca on the Pacific, paid a dividend of 9 per cent in 1912. All of these railroads are feeders of the longitudinal system, and that system has been built to connect them as well as to give a line north and south throughout the republic.

A most interesting feature of the Chilean railway situation is the number of lines that have been planned to cross the continent, traversing the Andes and joining the Argentine railway systems to those of the west coast. The only one of these that has been completed is that which extends from Valparaiso to Buenos Aires. This is about as long as the distance between New York and Chicago. It crosses the Andes at an altitude of 10,500 feet above the sea through a tunnel that is nearly two miles long. The road was expensive to build, and it is so costly to operate that its freight rates will always be high. It has a rack and pinion or cog railroad system of about twenty-five miles, and the gauge is such that freight has to be transferred twice during the journey across the continent. The fare from Santiago to Buenos Aires is \$5, with a very small allowance for baggage. This is more than three times

as much as the cost of the trip from New York to Chicago.

**Transcontinental System Building.**  
Another transcontinental railroad that will soon be completed will connect the port of Antofagasta with Buenos Aires. This is an extension of a branch of the Antofagasta-Bolivia railway. I have already described my journey over it from Bolivia to the sea. The transcontinental extension leaves the main line at Uyuni, where it has an altitude of about 12,000 feet, and thence passes through a rich mineral district, crossing Bolivia to the frontier, at La Quicua, where it will connect with the great railway system of Argentina. The road has already been constructed to Puzos, and within less than a year it should be connected with the Argentine system. The distance between the two points is now only sixty-six miles. This road will never be a general passenger line across South America. The distance is too great. It will, however, be the short cut from the Pacific ocean to the upper part of the Argentine Republic, and will be Bolivia's outlet to the Atlantic.

Chile has plans and surveys already made for several very important transcontinental railways south of the present line from Valparaiso to Buenos Aires. Some of them will have their termini at Bahá Blanca, the Argentine port on the Atlantic ocean, a day's ride south of Buenos Aires, and one will connect Talcahuano, the great commercial and naval station near Concepcion with that port. This road will cross Chile from Concepcion to Antuco, and thence go on into the Argentine, where it will connect with the

roads which have their termini in Bahá Blanca.

**Distance is Shorter.**  
This transandine road will be about 200 miles shorter than the road now in operation between Valparaiso and Buenos Aires, via Juncal. It will be easier of construction and will cross the Andes through a tunnel, which will be less than a mile in length. The government has already granted a subsidy of \$1,000,000, to be paid at the rate of \$5,000 per kilometer, as it is opened to traffic, until \$600,000 have been paid, the remaining \$400,000 to be held until the line has been joined up to the Argentine system. Some of this line is already in operation, and it is steadily proceeding. The Argentine section is being arranged for. Another road to Bahá Blanca which has already been decided upon will have a length of 500 miles. This will go via Donquimal.

Between these southern transcontinental roads and the transandine road now in use, several roads to Buenos Aires are being considered and surveyed. One of these from Valparaiso via Maipo, is about 1,000 miles long. Another from the port of Llico, still further south to its ninety-five miles, and a third from the port of Llico, still further south to Buenos Aires, is 1,063 miles long. In addition to these there are three others planned to go through the Colorado range, which would connect them with the port of Constitution. These roads are each about 1,000 miles long.

**Panama May Reduce Traffic.**  
One reason for the anxiety that Chile has for more transcontinental routes is

the fear that the Panama canal will reduce the shipping via the Strait of Magellan. Many of the ships that now come through the straits will pass through the canal and down the west coast of Chile, and the country will not have as good facilities by the straits as it has now. The new roads will bring the country into close connection with the Argentine, and the future travel to Europe will be largely by way of Argentine ports.

