

The South Pacific Mail.



No. 48

VALPARAISO, WEDNESDAY, OCTOBER 12th 1910.

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Valparaiso, 1st September, 1910.

RICHARD WILLIAMS,
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NEWS BY CABLE

REVOLUTION IN LISBON

PORTUGAL A REPUBLIC

KING TAKES REFUGE AT GIBRALTAR

London.

Portugal in the throes of a revolution, King Manuel a prisoner and the revolutionaries supported by the Army and Navy.

With startling suddenness this news reached London on Tuesday night by various means of communication from the Portuguese capital.

Of the actual circumstances surrounding the uprising nothing was known at first for all telegraphic communication had been severed.

London.

A special "Daily Chronicle" despatch, received via Vigo, gives a detailed account of the first events marking the beginning of the revolution.

The narrative throws quite a different light on the disturbances to the multitude of reports which have emanated from the Portuguese capital.

The "Chronicle" correspondent declares that the mass of the people were apathetic in regard to the rising and remained hidden in cellars until all danger had passed. Then they tumultuously paraded the streets, working themselves into frenzies of patriotism, revelling in their self-glorification. For the loyalist cause the municipal guards fought bravely at first, but soon after they became disheartened as they witnessed the treachery of their officers who went over to the rebels, one after the other. In like manner the police made a bold front, but when the Chief of Police learned the serious nature of the rising he came to the conclusion, discretion was the better part of valour and consequently telegraphed the Minister of War that owing to a bad attack of fever he was compelled to remain abed.

Absolutely surprised in every quarter the loyalists were confronted by an enigma fatal to their cause. Nobody was willing to assume command of the loyal troops, the commander in chief and many other officers were absent at Cascaes, circumstances more detrimental than any others in the struggle.

Upon the naval rebels, the success of the uprising largely depended. No sooner had hostilities commenced than a large number of Republican naval officers landed and commanding all the cab-horses around the port proceeded to charge the royalist lines. Eventually they succeeded in joining the rebels, promptly taking command of the rebel artillery, superseding the sergeants.

Early on Tuesday morning the sailors quartered in the Marine barracks at Alcantara mutinied and sent out detachments to snipe the troops guarding the royal palace. Simultaneously, the men manning the warships Sao Rafael, Ada Marchar, and Dom Fernando rebelled. Aboard the latter vessel a fierce struggle occurred, the royalists gaining a short-lived victory. Other naval units which refused to countenance the rebellion were the flagship of the fleet, the Dom Pedro, and the gunboat Pedro Alemquer, and also the wooden training ships.

The crews of the rebel units, the Sao Rafael and Ada Marchar, brought their vessels clear of the shipping in the port and opened fire on the palace at about a thousand yard's

range. The second shell from the Sao Rafael carried away the royal ensign braving the breeze above the palace tower. For the most part, however, the shooting was astonishingly inaccurate.

King Manuel's craven entourage fled at the first smell of powder, but the young monarch was absolutely fearless. It was his desire to remain in the palace, but ultimately he yielded to his household and drove off in his automobile, smiling and smoking a cigarette.

Shortly before the King's flight, the royalists temporarily captured the Republican Dr Affonso Costa as he was driving to the palace with a second insulting ultimatum.

Meanwhile the Sao Rafael fired a blank shot and blew her siren as a preliminary announcement to bombard the Arsenal at 400 yards' range. The shells tore great holes in the building, causing great damage in the portion occupied by the War Minister's staff and killing a number of clerks who had not time to escape. A few moments later the Sao Rafael was guilty of another act of barbarism. With out warning, her gun crews began shelling the harmless spectators assembled in the Praca do Comercio. Then, spying a loyal infantry brigade in the Praca Don Pedro IV., they opened fire on the troops, killing and wounding more spectators who were watching events from the upper windows of the surrounding houses. The royalist troops brought two field guns into position, under cover of the arcades, and returned the fire, killing many aboard the Sao Rafael, which then fled, dodging amongst the neutral ships in the harbour.

Ashore, fierce fighting was occurring whilst the rebel warships were bombarding the port. The worst encounters occurred at each end of the Avenida da Libertade. Mounting their artillery on the heights the rebels began sweeping the Avenida, but the promenades are lined with trees, compelling a direct fire. Thus, when the shells missed the railway station, they struck either of the hotels Inglaterra, Avenida or Palace. The residents escaped by means of the back windows, taking refuge in the stables and remaining in these quarters for two days and subsisting on bread alone.

Tuesday night brought but a short truce, the royalists embracing the opportunity offered by the darkness to tighten their cordon, for despite their losses Tuesday's fighting considerably favoured the loyal troops.

When darkness descended, the rebel war vessels fearing attack from the loyal torpedo craft, incessantly swept the neighbouring waters with their searchlights.

The Dom Carlos, which lay anchored near the Cocinai shore, was still loyal, but suddenly a grim tragedy was enacted. A rattle of musketry and the burr of machine guns announced that the Republican section of the crew had mutinied. Then spectators on the housetops saw the searchlight operated by the rebels flashed on to the quarter-deck, blinding the officers and the few sailors standing around one solitary machine gun. Hidden by

the darkness the rebels poured a volley, and it was in this wise that the last gallant remnant of the Dom Carlos's loyal officers and men perished.

Early on Wednesday three regiments arrived in the city from the interior and promptly joined the rebels. Soon afterwards the Republic was declared. The final struggle was fought at 11 a. m., when King Manuel's uncle, the Infante Affonso, heading an artillery battery, encountered the revolutionaries in Avenida Nueva. A short and sharp struggle followed resulting in the rout of the loyal troops.

After the further setback to the loyalist cause a calm fell upon the city and, excepting for an occasional rifle shot no further signs of strife were heard.

King Manuel abandoned the palace during the midnight bombardment. The King left by a back entrance, motoring to Cintra and from there to Mafra. At 8 a. m. in the morning, Queen Amelia, was driven in a speedy automobile from Cintra to Mafra. Queen Maria Pia following an hour later.

