

Bird's-Eye View of the Longest Country on Earth



"The bread wagon."

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ALPARAISO, Chile.—Valparaiso has plans out for improving its harbor, and now that the Panama canal is completed it will be able to take care of all the increased traffic that comes here from the opening of that great waterway. As it is now, it is one of the chief ports of the world. It is the New York of the west coast of South America, and it does more business on the western Pacific than any other town except San Francisco. It is nearer the isthmus of Panama than our great port of California, and in the new direction of trade through the war in Europe, it will be almost as full of American vessels.

You all know of Valparaiso, but I doubt if many of you realize just where it is. It is about as far south of our great canal as Boston is distant from Salt Lake City, and to equal its length you would have to add 700 miles to the distance between Boston and Panama. It is right in the central part of the coast of this long republic of Chile, and I should say at a guess about 1,300 or 1,400 miles from the Straits of Magellan. Valparaiso is the port nearest the capital of the republic, and also the chief commercial gateway to the great central valley which forms the chief agricultural region of the country. Chile has a foreign commerce of more than \$200,000,000 per year, of which more than one-half is made up of imports, which until now have come largely from England, France and Germany. The bulk of this goes through Valparaiso. The town has 200,000 inhabitants and is growing fast. It has gained enormously since the earthquake of 1906, and, notwithstanding its losses of a similar kind in the past, its people go on building as though there would be no earthquakes in the future.

City Has Many Back Sets.
Valparaiso has had many experiences in the field of bad luck. It was founded only fifty-one years after Columbus discovered America, and it had many adventures with pirates before the earthquake of 1730 destroyed the place and its fortifications. It was soon rebuilt and another earthquake came in 1822. Two decades after that it had a fire that burned \$1,000,000 worth of its property and a little later it had another fire at a cost of \$5,000,000. Then it was bombarded by the Spaniards, who destroyed its property to the value of \$10,000,000, and on top of the whole came the earthquake of eight years ago, which is said to have cost \$120,000,000. At that time it is estimated that 3,000 persons were killed, and that at least 100,000 were rendered homeless. The whole of the city along the edge of the sea was laid low; and nevertheless it is the part of the town that is now covered with the best business blocks. Wide avenues have been laid out through it, and the city is larger and more handsome than ever. As it is, a great part of Valparaiso has been reclaimed from the sea by filling in earth and rock from the highlands. This was before the earthquake occurred, and it is made so by the recent improvements. Many of the new streets are now so high that one has to go down steps to get into the older buildings still standing.

Harbor Not Always Safe.
The harbor of Valparaiso, as it is now, is not safe in certain weather. It needs breakwaters and other improvements. The large ships anchor some distance out from the shore, and goods and passengers are landed in boats. The scene coming into the harbor is beautiful. The city is built about a bay, of the shape of a half moon. The big warehouses and most important business blocks are on the edge of this bay, and back of it, rising almost straight up from the water, is an amphitheater of hills, covered with houses. These hills are so steep that the houses are built on terraces and the people go from level to level on cog railroads. These roads are much like elevators, save that they go up on the slant, instead of perpendicularly. There is one of them at every few blocks, and you can pick them out with your eyes as you come in on the steamer. At night the view from the ship is especially beautiful. The houses on the hills and on the walls of the amphitheater are ablaze with lights, and in addition are electric lights on the streets, making the whole look like a maze of great fireflies moving about over the black walls of the hills.

later we were driving through the city over streets paved with asphalt and lined with stores that would not have been out of place in New York or Boston.

Two-Story Street Cars.
The thing that most interested me at first sight was the street cars. These are of two stories, with a second tier of seats on the roof. There is an iron stairway at the back end of the car that leads to the second story, and one can ride through the town as though on an elevated railway. There is no roof to this story, and it forms the best place for a view of the city. Besides the fares are cheaper on top than in the closed car below. I paid only 1 cent of my money per trip. The rates below are only 2 cents, and notwithstanding this I am told that the cars pay big dividends. The line here and that at Santiago, over the mountains about three or four hours off by train, belong to a German company, which has a monopoly of the transit. They operate the Santiago cars by hydroelectric power, and that so cheaply that their profits from that line alone are about \$300,000 a month. The Valparaiso line is said to clear about \$1,000,000 a year.

Women Conductors.
But there is one attractive feature about the car line that I failed to mention. This is the conductors. They are women and a very few of them are pretty young girls, although the great majority will, I venture, never see 30 or 40 again. The woman conductors were brought into the cars more than a generation ago. It was at the time of the war with Peru, when all of the men, including the street car conductors, were sent north to engage in the fighting. At that time the women took the men's places, and they have held them to this day. I am told that they make very good servants, and that, although they have to be watched as to turning in all the fares, they are more honest than men would be in the same places. As it is the company keeps a check upon its conductors by making them give each passenger a ticket, which is collected later on by an inspector who goes through the car for the purpose. The companies have also detectives whom the girls nickname Judases, to watch and see that all pay their fare and that no fares are knocked down. The conductresses wear black sailor hats and dark dresses. They have on white aprons, in the pockets of which they carry their money and tickets, and strapped round their waists are little boxes for the checks they give the passengers. They make reports at a little kiosk in one part of the city at the end of each trip. Another good feature of the car lines is the use of black numbers, which indicate their routes. This is in accordance with a custom that prevails all over Germany, and it is far better than our way of marking only the names of the routes on the cars.