Chile was the first country of South America to build railways, and the first railways built here were constructed by United States citizens. The first road on the South American continent was made to connect the silver mines of Copalaco with the port of Caldera. The builder was William Wheelwright, whom I have already mentioned in a previous letter. He opened his road for traffic July 4, 1851. The first locomotive that was used is still in existence in one of the Chilean museums, and its name plate shows that it was made by Norris Brothers in Philadelphia in 1850. Wheelwright began the railroad from Valparaiso to Santiago, and he made surveys toward the Andes with the idea of a transcontinental route. His first road was built four years before Henry Meiggs, another great railroad contractor, also an American, began work on the Central

railroad southward from Santiago. William Wheelwright's name is highly honored in Chile. He had a great deal to do with the development of the country. He was born in Newburyport, Mass., and at the age of 25 years was made United States consul at Guayaquil. He served there for several years and then moved to Valparaiso, where he established a line of passenger vessels along the coast. He was the founder of the Pacific Steam Navigation company, and so may be called the first to introduce steam on the west coast. He built the first gas and water works of South America and strung the first telegraph line.

Henry Meiggs, the other great American railroad contractor, built the wonderful road which goes up the Andes back of Lima, Peru. He also constructed the road from Mollendo to Arequipa that now goes on to Lake Titicaca, and he did a great deal of railroad building in Chile. He completed the road from Valparaiso to Santiago, and built some of what is now the great trans-Andine system. Today a great deal of American rolling stock and rails are still used in Chile, and it is impossible to write about the roads without reference to their close connection with the United States.

FRANK G. CARPENTER.

## OMAHA IS FASHION CENTER

Eastern Styles Can Be Obtained Here as Well as in Larger Cities.

SALESWOMEN ARE HELPFUL

Those Selling Suits and Gowns Always Able to Offer Valuable Suggestions in Making Selections.

By POLLICIA.

Omaha has come into its own in the realm of metropolitan fashion centers. No longer do local society maids and matrons find it necessary to go east once or twice a year to replenish their wardrobes, but from here advance notes in styles radiate to neighboring states and communities. There is absolutely nothing that can be obtained in eastern markets that it is not possible to buy right here in little old Omaha.

Time was when my lady's wardrobe or its accessories needed to be completed by eastern purchases. One of the items of her wardrobe which particularly occupies her attention is my lady's bodice or blouse. Great care was expended in planning the design, workmanship and material for this important adjunct of the costume. Now my lady enters one of the large department stores and in a few minutes as it formerly required hours to be fitted with a bodice she selects an imported model, distinctly newer, more chic and more modish than anything she could have planned herself with a little effort. And in nine cases out of ten the price is more reasonable.

In one of the large department stores here there is a little French lady in charge, to dierne cri' from Paris or the American fashion centers, whatever they are going to be now.

Just now the little French woman is showing a distinct novelty in velvet basquettes. These come in different shades of velvet, principally in the black, and may be worn over detachable silk or chiffon blouses or over the ordinary blouse. It is one of the most attractive accessories to the costume that has been shown for a long while, and promises to be most popular. They range in price from \$3.98 to \$8.98. When asked what the last note for style in blouses was she said:

"For every-day wear, crepe de chine

blouses with military collars and gauntlet cuffs are in the lead. They are reasonably priced, coming in lots at \$3.98 and \$7.50. For dressier occasions dainty shadow and Chantilly lace blouses lined with flash-colored chiffon, with stand-up collars and long sleeves are very good. These are sold from \$3.98 to \$25. For very dressy occasions the blouses may be short-sleeved and worn with long kid gloves.

**Georgette Crepe Popular.**  
"Georgette crepe is the most popular material for waists because it looks so dainty and still launders so beautifully. These come from \$5 to \$6.38, but our handsome models for afternoon and theater wear are of gold net over flesh-colored chiffon, trimmed with satin in the shade to match the suit with which they are worn. These are a little higher priced, being sold at \$12.98 to \$14.98, but our most expensive models range in price from \$35 to \$40."

**Beautiful Models in Chiffon.**  
Very beautiful models are shown in hand-embroidered chiffon and in a variety of blouses with tiny chiffon sleeves. Very effective satin ones with cape back of lace are being displayed for the reasonable sum of \$3.98 to \$5. The distinguishing feature of this season's models is the long set-in sleeves, as opposed to the drop-shoulder mode. The V-necked bodice continues in popularity.

Each department store makes a specialty of inexpensive shirtwaists for business or morning wear from \$1 and up and pleasing innovations greet the business woman here.