Escorted by some twenty odd horsemen from the Mafra training school, King Manuel, Queen Amelia, and Queen Maria Pia began the journey to Ericeira, arriving there at 4 o'clock in the afternoon. Immediately all embarked in fishing boats, two ladies and two gentlemen of the royal household being the only attendants. In very few moments they boarded the royal yacht.

King Manuel shook hands with the fisherfolk, who aided his escape in friendly fashion. He, however, seemed moved and obviously glad to escape with only the loss of his Crown.

Queen Amelia was perceptibly angry and declared that a time of reckoning would come to the revolutionaries when the royal family returned. The Duke of Oporto attributed the King's downfall to Ministry and to the fatal influence of Queen Amelia, which made it impossible for him, the Duke, to give King Manuel liberal counsels.

London.

The announcement to the effect that the Portuguese Royal Yacht "Amelie" had dropped anchor at Gibraltar and that King Manuel, Queen Maria Pia, the Queen Mother Amelia and the Duke of Oporto were on board, has been fully confirmed.

The Military Secretary of the British Governor has visited the members of the royal family on board the yacht and has welcomed them in the name of the British Government.

The British and American cruisers anchored at Gibraltar gave a Royal salute.

Marquis de Soveral, Portuguese Minister in London has received a telegram from King Manuel announcing the arrival of the royal family at Gibraltar.

The King declared, in this missive, he has no intention of recognising the republic or its institutions.

London.

The Daily Mail publishes a telegram received from Senhor Braga, the Provisional President, announcing the proclamation of the Republic and its recognition by the people and army.

Another telegram of revolutionary origin asserts that a Republic has been proclaimed in all the principal cities of the interior without bloodshed.

Lisbon,

The new Ministers have taken effective possession of their portfolios and all the under officers have returned to their accustomed duties, and a semblance of order has been rapidly restored.

The official routine at nearly all the banks and commercial offices and Cus-

toms Houses has been resumed in response to a request of the military Governor.

Madrid.

Figures received here estimate the casualty list during the revolution in Lisbon as 5,000 killed and wounded.

The entire Municipal Guard were decimated.

News from Setubal states that the Republican infantry fought a body of Royalist cavalry, the losses on both sides numbering 900 in all.

Lisbon.

A normal situation has been completely restored in the capital. The tram services have been re-commenced, and in the banks, public offices, commercial houses and so forth, business is being conducted as usual.

Oporto.

The Republican Government has been definitely established here without any struggle, the populace receiving the proclamation with enthusiasm.

Vigo.

It is believed that Civil War will break out in north Portugal where the Republican cause is believed to have but a few supporters.

London.

The Daily Telegraph publishes a telegram from Funchal, the capital of the Portuguese island of Madeira, announcing that the declaration of Portugal as a Republic has been proclaimed in that place and that the people and garrison received the announcement with enthusiasm.

London.

The Daily Mail has received a communication from the Portuguese islands of the Azores stating that the announcement of the establishment of a Republic in Portugal has been received calmly and with general satisfaction.

Reuters officially discredit a rumour to the effect that Sir Frederick H. Villiers, British Minister at Lisbon, had entered into any negotiations whatsoever with the Republican leaders.

—King Manuel II is the son of the late King Carlos, and was born, November 15th, 1889. His mother is Queen Marie Amelie, daughter of Phillippe Duc d'Orleans. He succeeded to the throne on the assassination of his father and brother, Prince Luiz Phillippe, February 1st, 1908. His Civil List was fixed in September at £73,000 and that of the Duke of Oporto, uncle to the King, at £3,290.

The Portuguese Army was reorganized on October 1st, 1899. The peace footing is about 62,000 including 30,000 militia. The infantry of the line are 18,000, the cavalry 3,032, the dragoons 1,804, the light troops 1,212, the field artillery 3,375 and the horse artillery 479. The total number of guns is 448.

The war footing is 100,000, including about 53,000 militia, but probably 260,000 officers and men could ultimately be put into the field.

The number of men in the navy, according to Hazell's Annual, is about 5,000, and in addition there are 2 vice-admirals, 5 rear-admirals, 16 captains, 25 commanders, 25 lieutenant-commanders, 80 lieutenants, 110 sub-lieutenants, 37 midshipmen and 96 cadets. The strength in ships built include 1 battleship, 5 unprotected cruisers, 1 torpedo destroyer, and 1 submarine.

The British Squadron.

Montevideo.

An error was made in a recent telegram relating to the arrival of the visiting British naval squadron, under the command of Rear-Admiral Farquhar.

The announcement communicated to

the authorities here, was that the warships are due to arrive on November 29th and not October 29th as previously reported.

NEW ENTERPRISE OF THE ROYAL MAIL STEAM PACKET CO.

New Cargo Steamers.

London.

An important agreement which has created some sensation in English shipping circles has just been made between the Royal Mail Steam Packet Company and Messrs Furness Withy and Company who have jointly contracted to carry frozen meat from the River Plate to British ports for several years to come.

The fact of the Nelson Steam Navigation Co. placing additional fast passenger and cargo steamers on the River Plate route, has decided the directors of the Royal Mail Steam Packet Company to enter into cargo carrying competition and more especially in regard to the transport of chilled and frozen meat.

A new series of steamers, the details of which are as yet unavailable, have been arranged for. So far as is known they will probably number half a dozen, but up to the present only one has been launched.

Gun Trials of the British Dreadnought "Neptune."

London.

The new British dreadnought "Neptune" has returned to Portsmouth after the recent gun trials, and has reported that every satisfaction can be expressed at the attendant success. Broadside of ten 12-inch guns produced a terrific concussion and some little damage, although every possible preventive measure had been adopted.

The super-imposed turrets worked quite up to expectations, and the lower turrets withstood the shocks very well indeed, although, men were much inconvenienced.

Loan for North Brazilian Railway.

