

three match factories and other manufacturing plants. But probably the best test of the city's business stability is to be found in her three banks. The Bank of Talca has a paid up capital of \$5,000,000 (Chilean dollars), a surplus of one million, and deposits of more than twelve million; the dividends amount to some fourteen per cent annually. Chilean dollars are worth only a little more than 25 cents in our money, but a bank with a capital of \$1,250,000 in American money and deposits of over three millions is good for a city that has only about 40,000 inhabitants and two other large banks.

The southern third of Chili is devoted to grain, cattle and sheep. Grain is abundant there, and the grasses grow well. The extreme south is intersected by innumerable bays and sounds, giving to that section scenery which, in the opinion of Chileans, equals that furnished by the fiords of Norway. Punta Arenas, the principal port of this section and the southernmost city in the world, has a population of ten thousand, and an export trade of more than four million dollars.

As an indication of the industry of the people and of the magnitude of the nation's resources, it may be added that Chili is producing 25,000,000 bushels of wheat, 66,000,000 gallons of wine, and has a million and a half of cattle and nearly two million of sheep, while her deserts yield over 3,000,000 tons of nitrate, and her mountains 30,000 tons of copper.

The government has made continuous efforts, partly successful, to colonize southern Chili—special attention having been given to the territory of Magellan. Liberal inducements are offered and, up to this time, some 30,000 emigrants have landed. Southern Europe has furnished the bulk of these; twenty-eight per cent are from Spain, twenty-one per cent from France, and twenty per cent from Italy. Germany, Switzerland and Great Britain follow with fourteen, eight and five per cent respectively.

Speaking of Germany's contribution to the population of Chili it is worthy of notice that this vigorous and ambitious nation is increasing her commerce on the western coast. Her merchants and manufacturers are sending their agents into Peru, Bolivia and Chili, and her steamships are fighting for a share of the carrying trade. In the last named country her influence is seen also in the schools and in the organization of the army.

Chili has already commenced to turn her attention to manufacturing; in fact, it would not be surprising if she became the manufacturing center of South America. Her people are intelligent and quick to learn; her climate is such that manual labor can be performed without discomfort; she has both coal and water power and, besides these advantages, she feels the need of providing employment for her increasing population.

Chili also has a considerable fleet of merchant vessels. The steamers that carry her flag have an aggregate tonnage of 48,000 and the sailing vessels add 22,000 more—a total which is growing nearly ten per cent each year. As a ship is, in effect, an island upon which many live and support a still larger number on the land, Chili is, as it were, extending her boundaries as she multiplies her vessels.

The railway system of the country is being developed in spite of the many difficulties which have to be overcome. She now has about 3,000 miles of track, half under state ownership and half owned by private corporations. Of the 700 miles now under construction, considerably more than half is being built by the government. A longitudinal line is contemplated from the northern ports to Puerto Montt, at the head of the inland water system of the south. A large part of this line is in fact already in operation. This road will cross all of the lines running east and west, and thus give rapid communication between the different parts of the republic. In writing of Bolivia I mentioned the completed line running from Antofagasta to La Paz, and the one under construction from Arica to La Paz. Besides these in the north there is a line in the north running from Valparaiso (and Santiago) to Buenos Aires, which passes through the crest of the Andes at an elevation of about 10,000 feet. The tunnel, less than two miles long, which will be open for traffic in May, pierces the mountains at a point where it saves a climb of some 2,500 feet. This line will greatly facilitate commerce between the two countries, a commerce now impeded by snows during the winter months. It will be a great mistake, however, if tourists use the tunnel, for the view which one obtains from the top of the range should not be missed; neither should one fail to see the Peace Statue, to which I shall refer later. The government is considering a

fourth line which will run from the coast to the top of the mountains, and connect there with a line which Argentina is projecting from the Atlantic.

One hears a good deal of talk in South America of an international line running from the United States through Mexico and Central America to Colombia, Ecuador, Peru and Bolivia, and from Bolivia to Chili on the western coast, and to Brazil and Argentina on the east. Argentina already has her part of this joint road completed; it runs from the Bolivian boundary to Buenos Aires. Bolivia has only 150 miles to build to complete her share; Chili is closing up the gaps in her section; Brazil is pushing westward toward the Bolivian frontier, and Peru is at work. In a few years it will be possible to take a train at Lima, or possibly at some point farther north, and go by rail to Bolivia, Chili, Brazil and Argentina. The northern sections of the road may be built later on.

One is impressed with the stature, strength and energy of the Chileans. In appearance and movement they give evidence of virility. This is explained in various ways. One official says that the early settlers came from the north of Spain; another Chilean emphasizes the effect of climate and points out the advantages of the temperate zone; and still a third gives the Indians credit for adding physical fibre in the mixture that has been going on for nearly four centuries. But explain it as one may, the people of Chili are strong, industrious, hopeful and patriotic. It is the boast of Chileans that they are as one man in all that effects their country's interest, and the boast seems to be supported by the facts. This national pride has not, however, be it said to her credit, kept her from borrowing largely from Europe and the United States. A number of her officials have English names, and her monuments prove that she is generous in recognizing the merits of those who have come to her from other lands. O'Higgins, whose name indicates his ancestry, has a beautiful statue erected to his memory, and a province named after him. William Wheelright, an American who gave the first impetus to railroad building, is also kept in mind by a statue. Henry Meigs, another American, left his impress on Chili as a railroad builder, as he did to a still greater extent on Peru.

