

important points, all in the direction of insurgency—and it may be added, in the direction of democracy, for insurgency is progress toward democracy. This statement, however, ought not to be resented by the insurgents. They are not doing what they are because the democrats blazed the way. They are following in the lead of democrats because the democrats began first, and saw earlier than they did the things that were needed. This was probably due to the fact that the democrats were not hampered by the party restraints that have held some of the insurgents back. In the next senate there will be more insurgent republicans, or, if not insurgent republicans, democrats who go still further than insurgents. There will be more insurgent republicans in the house, or, if not, democrats who will go further than the insurgents go. The republican standpatter might as well make up his mind to accept the insurgent policy, or to accept the democratic policy, which goes further than the insurgents' policy.

It is probable that the democrats will profit by the division in the republican party, just as the republicans profited by the division in the democratic party, but democrats should understand that they must be careful of their own conduct if they would profit by republican divisions. The "special-interest republicans" will attempt to persuade the democrats to put up corporation tools in opposition to insurgents. If the democrats do this they will be beaten, and ought to be beaten. When the republicans put up a reformer the democrats ought to put up a still better reformer, and give the public a chance to choose between the two. Then, if the republicans win there will be a progressive in office—if the democrats win there will be a still better progressive. The predatory interests try to nominate the candidates in both parties and, when they succeed, they sit back and say, "They are both good men, whichever wins, the people lose." Let the reformers see to it that two friends of the people are nominated, one in the republican party and one in the democratic party, and then the masses can console themselves with the reflection that whichever candidate is defeated the people will still have a representative in Washington.

Let the democrats beware of the men who, having some special interest to guard, have no politics but promise their support to any party that will be subservient to them. Now is the time to take advantage of the division in the republican party, not by helping the standpatters to overcome the insurgents, but by nominating good men, strong men, trustworthy men, in every congressional district, and in every state where a senator is to be elected. Then the democrats can feel indifferent as to the result of the struggle in the republican party. If the insurgent candidate wins his fight in the republican party, well and good; we will match him with a man who believes in all the good things he advocates and in other good things that he does not advocate. If the standpatters win we will present a candidate through whom the insurgent republicans can express their condemnation of the methods that have dominated and now dominate the republican party.

#### TEMPERANCE SENTIMENT GROWING

It was stated in the House of Commons recently that the increasing sobriety of the people has cost a deficit of nearly fifteen millions in the revenue derived from the taxation of liquor. No doubt the people will be glad enough to pay the taxes necessary to make up this deficit; it would be a queer community that would prefer the revenue derived from the taxation of liquor to the better conditions that would come with a decrease in the consumption of liquor, but the important point is that the use of liquor is on the decline. This is apparent to anyone who will take the trouble to investigate.

If you are traveling on a ship, ask the captain about the use of liquor on ships, and you will find that the captain will give the same testimony that an English captain gave. He had been on the same ship for twenty years. When he took command the grog was furnished to the sailors twice a day; now the authorities not only do not furnish grog at all but do not allow a sailor to bring liquor on to the ship. There has been a great improvement in the character of the habits of the sailors in this respect, and those who travel on the ocean have reason to rejoice that the hazard due to intoxication among the officers and crew grows less and less each year. The same ship captain declared that the sale of liquor to passengers had decreased seventy-five per cent in twenty years.

Another captain said that comparatively little

liquor was used on the table in his ship and none among the crew.

The railroads, too, are more strict with their men, and the man who drinks on duty loses his position when his habits are found out. The same is true of other corporations. They do not want tipsy employes, and the rules that are being laid down with increasing strictness are promoting temperance.

An examiner for a life insurance company is responsible for the assertion that the applicants for insurance that come before him—and he represents ten companies—as a rule state that they do not use liquor. All of the moral influences at work in society are united in a crusade against the drink evil, and each generation shows a larger number of young men who recognize the truth proclaimed by Solomon more than twenty centuries ago: "Wine is a mockery, strong drink is raging, and whosoever is deceived thereby is not wise."

### Mr. Bryan in Chili

Did you ever see a wall-map of Chili? It is made in three parts, and the parts are pasted together, side by side. It reminds one of the story told in the big tree country of trees so high that it takes two men and a boy to look to the top of one of them.

Cape Horn is at 56 south latitude; from that point to the 17th parallel Chili has undisputed control of the Pacific coast, and the territory now in her possession, but in dispute with Peru, extends to the 19th parallel. When it is remembered that this strip of land is only from one hundred to two hundred miles wide the reader will understand why the map looks better in sections. But while Chili lies between the mountains' crest and the seashore, she possesses greater variety in soil and climate and agricultural products than the coast sections near the Equator.

Northern Chili is as barren as the coast country farther north. Occasionally a river worms its way down to the ocean, fretting and foaming as if resentful toward the mountains for encroaching so far upon it. Where there is water and even a little arable land there are fields, orchards and vineyards. When the vessels stop at the seaports the market women throng the decks, and it need hardly be added that they find ready sale for their merchandise. The fruits and vegetables were the first we had seen for several weeks that recalled the temperate zone. The peaches were large and luscious; grapes in all colors hung in great clusters, while the apples and the pears tempted us by their homelike look; the melons, too, reminded us of the river-bottom product of the states. Coming down from the mountains one can not but notice the air of abundance—he feels that he is entering a land of fatness, and he is the more confident of this as he goes into the interior valleys of Chili.