London.

A new Brazilian issue, amounting to £450,000 in shares, guaranteeing 6 per cent annual interest was made last week.

Destined for the construction of a railway from Madeira to Modore, Brazil, the issue was made at 92½ per cent.

Dairy Show at the Agricultural Hall.

London.

The Annual Dairy Show opened at the Royal Agricultural Hall on Tuesday last week.

The attendance was large and the exhibits good, among the latter being 300 of the choicest cows, 3,259 head of poultry, 2,280 pigeons and 75 goats.

The Lancashire farmers have met with considerable success. The first prize for pedigree shorthorns was awarded to Mr Blundell of Lancaster who is an authority on all matters agricultural.

Largest Meteor Known Appears at Johannesburg.

London.

A telegram from Johannesburg states that the populace of that town and

its environs have been plunged into a state bordering on panic by the appearance of the most remarkable meteor ever known.

The meteor seemed about half the size of a full moon and illuminated the sky for three minutes. It was of most astounding brilliance, giving forth a light equal in strength to that of a naval searchlight at fifty yards.

The astronomers who focussed their attention upon this awe-inspiring phenomenon were nearly blinded by its dazzling effulgence.

It is estimated that the meteor was one hundred and fifty miles from Johannesburg.

FOOTBALL.

First League Results.

London.

The following were the results of the matches played on the 1st inst by the teams in the First Division of the English League:—

Middlesborough 2—Tottenham Hotspurs 0.

Notts County 1—Bristol City 0.
Notts Forest 1.—Sheffield United 0.

Bury 5—Manchester City 2.
Manchester United 3—Sheffield Wednesday 2.

Preston 2—Newcastle United 1.

London.

The following are the results of the matches played in the First Division of the English League October 8th.

Eyerton 2 goals—Bury 1 goal.
Sheffield Wednesday 1—Liverpool 0.
Newcastle United 2—Notts County 0.
Sunderland 1—Blackburn Rovers 0.
Notts Forest 3—Aston Villa 1.
Bradford 3—Woolwich Arsenal 0.
Sheffield United 4—Manchester City 0.

The other teams drew with their opponents.

Rugby.

The following were the results of the most important Rugby matches:—
Harlequins 38 points.—Richmond 0.
United Services 11 points—Blackheath 0.

Swansea 16 points—Gloucester 0.

English Cricketers for S. America.

London.

Negotiations are still proceeding by which it is probable that a team of English amateur cricketers, under the auspices of the M. C. C., will leave England for Buenos Aires in January next.

Population of United States Cities.

Washington.

Washington.

The following figures indicate, according to the official census, the present population of the principal cities in the United States.

	In 1910	In 1900
New York	4,766,883	3,437,202
Chicago	2,195,283	1,698,375
Philadelphia	1,549,008	1,293,697
St. Louis	687,029	595,238
Boston	670,585	560,892
Cleveland	560,663	381,768
Baltimore	558,480	508,957
Pittsburg	533,905	321,616

Famous Jockey Leaves

£500,000.

London.

An estate valued at a quarter of a million sterling, was left by the late Tommy Loates, his fortune being the largest ever amassed by a jockey.

His death has been attributed to chronic alcoholism.

American Sailors Drowned.

New York.

39 men have lost their lives in the sinking of one of the boats of the battleship New Hampshire in the Hudson River.

The disaster occurred on Monday, when 29 men were said to have perished in the capsizing of a pinace belonging to the war vessel, but official inquiries have resulted in the increase of the death roll by ten.

New Land Companies in Argentina.

London.

A company styled the Anglo-South American Real Property Company was registered at Somerset House last week. Promoted by a number of financiers and property dealers, with a capital of £ 250,000, the new concern intends acquiring the present site of the Anglo-South American Bank in Buenos Aires and also several adjacent sites.

Another Argentine concern just re-

gistered is the Bermejo Estancia Company, with a registered capital of £ 80,000.

The Argentine, Jujuy Land Syndicate has also just been registered the capital being £ 3,500.

The Chilote's Barometer.

The shell of a certain crab is used by the native of Chiloe Island as a barometer. In dry weather the shell is nearly white, the approach of rain is heralded by the appearance of small red spots on its surface, while in the rainy season it becomes entirely red.

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and
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To-day.—FOR THE ARGENTINE AND EUROPE. Via Andes.

Post till 3.30. D.P. 4 p.m.

FOR THE NORTH.

s.s. Guatemala to Panamá

s.s. Quillota to Iquique

s.s. Huasco to Panamá.

Post till 2 p.m. D.P. 2.30

Tomorrow.—FOR THE SOUTH.

s.s. Quilpue to Port Montt.

Post till 10 a.m.

Saturday.—FOR THE NORTH.

s.s. Tucapel to Guayaquil.

Post till 2 p.m. D.P. 2.30

FOR THE ARGENTINE AND EUROPE.

Via Andes.

Monday.—FOR THE ARGENTINE AND EUROPE. Via Andes

Thursday.—FOR THE SOUTH.

s.s. Cachapoal to Port Montt.

MAILS DUE TO ARRIVE.

Tomorrow.—FROM EUROPE, VIA THE STRAITS. R.M.S. Oronsa.

FROM EUROPE AND THE ARGENTINE.

Via Andes.

Saturday.—FROM THE NORTH.

s.s. Mexico from Panamá.

FROM EUROPE AND THE ARGENTINE

Via Andes.

Tuesday.—FROM THE NORTH.

s.s. Panama from Guayaquil.

FROM EUROPE AND THE ARGENTINE

Via Andes.

MAIL STEAMERS.

(O) Outward, (H) Homeward.

Orita left Valparaiso, Oct. 11 (H)

Oravia left Callao, Oct. 10 (H)

Oronsa arrived Coronel, Oct. 10 (O)

Orcoma left Rio de Janeiro, Oct. 11 (O)

Oriana left Leixoes, Oct. 11 (O)

Orissa arrived Liverpool, Oct. 5 (H)

Ortega left St. Vincent, Oct. 7 (H)

Oropesa left Santos, Oct. 12 (H)

ADVERTISEMENTS.