Valparaiso and Vina del Mar have many houses which, in their construction and furnishing, give evidence of taste and refinement as well as of wealth. Minister Edwards, who is also the leading journalist of Chili, has at the latter place a summer home of unusual beauty, to which he has given the euphonious and rest-inviting name of Villa Serena.

Santiago has not only palatial residences, but splendid public buildings as well, the most handsome of which is the one occupied by the national congress.

The visitor from North America is gratified to learn that Chili abolished the lottery and the bull fight as soon as she secured her independence, and the good results which have followed this step are easily apparent.

Chili was one of the first of the South American republics to awaken to the importance of popular education. She claims that 38 per cent of her people can read and write, and that the proportion has increased 9 per cent since 1885. Of her population of 3,500,000, 160,000 attend the public schools and there is, in addition, a considerable attendance at private schools. Education is compulsory between the ages of six and fourteen. The annual appropriation for education in Chili amounts to more than a dollar and a half per capita in our money. There are several American schools in the republic, one of which—the American Institute, of which Dr. Browning is the head—have been established more than a quarter century ago. This school is located at Santiago, and is for boys only. Dr. Rice has a school for girls in the same city.

Our country has not, however, exerted the influence over Chili that she has over some of the other South American republics, partly because Chili is farther from us by the ocean route, partly because of the large number of settlers from Great Britain and Germany, and partly because we have been drawn into diplomatic controversies with the government of Chili. The Baltimore affair of eighteen years ago strained relations for awhile, and the Alsop matter has more recently caused some friction. Whatever the merits of the latter case may be, it has temporarily embarrassed the Americans who are doing business in Chili. I did not find, however, any unfriendliness among the officials; on the contrary they could not have been more hospitable or shown greater courtesy. Those Chileans who have visited our country are en-

thusiastic in its praise, and others speak of visits in contemplation. President Montt, the third of that name to occupy the office of chief executive, once represented Chili in Washington and is, therefore, acquainted with our nation's policy and with its pacific intentions.

The Panama canal will help Chili, although, because of her proximity to Cape Horn and her railway connection with Argentina, it will help her less than the countries farther north. But the United States and Chili will become closer neighbors when ships can come directly from the north, and the increasing commerce which will follow will cement the relations between the two nations, and lessen the possibilities of misunderstanding.

The Chileans are a military people; you notice this as soon as you enter the country. The officers have a soldierly bearing, and the enlisted men go through the drill as if they really enjoyed it. Both the army and the navy are large in proportion to population, and yet Chili and Argentina have recently joined in erecting the most beautiful peace statue in all the world. It is a bronze figure of Christ, the Prince of Peace, and stands at the summit of the Burmejo Pass, on the boundary line between the two nations. One hand holds the cross, and the other is raised as if to pronounce a blessing. The erection of the monument at this place was suggested by Senora Angela De Oliveira Cesar de Costa, of Buenos Aires, now president of the Argentine branch of the International Peace Society. It was unveiled with impressive ceremonies in 1904. On the base are appropriate inscriptions, pledging perpetual peace between the two countries—may the pact never be broken and the sentiment to which it gives expression make speedy conquest of all the nations of the earth.

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## The Revolt in Iowa

Des Moines, Ia., May 10.—(Associated Press report.)—Ringing denunciations of the tariff bill and the men who passed it, characterized the speeches of Senators Jonathan P. Dolliver and Albert B. Cummins, who opened the progressive campaign in Iowa tonight at the coliseum. Over 10,000 progressives attended the meeting.

The meeting tonight followed the district conferences throughout the day, at which steps were taken to reconstruct the old Cummins organization and to organize the state by counties and precincts.

Even President Taft did not escape the sarcastic shafts of the two Iowa solons, while Senator Aldrich was named as the leader of corporate greed and avarice. Senator Dolliver referred to the president as the "titular leader," of the republican party, which meant, he said, "a good man surrounded by people who knew exactly what they wanted."

### Aldrich With Guggenheims

Both senators declared that if the republican party continued the policy advocated by the reactionary leaders it would spell ruin to the party.

Among these leaders, Senator Aldrich was frequently mentioned as the man "allied with the Guggenheims and the Ryans and Paul Morton in a mammoth trust incorporated as a rubber company, which is allowed by the articles of incorporation to participate in any kind of business, anywhere on the face of the earth, and which is one of the holding companies in the Guggenheim syndicate for the control of the wealth of Alaska."

"These are the men who are responsible for the tariff bill during the extraordinary session," declared Senator Dolliver.

"The bill is only a scheme to rob the people and to increase the holdings of such gigantic syndicates as I have mentioned.

### Cause of the Discord

"The troubles in the republican party have come not because of what has been said, but of what has been done. It has been said that the tariff bill is a good law. In fact we have it on high authority that it is the best tariff bill ever passed. But not only do I denounce such tariff legislation, but I am not particularly enamored of those who passed it.

"If a man protests against such a bill and is derided and ridiculed what can be the moral status of such pirates who threaten congress, and who have become a nucleus around which the republican party is supposed to rally to preserve its solidarity.

"The fight against such unfaithful leadership