Where I ended my ride I was near one of the cog railroads that lead to the upper part of the city. When I entered the station I had another surprise. It was a woman who opened the turnstile and gave me my fare, and she did her job quite as well as a man. She took my money and then shut me inside a cage like that of an elevator. She rang a bell, and a moment later I was high above the roofs of the buildings along the shore, with a magnificent view of the ocean below me. I could see the harbor with its shipping and the hundreds of small boats at anchor, white away off at the side around the end of the bay was the town of Vina del Mar, the summer resort of the Chileans.

Summer in January.
The seasons are changed south of the equator, and it is in January, February and March that the Chileans go to the coast to get cool. Vina del Mar is the Newport and the Atlantic City of the west coast. It has hundreds of luxurious villas like those outside of Paris, and all the accompaniments of a city of pleasure, such as clubs, golf, lawn tennis and football. It has a mile track, where the Chileans bet on their favorite horses and where races are run every day throughout the season. Indeed, the whole town looks like a fashionable resort or one of the great spas of Europe. The most of the houses are of French architecture; and many of them would cost, if built in our country, from \$50,000 to \$100,000 apiece. Not a few of them have beautiful gardens. There are hedges of roses, great beds of geraniums, and also palms and other tropical plants.

with baskets of vegetables, fruit and fish on their heads calling their wares. The bread wagon has a horse with a great basket on each side of his back, and I passed a milkwoman on a street corner, who was selling milk fresh from the cow. The cow had a calf standing beside it, and I was told she would not give down her milk without her baby was present. The calf wore a cloth muzzle, and it looked lean and lonesome. I stopped and bought a glass of milk for a nickel, receiving therefor about a half pint.

Banks of Many Languages.
A little further on I stopped at a bookstore. The clerk spoke English and German, and the books were in a half dozen languages. Valparaiso is a cosmopolitan city. Most of its business is done by foreigners, and it has foreign churches, foreign clubs and charitable institutions. It has a branch of the Y. M. C. A., and one of the Salvation Army. It has a British hospital, and there are various institutions kept up by the Germans.

The town is cooler than Santiago, and it grows quite as fast. The new harbor plans provide for an expenditure of about \$15,000,000 in gold, and when completed they will give a space for safe anchorage equal to about 300 acres. This will furnish protection to the annual entry of almost 2,000 vessels, with a total of 7,000,000 tons, which is the amount of traffic expected now the canal is completed. The work includes a breakwater of a thousand feet and a quay wall about twice as long. It will have coal wharves, custom houses and warehouses and all of the modern arrangements for loading and unloading goods from the cars to the steamers and from steamers to cars.

Largest Country on Earth.
But before I go farther in my letters from Chile I want to give you a bird's-eye view of this country. For the last

month I have been traveling through the northern part of it. I have visited port after port, and now, here at Valparaiso, I am a little more than half way down the coast. Chile is the longest country on earth in proportion to its width. It begins at Cape Horn and stretches its way northward like a snake along the western slopes of the Andes for a distance of 2,700 miles. It is three times as long as Egypt, which runs for 500 miles through the desert. Let us suppose that the Chilean snake is a rattler and that the islands of Tierra del Fuego at the south are the rattles. Then the button would be the rocks of Cape Horn and the fiery fangs of the rattlesnake's head would be the River Sama, where Chile ends at the Peruvian boundary. This Chilean snake is so long that if you should lay it on the United States from east to west with the button at Boston, its tongue might lick the great Mormon tabernacle in Salt Lake City without stretching its body, or if you should start it crawling eastward, beginning at Cleveland, it might go on to New York, and thence bending southward move on to Panama before its rattles had left the forest city on the great lakes.

The area of Chile is also worth notice. The country is on the average from 100 to 150 miles wide, and it has, all told, almost 300,000 square miles. That means that it is twice as big as California, five times as large as Georgia and more than seven times the size of Ohio, Kentucky or Virginia. Chile would make four Minnesotas or six Pennsylvanias and have room to spare; and if Texas and Maryland were sliced into bits and put together they would just about fill it. It is almost a hundred thousand square miles bigger than Germany, France, and over

three times the size of that tight little island of England and Scotland.