Small Advertisements

WANTED, TO LET, etc.,

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ENGLISH NURSE, 15 years experience with infants or young children, requires engagement. With family intending going to England preferred.

NURSE MCGREGOR,
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SPANISH.—The second Free course of Spanish for Englishmen has now commenced in the Commercial Institute, Calle Condell 154, VALPARAISO

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In aid of the

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The South Pacific Mail

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for

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on the

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Contributions intended for publication should be written in type and must be received early in the week.

All communications to be addressed

to Casilla 778, or

Calle San Agustin No. 8

Valparaiso.

WEDNESDAY, October 12, 1910.

THE WEEK.

The Speech of the Argentine minister of foreign affairs at a banquet in Santiago, during the Centenary festivities, in which he referred to the possible alliance between Argentine, Brazil and Chile which has become known as the A.B.C. of South America; has continued to be the subject of comment, not only in America, but in Europe, and the cable advises us that an important London journal has published what is understood to be an inspired article in support of such an argument, and suggesting that Mexico might also join the Alliance. Mr Rodriguez Larrete on his part has explained that he did not intend to refer to any definite treaty implying a defensive and offensive Alliance, much less, to lay down any policy on the part of his government, but referred rather to the cordial feelings evoked by the bringing together of the national representatives of the three countries, which, now that all questions affecting their

boundaries were on the way to a satisfactory arrangement, amounted to a popular *entente* assuring the concerted action of the three most powerful nations of South America in matters affecting the future of their continent.

The Problem of Mexico, and its fate on the death of President Diaz, holds the same position in America, as the similar question, the Austrian Empire holds in Europe; and, in view of the constant unrest in Central America, an understanding of the kind referred to is the best guarantee that South America will have the greatest say in questions affecting her future; and is perhaps all the stronger by not being circumscribed by the hard and fast conditions of a written treaty. The influence of such an understanding has indeed, already made itself felt in the negotiations for the prompt settlement of the Alsop claim. After all concessions are made to pan-americanism, it still remains true that South America is related more closely by blood, Customs, and Trade; with Europe, especially Southern Europe, than it is, or ever can be, with North America, and it is only reasonable that a closer union between the principal nations of the continent, should exist, to make their influence felt with greater weight in the affairs of the New World.

The opening of the tenders for the new vessels for the Chilean Navy has been postponed until the end of next month in order to give American and German constructors time to elaborate tenders. It is understood that there will be considerable competition, and it may be hoped that British ship-builders may be able to hold their own against the state assisted establishments of other nations. So far as the work is concerned, we hear that the technical commission would prefer ships of British construction at equal prices in all lines except in submarines, where it would appear they are of opinion that the United States are ahead of Europe in design and practical results. The tenders called for, are for two ironclads of the "Orion" type of 22,500 Tons, 545 ft in length, 88 1/4 ft beam, 27 1/2 ft draught and 21 knots the principal armaments being ten 13 1/2" guns carried in five turrets in the central line six sea going destroyers of 1000 Tons and four submarines. The naval commission still keep to their policy of extremely heavy armaments in their principal ships and comparatively small coal supply, as in the case of the "Libertad" and "Constitucion", (now H. M.S. "Triumph" and "Swiftsure" the reason alleged being that as it is impossible for economic reasons to keep pace with the programmes of other nations, if ever the vessels are called upon, they will find that they have to contend with superior forces, but will be working in inferior lines of communication and along a friendly coast line.

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The Treasurer, Casilla 1156,
or to any of the Directors.

CORRESPONDENCE.

MISION ARAUCANA. CHOLCHOL.

To the Editor

THE SOUTH PACIFIC MAIL.

Dear Sir,

We shall be most grateful if you will kindly insert the following appeal in your valuable paper:

SPECIAL APPEAL.

MISION ARAUCANA.- CHOLCHOL.

The small hall which has served as a provisional Church during the fourteen years our work has been established here, has now become quite inadequate for present needs. Two years ago a start was made to collect funds for a new Church, and by dint of perseverance and hard work we have already raised a sum of almost \$800.00. This is a small beginning as we shall require about ten times as much, so in order to help our "Church Building Fund" it has been decided to have a Sale of Work on 31st December. We therefore make bold to appeal to all who are interested to help us by sending suitable articles which would be likely to sell in a small village like this.

Contributions in work and money may be sent to (Mrs. Lazcano, 16 calle Santa Victorina, Valparaiso) or (Miss Mary Thomas, 28 calle Galos, altos, Valparaiso), or direct to Mrs. Wilson, Mision Araucana, Cholchol.

Gifts in money may also be sent to the above addresses or to the Editor of the SOUTH PACIFIC MAIL.

Thanking you in anticipation.

We are, Yours faithfully,

LILLIAN WILSON,

JESSIE PRINGLE,

H. DE VASQUEZ.

A Princely Donation
in aid of
The Arc de Triomphe.

The following letter from Messrs Griffiths and Co contractors for the Longitudinal Railway has been received by Mr G. F. Atlee. Treasurer of the Centenary Fund.

HOWARD SYNDICATE LIMITED.

1,263 Calle Compañia,
Santiago, 4th October 1910.

Dear Sir,

It affords me great pleasure to enclose a cheque for £500 on behalf of Messrs Griffiths & Co. Contractors Ltd., as their contribution to the British Fund for the Centenary of Chile.

I regret that, owing to the absence in Canada of Mr J. Norton Griffiths M. P., some delay occurred in obtaining his instructions in the matter.

It is a matter of satisfaction not only to Mr Norton Griffiths, but to all the members of his firm, and especially to those connected with his firm's work in Chile, to mark in this way their sympathy, in this glorious hour of her Centenary, with a Country which appeals so much to them and which, they feel sure, will see in the second Centenary, of her existence, the fulfilment of the brilliant promise of the first.