The resources of northern Chili are largely mineral—nitrate leading in quantity and value. From one port, Iquique, which is the outlet for the province of Terapaca, more than six hundred thousand tons of nitrate are exported annually, besides 350 tons of iodine, and nearly a million and a half grams of silver.

Antofagasta, another northern port, and the capital of the province bearing that name, has a large export trade. Besides being one of the nitrate ports it is first in importance among the ports exporting copper, some of the ore running 25 per cent. Its chief distinction, however, lies in the fact that it is near the apparently inexhaustible borax fields. The railroad from Antofagasta to Bolivia runs for over twenty miles along the edge of the great borax lake, whose owners are said to have a monopoly of the visible supply of that mineral.

Coquimbo, which is only 200 miles north of Valparaiso, has a large export trade in silver, copper, hides and skins. A recent publication puts the export of chinchilla skins from this port at eighteen tons, but this seems hardly possible when one considers how small this highly prized animal is.

Coquimbo, by the way, has the best harbor that we found on the Pacific coast between Guayaquil and Valparaiso, and it is good only by comparison. One is disappointed with the Pacific coast harbors; most of them are merely dents—and small dents, too—in the rock bound shore. Even at Callao and Valparaiso our boats anchored some distance from the wharf and we had to go to and from them in small boats. When storms visit the coast the large ships take to the high seas for safety.

Valparaiso is the largest of the southern har-

bors, but it is so deep that the ships anchor at buoys. As the seaport of the capital and the shipping point of a rich agricultural section Valparaiso with its population of 150,000 easily surpasses all the other Chilean ports. Its commerce amounts to about \$175,000,000 annually and its exports include barley, wheat, beans, bran, hay, clover seed, and a number of other products of the field.

The city is built along the circular shore of the bay, and as the ground rises quite rapidly at this point the city looks like a great amphitheatre, and it is still more attractive at night when its higher lights are lost among the stars. As one might expect, it is a thriving place, and has fully recovered from the earthquake of 1906, in which some five thousand lives were lost.

The word "Valparaiso" means the Valley of Paradise, but however much like Paradise the place may have seemed to the first settlers the valley is not up to the expectation raised by the name. Close by, however, there is a fashionable resort called Vina del Mar, Valley of the Sea, which really deserves its name. There is quite a strip of level ground there and many beautiful residences adorn the city.

When you enter the interior from Valparaiso you are in what is termed "the heart of Chili." Instead of the narrow vales of north Chili one looks out upon broad valleys divided by well-kept fences into fields and pastures. Crops of all kinds are cultivated, and cattle and horses of the best breeds are raised for the market. Don Augustine Edwards, minister of exterior relations—our secretary of state—has a large ancestral estate near Valparaiso, where he keeps 600 cows, and from which he has sold as much as 80,000 sacks of potatoes in a year.

Beginning about the latitude of Valparaiso (33 degrees) and running south several hundred miles is a very remarkable valley. It is separated from the sea by a low range of mountains, while the foothills of the Andes wall it in on the other side. In some places the two ranges come close together; in other places the valley is several miles wide. But the thing which makes this valley unique is that, instead of having a river running through it, it is crossed by several rivers which come down from the Andes and cut through the coast range, something as the Columbia passes through the mountains in northwest United States. These rivers are so near together that the tracts irrigated by them seem to be parts of a continuous valley. There are many splendid farms and extensive vineyards in this section. The prime minister, Senor Ismael Tocronel, combines vineyard and farm. He has the reputation of making the best wine in Chili, besides raising Hackney horses and Shorthorn cattle.

Santiago, the capital, is situated in this central valley, and no one is likely to suggest its removal. Bolivia has a capital controversy of long standing between La Paz and Sucre; Peru's capital is on the seacoast, while the center of population is likely to be on the east side of the Andes when the Montana country is settled up; but Santiago is near the center of Chili, north and south, and east and west. Besides this, having an elevation of about 1,700 feet, it is between the sea coast and the higher valleys. While not quite so modern as Valparaiso it is a beautiful and bustling city of 400,000. Most of the streets are narrow, and it has only recently attempted the improvements common to our cities, but at this time it is spending a large amount of money for water, sewerage and paving, and is in the torn-up condition which precedes improvement. The street car service is excellent, the cars being built on the English plan, with seats on top. As in Valparaiso, women officiate as collectors on the cars.

The great rock called Santa Lucia, which stands in the center of the city, probably led Valdivia to select this particular spot as the location of the city which was to be the capital of his colony. This pile of stone, about 250 feet in height, has been converted into a public park, and few cities have a pleasure ground which equals it in beauty. From the top one obtains a splendid view of the city and a still better view of the peaks of the Andes, which, during much of the year, are covered with snow.

We went south from Santiago as far as Talca, partly to see more of the valley, and partly to see a Chilean city of the interior. The valley deserves the praise that has been showered upon it, and justifies the pride of its inhabitants, who boast that it can feed millions of people.

Talca is a very substantial city, situated near the Maule, one of the principal rivers of Chili. The water power is ample for its five great flouring mills—in fact they use but a small fraction of the power that might be generated if all the fall was utilized. Talca also contains