All Sorts of Climate.
This long-drawn-out country, running as it does southward from the equator, gives it all sorts of climate and many resources. In the northern part, where I have been traveling, it does not rain from one end of the year to the other. At Santiago, which lies in the great central valley, only a short distance east of Valparaiso, there is rain on thirty-one days every twelve months, while at Valdivia, in the southern part of that valley, it rains 172 days every year. A little further south the rainfall is greater. There are localities where the people facetiously say that it rains thirteen months every year.

This being the case, the northern part of the land is a desert. The central part is a rich farming country with orchards and vineyards and great haciendas, many of which are watered by irrigation; and the southern part has lands that grow wheat and grain, the fields being fed by the plentiful rainfall.

The latter region has also enormous areas of forest. It will surprise you to know that one-fourth of all Chile is wooded and that just now they are cutting down the woods and burning them, as we foolishly did in the past, to make farms. Altogether the wooded area of Chile is as large as the combined states of Ohio and Indiana. It is more than 15,000 square miles.

Before I leave this general description I want to tell you about the lands and industries of the Strait of Magellan and the archipelago of Tierra del Fuego. They are a part of the frontier of this shoe-string republic, and as one looks at them on the map he might imagine them to be somewhat like the country that the late

Captain Scott found about the South pole. On the contrary, they have a climate about as mild as that of Sitka, Alaska, which has been compared to that of Cincinnati or Washington city. The sheep of that region feed out of doors all the year round and hundreds of millions of pounds of wool are exported from the strait each year. During my last visit to Chile this sheep industry was at its beginning. It has since grown beyond all that was prophesied then and there are now single companies which own more than 1,000,000 head of sheep.

Snows in Winter.
That part of Chile is made up of the submergent range of the Andes some of which are covered with glaciers. The country has a light fall of snow in the winter, but it seldom lies long, and the sheep burrow down through the snow for the grass.

In striking contrast with that region is northern Chile, from which I have come. That part of the republic would have an almost tropical heat were it not that it is tempered by the cold Humboldt current, to such an extent that white men can live as where near the coast. There are thriving towns, ports at the end of each little valley, which has water from the snows of the Andes, and there are cities at the places from where the nitrate and minerals are shipped to the United States and Europe.

Northern Chile is mostly a desert, but it compares favorably in its resources with the most fertile parts of the earth. I have already written of the nitrates. That region supplies most of the nitrate of soda used by farmers all over the world. From that source alone the Chilean government has already received hundreds of millions of dollars, and I am told that it has so

much fertilizer left that it will continue to receive tens of millions more every year for three generations to come. The country also is rich in copper, and it is the great outlet to the vast treasures of the Bolivian Andes. They are discovering new copper mines and iron mines and they have already unearthed enormous deposits of both of these minerals. Among the best of the copper properties are those of the Guzenpeltos near Antofagasta and the best of the iron deposits are those belonging to the Bethlehem Steel company, farther down the coast near Coquimbo. Each of these properties is worth tens of millions. I shall write of them in the future.

FRANK G. CARPENTIER.

Hundred Million Gold Plan is Approved
WASHINGTON—The bankers' plan for a \$100,000,000 gold fund to meet American obligations to Europe was approved today by the federal reserve board.

National banks in central reserve and reserve cities will be asked to contribute to the fund, but country banks are not expected to participate. Although a syndicate of New York bankers already has arranged to take care of \$50,000,000 of that city's European obligations, national banks in New York will be counted on for contributions to the additional \$50,000,000 fund. The gold will be deposited in the branch of the Bank of England in Ottawa, Canada. The first call on banks probably will be designed to bring out from \$20,000,000 to \$25,000,000. Details of the plan, however, were not worked out today at a conference between bankers and the board. They will be considered next week.

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SORE MOUTHS--
LOOSENED TEETH

Sore mouths are the cause of so many different kinds of trouble in this world that it would take volumes to record them all, says the London Times. When your mouth is sore it seems to act on the nerve centers of the brain and to cause you to think all kinds of unutterable thoughts that pass away because of the mist of the fog as your mouth gets well.

Tartar is the beginning too often of sore gums and sore teeth; tartar fouls the teeth, gums and breath. It is at once a menace to yourself and to your friends alike. Do what you will, you can't prevent tartar from accumulating, seeing your yellow, dirty and blackened teeth; then when the teeth begin to be sore and to separate from the gums, it is time to call a halt, because if you fail to remedy this condition the separation will pass away from the enamel of the teeth and you are likely to be called upon hurriedly to lose your teeth, and seemingly glad because of the intense pain that is likely to ensue. When your teeth are loose and wobbly, when they are full of tartar and incrustations, yellow and black, under view and inner view, you must look out for trouble. You can easily get away from this trouble if you will go to your druggist and get four ounces of fluid ergan (no more) and put a teaspoonful in your mouth morning, noon and night. Your loosened teeth will be as firm as a rock—try them with your finger. Your gums will be a rich, rosy, healthy red—all the pain will pass away over night, bleeding stop, tartar will peel off and the while of your own enameled teeth will be shown.—Advertisement.

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