I am, dear Sir,

For GRIFFITHS & CO. CONTRACTORS LTD.,

(Sg) WILFORD HOWELL,
Chief Engineer and Representative.

G. Falconer Atlee Esq.

H. B. M's Vice Consul,
Valparaiso.

The Loss of the ss. Chiriqui

We are pleased to record that the Cable reports from New York regarding the sinking off Buenaventura of the Pacific Line Coaster "Chiriqui"

were far from being correct as only one life was lost in the explosion and not seventy as stated.

The unfortunate individual who was veritably blown to atoms is believed to have been engaged in the smuggling of dynamite, and this contraband article which he is supposed to have been caring for on the voyage was the instrument which accomplished his ruin as well as the wreck of the vessel.

It is very fortunate that the Arica's crew of the same Line which were adjacent to the doomed Liner saved the whole complement of persons aboard numbering 70 souls, as the Chiriqui sunk with her cargo and mails within ten minutes of the explosion of the infernal nitro glycerine combustible.

Captain Morgan was in command of the Chiriqui and not Captain J. Watson as stated in the Cable despatches from New York, and the man who met such a tragic death was a Panamanian.

The Chiriqui, a steel screw steamer, displacing 643 tons, was owned by the Pacific Steam Navigation Company, being built in 1896 by Messrs. Wigham Richardson and Co. of Newcastle.

PERSONAL AND SOCIAL

—The latest arrivals in Valparaiso include Mr E. Smith from Concepcion, Mr R. Finch from London, Mr W. Gray from Vallenar, Mr H. D. Williams from St. Louis, Mr F. N. Gibbs from London, Mr A. Le Fevre from Montreal, Mr E. P. Coyne from London, Mr J. L. de Sullas from New York, Mr Hewit from Manchester, Mr B. Rosen from Buenos Aires, Mr George E. Burrows from Taltal and Mr J. Hemminge from London.

—The Rt. Hon. James Bryce, O.M., H.B.M. Ambassador at Washington, arrived in Valparaiso on Sunday morning by the "Orita". The distinguished statesman is utilizing his leave for a trip round South America. He was met on board by Mr Alexander Finn, H.B.M. Consul-General, Mr G. Atle, H.B.M. Vice-Consul in Valparaiso and Mr A. C. Kerr, H.B.M. Consul in Santiago. After lunching with Mr and Mrs Alexander Finn, Mr Bryce visited the Cancha and was an interested spectator of the polo and football. On Monday morning he attended a conference at the British Consulate, at which the heads of the various business houses were present. Various subjects were discussed, including the influence the opening of the Panamá Canal would have on British trade on this Coast. In the afternoon, Mr Bryce left for Los Andes where he spent the night. Yesterday he travelled by special train to view the celebrated tunnel and later in the day he went on to Santiago. After spending some days in the capital, he will proceed to the South and finally embark on the "Oravia" en route for England. Mr Bryce before being appointed to Washington was President of the Board of Trade and later Chief Secretary for Ireland under the last Liberal Government. He is a Member of the Privy Council, both of Great Britain and of Ireland.

—Among those who left for the North by the R. M. S. "Oravia" last Wednesday were:—Mr E. Lyon and Mr William Lyon for Coquimbo, Mr S. Bellows, Mr and Mrs Brown, Mr Ramsey B. Nixon, Mr Chapman, Mr W. Neil, Miss Paynter and Mr T. John for Antofagasta, Mr P. N. Quiroy for Pisagua, Mr A. Thorndike, Mr Crone, Captain Evans and Mr and Mrs N. Virtue for Callao, Miss Henderson, Miss C. Henderson, Mr V. Clarke, Mr F. Oswald, Mr F. W. Vincent, Mr W.

Birch and Mr J. Halyburton for Panama and Mrs F. Simon and Miss S. Von Altrock for New York.

—The passengers who arrived by the R. M. S. "Orita" from the North on Sunday morning last include Mr F. N. Gibbs, Mr E. J. McDougal, Mr D. Dowling, the Hon. C. P. Coyne, Mr J. E. Wilson, Mr H. Hewit, Mr Stevenson, Mr C. R. Lisbon and Mr S. Levy from Callao. Mr D. O. Jones from Mollendo, Mr J. B. Smith and Mr C. Cid from Iquique, Mr A. E. Stevenson from Mejillones, Mr G. H. Jones from Antofagasta and Mr W. Lyon and Miss Robilliard from Coquimbo.

Mr T. S. Hope Simpson gave a very successful dinner party on Friday evening last to the members of the Office Football Team of Williamson Balfour and Co., in celebration of their having won the "Fowler" and "Kenrick" Interoffice Cups in 1909 and 1910.

Other guests present were Archdeacon Hobson, Mr Anstruther Williamson, Mr J. D. Ford, Mr P. Tanner and Mr Chamberlain.

Mr H. C. R. Williamson who was unable to be present owing to his recent operation, wrote expressing his regret and congratulations to the team. The number of guests was considerably augmented later on and musical items were rendered by Messrs Williamson, Guthrie, Spencer, Allen, McMillan, Mercer and Squier, this latter gentleman very ably officiating at the piano throughout.

At the initiative of Miss Martin, some of the young ladies in Union Church have arranged what promises to be a most successful entertainment on Friday evening and Saturday afternoon. It will take the form of a Dutch Fair, and the ladies in charge will wear that picturesque national costume. Mrs Finn, the wife of the British Consul, has most kindly agreed to open the Fair at 8.30 p.m. In the large Hall there will be stalls with delicious home-made cakes, dainty American sweets and candies of all kinds; flowers, and useful and fancy articles. In the small hall upstairs two 15 minute concerts are being arranged by Mrs Robertson and Miss MacHoul. Mrs Powditch is also directing two short entertainments by children, consisting of action songs and Dutch sabot dances which are were to be enjoyed alike by old and young. The Shooting Range in another room forms another attraction. The U. C. Young Men's Club Billiard Room is, for the time being, turned into a Fine Art Gallery, catalogues for which will be sold at the door. "Jan Schmoker" will stand in a corner of the Reading Room, where also, for a small sum, your weight will be accurately told you.