Department heads pay Omaha women a distinct compliment they say that local women exercise most careful judgment and a remarkable aptitude for good models in their choice of garments.

**And So It Goes On.**  
Nunky, absolutely delighted with himself, left the shop of the curio-dealer with springing footsteps.

He had been giving a practical demonstration in dealing to his sister's eldest son.

"There you are, Reginald!" he said to his bored nephew, as they walked along. "Just bear in mind that little incident when dealing with men of that caliber. Just argue the point my boy, and down comes the price."

Inside the shop, the dealer watched his customer out of sight; then he smiled broadly.

"George, my son," he said, confidentially, "when you're dealing with a card like that, and you see him out for arguing the point, just clap the price on \$25 to start with!"

## DAINTY GIRLS MAY RELY ON



## CUTICURA SOAP

Assisted by Cuticura Ointment occasionally, to promote and maintain the purity and beauty of the skin, scalp, hair and hands. You may try them before you buy them.

**Samples Free by Mail**  
Cuticura Soap and Ointment sold throughout the world. Liberal sample of each mailed free, with 22-p. book. Address "Cuticura," Dept. 67, Boston.

## LADIES' HAIRDRESSING IN LONDON AND PARIS

A returned traveler says: "When I was in Europe this year I found both cities so thickly dotted with hairdressing parlors and hair goods stores that I wondered if the women ever had time for anything but care of the hair. Personally I was interested in finding a really good shampoo and was happily surprised when several inquiries brought the suggestion that our own American made canthrox shampoo is best. I tried it and have decided that it is not advisable to use a makeshift but always use a preparation made for shampooing only. You can enjoy the best that is known for about three cents a shampoo by getting a package of canthrox from your druggist; dissolve a teaspoonful in a cup of hot water and your shampoo is ready. After its use the hair dries rapidly with uniform color. Dandruff, excess of dirt and dirt are dissolved and entirely disappear. Your hair will be so fluffy that it will look much heavier than it is. Its luster and softness will also delight you, while the stimulated scalp gains the health which insures hair growth—Advertisement."

IT IS ABSOLUTELY PURE AND MOST DELICIOUS

**Metz BEER**  
"THE OLD RELIABLE"

W. A. BROS. DIST. FOR

# HOME FURNITURE CO. 24th and L Streets So. Omaha

## Quality High---Prices Low --- Not One Day But Every Day NOVEMBER CLEARANCE SALE!

During this sale we are offering the greatest Furniture and Rug values ever offered. Car after car of high grade furniture has been received and in order to make room for big holiday displays we must make a quick clearance of all stock on hand. Come in tomorrow and buy while the assortment is best.



**Home Favorite Kitchen Cabinet**  
This is a convenience every housewife should enjoy. It is made of the finest materials and is a regular \$30 value. **\$22.50**  
November Clearance Sale price...

**November Clearance Sale of Rugs**  
9x12 Seamless Brussels Rugs— **\$8.75**  
at  
9x12 Seamless Velvet Rugs— **\$14.50**  
at  
9x12 Axminster Rugs— **\$15.00**  
at



**BED DAVENPORTS**  
Upholstered in best Spanish Morocco and has always been a big seller at \$32. **\$22**  
November Clearance Sale price.....



Every day this month will be a Bargain Day at the "Home."

**November Clearance Sale**  
of hundreds of pieces of fine furniture that will beautify your home.  
Get our prices.

**Home Pride Range**  
Set up in your home, for— **\$27**  
Cash or payments.

**November Clearance Sale**  
of Elegant Bed Room Furniture  
Our prices in this line are ridiculously low.

SEE OUR NEW DAYLIGHT DISPLAY ROOM

**Green Gables**  
D. B. BAILEY  
SANATORIUM  
London, Wis.

This institution is the only one in the central west with separate buildings situated in their own ample grounds, yet entirely distinct, and rendering it possible to classify cases. The one building being fitted for and devoted to the treatment of non-contagious and non-mental diseases, no others being admitted; the other Rest Cottage being designed for and devoted to the exclusive treatment of select mental cases requiring a time watchful care and special nursing.