Nor are the children forgotten. For their special benefit there will be a Wind Mill, a Fishing Pond, a Tulip Bed, besides the Hall of Laughter, where for 20 cts. they can see themselves as others see them. The Hat Trimming competition for gentlemen should cause much amusement.

Last but not least will be the Refreshments in the Hall, where Tea with home-made scones and cakes, ices etc. will be served.

—Mr M. McGregor from Taltal is at present on a visit to Valparaiso. He will shortly leave for England.

—Mr A. S. Isaacson is returning to Iquique to-day by the "Huasco".

—Mr C. H. Macnutt, of Collahuasi, has been laid up at the Hospital in Antofagasta for the last two months with an attack of typhoid. He is now convalescent and able to go out for drives.

—Mr H. C. R. Williamson last week underwent an operation for appendi-

citis. We are glad to be able to state that he is now convalescent.

—Mr Brien Cokayne will y a visit to Valparaiso in January.

During the absence of Mr and Mrs Hardy of the Seamen's Institute, who sailed on Saturday morning on the Cedarbank bound for Taltal for a short interim of much needed rest, their routine of work in aid of the Seamen in Port is being admirably attended to by volunteer workers under the supervision of Mr H. Scott and Mr S. Dart.

Mr G. E. Hilliar of the Anglo South American Bank, Concepcion is leaving that city at the end of the month for Antofagasta.

—Mr Allen C. Kerr arrived in Valparaiso on Saturday by the evening express and returned to the capital on Sunday night.

—Mr and Mrs Frank Simpson are expected to arrive from Liverpool by the R.M.S. Oronsa.

The Rev. W. Duncan Standfast who succeeds the Rev. A. Miles Moss as Chaplain at the Anglo American Church Lima, has recently arrived in that city. Mr. Standfast is an Inverness man, and a graduate of Jesus College, Oxford, being honours man in Theology and Eastern History, and holding past degrees in mathematics, chemistry and the classics. He was subsequently Diocesan Lecturer of Oxford on Church History, the Prayer Book and the Holy Scriptures, and during the three years in which he was so engaged he had the interesting experience of conducting weekly meetings with an attendance of three to five hundred men, to whom he spoke on subjects chosen by themselves, with marked success.

Mr. Standfast has been lecturer or master at King Edward School in Oxford, the Clergy Orphan School in Canterbury, and the Falmouth Grammar School, and comes to Lima from Bishop's College University, Canada, where he was professor of natural science, and at the same time head master of the University School. It is his aim to establish, in connection with his church work in Peru a school in which the people of that country may have the opportunity of giving their sons a good English education on the lines of the best public schools of England.

Mr. Standfast is accompanied by his wife and daughter.

—Mr Eustace L. Gibbs will leave for Iquique in the course of this month and expects to be absent until the end of the year.

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—Mr F. L. Dobree will shortly return to Valparaiso from Antofagasta.

—Mr A. D. Rose Price has been laid up at his house in Las Zorras for the last week. His condition caused some anxiety but latest advises are more reassuring.

—Mr Horace Cooper has been confined to his house on the Cancha since Monday with an attack of influenza.

The News boys of Santiago and a number of poor children, about 300 in number, were the guests of the International Centenary Committee of Ladies last Sunday in the Salvation Army Hall, Calle Arturo Prat 803. Brigadier and Mrs. W. T. Bonnet had arranged, by request of the Committee, a programme consisting of recitations and vocal and instrumental music including the National Anthem, which was heartily applauded by the youngsters present.

Señor Don Ledislao Errázuriz, who is greatly interested in Newsboys and their welfare was present and spoke; after which the Lunches were served which had been prepared by the Army's Staff, containing meat sandwiches, pies, mineral waters, and ice cream, etc.

The following ladies of the Committee were present: Mesdames Person, Franck, Hamburger, G. Schiavetti, Kolkhorst, Horst and Crockett. The following gentlemen also favoured the feast by their presence: Messrs. Marius Person, A. O. Kolkhorst, O. F. Hamburger, and Horst.

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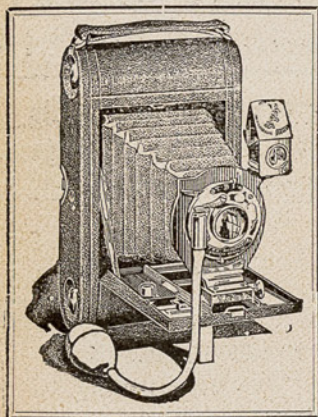
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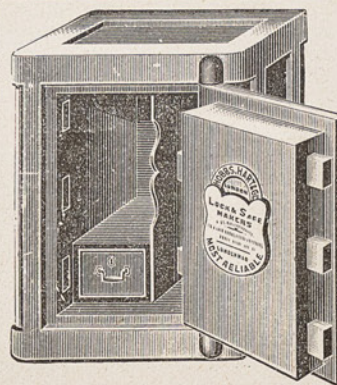
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WANDERINGS IN UNTRODDEN WAYS

At the Source of the Mapocho.

The following account of a holiday among the Andes culminating in an attempt to scale the unclimbed peak of Cerro Altar (17,100 ft.), has been specially written for readers of the SOUTH PACIFIC MAIL.

Though the climbers were unsuccessful they reached the last ridge at a height of 15,800 feet, a ridge which probably had never before been trodden by the foot of man.

The River Mapocho as it flows now in its wide and stony course through Santiago holds no trace, no reminder, of its younger hours when it parted from the ice and snow of the mountains, trickled over frozen stones, gurgled down to the valley, lurked in the cool pools of the narrows, sparkled and glittered leaping from rock to rock in the rapids, swam placidly through the sunny meadows. Now all semblance of ice-water is gone and there only remains the defilement of the mines and the stains of its journey across the scorching plain.

Come, then, and leave the City with us, following the Mapocho to its very source and origin where the Ridge of "Infernillo" parts the waters and casts the melting snows on one side to the Rio Blanco and on the other to the Rio San Francisco whose lower waters form the Mapocho.

THE START.—The story of our travels in the mountains begins in truth many days before the holidays; for weeks of work of preparation were required before we could be ready. There are so many details to settle and discuss, so much equipment to prepare before a start is made. Every minute detail must be considered, for a small thing omitted may prove a matter of huge import when so far from home and base. Regarding these preparations a volume might be written, useful and instructive to future travellers and more especially valuable in the light of our subsequent experience, but it is enough here to say that all was done in time and without hitch, and that the night train from Valparaiso to Santiago was attacked and occupied by the four of us on September 15th, all fully equipped and in excellent form for a strenuous holiday. The pains of a night in the "nocturno" were necessary to be borne to save time and the cost and troubles of securing rooms in Santiago at this special season. But the start was made exceptionally severe through the festive disposition of some of our fellow passengers, of whom one talked incessantly and loudly to whomsoever could hear, from 10.30 P. M. till 6.00 A. M. We listened, marvelled, even at last remonstrated in the early hours of the morning, but in a free country freedom of the stronger to molest his neighbour may be claimed as an inalienable right and we had to endure, troubled less probably than others who had to remain standing through all that journey.

Santiago was reached at last and joyfully we recognised a friend in the Station, a friend who has put us under a great debt of kindness through his labours in arranging the important and difficult matters of coach and mule hire, matters which cannot be attended to from Valparaiso, and which were much complicated by the festivals.

Tent, wraps, boxes of foodstuff and utensils were fixed to the four-horsed coach, and away we went up the Alameda and through the decorated city that was hardly yet awake. Past the Cerro Santa Lucia we found the mountains facing us far in the distance but white and gleaming and beckoning us so strongly as they are always beckoning to those

who have once visited them. Eastward the long back of Cerro Ramon is seen from Santiago with the Rio Maipo and its tributaries forming a deep cleft in its Southern flank. To the left is seen the mightier mass of Plomo, 18,000 feet in height, and its attendant mountains the Saddle of Parva, the black crags of Bismark, the snowy breast of Paloma the Dove, and prominent and trenchant, the black unconquered helmet of Altar, precipice-guarded.

THE ROAD.—The road leaves San Cristobal with its shrine and observatory, on the left, then with continuous and even gradient rises past the hills of Manquehue, steadily approaching the mountain chain. Just now the absence of dust makes this drive delightful, no doubt in midsummer discomforts must be borne. The distance is short before the valley of Las Condes is reached, and here the hills fold in around the river, the bright green of promised corn rests the eye, the road climbs far above the gleaming river below, beautiful glimpses of close snow-covered mountains peep from between and from above the bush-clothed slopes that run up on either side. At midday we changed our horses at a point where a high bridge is thrown across the torrent. From this point can be compared the old road on the South bank and the new road on the North bank and one can appreciate the labours of the mules that carried ore down from Las Bronces by the former before the building of the latter at enormous expense. For every foot of its length the new road is blasted or hewed from the solid rock or else built up laboriously to overhang the stream, and a better and firmer looking road is hard to find in Chile.

COMETIERRA.—Our coach left us and the friends who alas could accompany us no further, to lunch at Cometierra and itself rolled on to Maitenes. Cometierra is a charming farmstead almost at the junction of the Molina valley with the San Francisco, and at this point the full beauty of the Andes strikes one. Green hills, descend to the fruitful vale, peach blossom, weeping willows and the delicate colours of spring fill the foreground of the picture divided by the laughing waters of Mapocho. But raise your eyes to the east and there they will remain entranced by the spectacle. Mountain on mountain of rock and ice, grey crags, cliffs and buttresses of black rock, dazzling fields of sun-reflecting snow. These stand steadfast there with an eternal aloofness which fills one with awe as one draws near. The peaks, seen already from Santiago, from here assume each an individuality increasing on approach.

At Cometierra we obtained mules and a horse to convey our baggage up the valley and these were attended by the willing and capable "arriero" Silvas. In the cool of the afternoon our little caravan started. We four on foot, one mule with hay, two with food and baggage for ourselves, then Silvas on his horse. And so we tramped up the valley with occasional short rides of one or another to try the horse's paces which were slow. So we passed the so-called straits of Magellan where the steep cliffs fall perpendicular and narrow to the river, up the ever wilder valley, leaving the copper works of Maitenes, insignificant blot on the great canvas. There we walked beneath the pole of an electric arc lamp and just above saw a great condor wheeling round the crags.

THE FIRST CAMP.—Darkness had almost descended when we reached the farm of Piedra Grande, 6,200 feet, built in the shelter of a mighty boulder loosened perhaps by frost from the cliffs above in prehistoric ages. Here the kindly folk granted us an outhouse to guard us for the night, mules were unloaded, supper prepared on our paraffin stove, sleeping bags were stretched on the stone floor and in two hours we were snoring.

EXCELSIOR!—On Saturday morning the first glimpse of light saw us cooking our breakfast and by 7.30 we were on the trail again with hearty goodspeed

from our hosts. The road grew wilder and wilder, lonelier and more lonely. Snow lay in patches which soon became more frequent and the near hills presently gave place to mountains with great bands, drifts and gulleys of white snow. So till midday we climbed up and up the valley, and at last halted at a tiny ruined stone hut "Las Bodegas," once a centre for the mines which still are worked far above in the cerro. This stone hut with gaping roof and doorless opening was to be our home for many nights. Higher than this we could not take the mules, for snow covered the ground nor could any shelter be found for man or beast. The hut, by reason of its lack of roof, was half full of snow, melted and refrozen into a solid mass of ice that occupied half the floor space and acted as a strong medium for retaining the temperature constantly at freezing point all through the night. The spade we had brought and even the hatchet proved helpless to remove it.

THE FIRST CLIMB.—Our midday meal over we examined our surroundings and fired by the enthusiasm of being just at the foot of Cerro San Francisco we started at 2.15 to try and get as far as possible and to reconnoitre for the following day. But once started it is hard to return and no one thought of going back even though we were not all prepared to face the conditions of the summit, 14,400 feet. The gradual development of the view as we scaled the mountain was impossible to describe. Peak rose behind peak, Juncal, Los Leones, Aconcagua rose in turn in majestic stature to the North, crest upon crest of rock and ice developed and sank down around us as we scaled the screes and rocks. Set of sun saw us at the first summit, too late to see the best of the views from there, too cold, and exposed to too biting a wind to allow any but the better prepared members of the party to push on to the real summit 500 feet above. Signs of "puna" or mountain sickness were noticed here in a feeling of nausea and a strong desire to go no further. Both feelings were successfully ignored and two of the party prepared to cross the ridge or depression which separates the two summits.

NIEVES PENITENTES.—The summits themselves were nearly clear of snow as was also the route we had taken up the mountain on the north west face, but the ridge was a mass of hardened snow and ice. Here was the first moment of risk. Unfortunately here also were seen in the increasing moonlight a wonderful row of "nieves penitentes" or ice pinnacles, phenomena whose cause has puzzled enquirers from their first discovery, and whose formation from the simple indented snow bed to the finished group of teethlike spikes of snow or ice

was observed by us in every stage at different points on the mountains. Here on the summit ridge they stood 2 to 3 feet in height about 3 to 4 feet apart rising out of the icy slope of the depression where it dipped towards the north into a gully whose bottom seemed to be the valley itself below. For the moment forgetful of all things but of this rare and wonderful spectacle the foremost climber stepped towards the pinnacles on to the ironhard ice, straightway slipped, fell and glided towards them, arms and feet outstretched, without a possibility of stopping on the perfectly smooth surface. Before he realized what had happened he was poised between two pinnacles looking into space not daring to move lest he should slip through like a drop of quicksilver from a table edge. His companion wasted no time, and dug his staff firmly into the softer ice as near as could be done to the edge. Seizing it by the left hand he was just able, letting himself lie on the ice, to touch the heel of the other and gripping it to draw him inch by inch back to safety. Had the accident happened to one man alone, no story, would have been told. Take warning!

THE TOP OF THE HILL.—This little incident, quickening the pulses, restored health and cheerfulness to the climbers whose heads and systems were feeling somewhat the effect of the altitude and of the eleven hours walk to reach it. Pressing on, the final summit was reached in full moonlight. The view, mysterious and unreal, of snow fields and precipices, deep valleys and huge rock masses, seems strangely enough to have left no strong impression of its details on our brains or memories. Exchanging congratulations, leaving a marked handkerchief on the summit and noting the height recorded on the barometer took a minute or two and we started the descent glad to obtain shelter quickly from the wind. But if the views from the top have left but a vague record on our minds, not so those of the descent in strong clear moonlight that flooded the snow fields and was reflected like a beacon from the glassy tops of neighboring hills. Far to the west a bright light with hazy reflection as from a hovering cloud above, reminded us that this was the 17th of September and Santiago, 40 miles away, was celebrating by wonderful illuminations the centenary of the Freedom of Chile from Spanish yoke.

DESCENT.—One hour and threequarters found us back at the camp at 10,400 feet, through the surprising speed and skill we soon developed in descending the wonderful 3,000 feet of screes, evenly sized and distributed and lying at the exactly appropriate angle for the imitation of the action of 5 league boots. The mountains that

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rise from this valley of San Francisco are all of similar formation, sharp-cut fast-disintegrating cliffs form the nucleus and the head of the mountain, the shoulders and base are cloaked by screes of varying size and steepness, and it is this construction that makes the tops so inaccessible. At the moment the gulleys are filled with snow and the screes hidden by it, and this in the early morning is so hard as to allow of kicking or cutting steps, so that many points are accessible now which cannot be reached without enormous toil in deep winter or full summer. This we observed, to use the following days.

The story of our meals and nights in the hut, of cold floors, colder winds, stomachs made delicate by high altitudes and refusing good food of the impossibility of making tea where water boils before it is hot, all this need not be detailed; our hardships made more keen the enjoyment of our successes and of the wonderful beauty and fascination of our stay among the heights.

SOURCE OF THE RIVER.—Sunday was spent in rest for all but one member of the party, who disappointed at having to turn back the first day without attaining the top reclaimed the Cerro San Francisco alone in the morning and recorded his name and visit in a tin-box under the summit stone. Those who rested below explored on mule back the upper stretches of the valley reaching a point where a view of the source of the river is obtained. Above the camp the stream was frozen hard and the bed of the valley was a mass of snow from side to side, but it in the summer the river gathers its waters from a great cup a mile in diameter whose rim is mighty precipices 2,000 feet above its base, a cup that bears the name of "Infernillo". No finer view can be conceived than this cup seen from whatever point one may. No china bowl could have the delicacy of design of those wind-blown snow fields and frost split crags. A beautiful curtain of ice, a narrow wall with tracery of rock, divides the cup from the source of Rio Blanco, whose waters join the Aconcagua valley.

From the cup southwards emerges a higher valley striking into the mass of the Andes and ending in a cul-de-sac, of which the final impediment is a great reredos of rock formed by Cerro Altar and the ridge that runs down from its peak towards Paloma. Up this valley we peered and thought of the morrow. That night our peace was disturbed by upset stomachs rebelling against suppers inappropriate for such altitudes. Enough said. Experiencia docet.

ALTAR ATTACKED.—Monday: We started early on foot up the frozen streambed of the San Francisco to the Infernillo, turned up the high valley from Los Bronces and finding the snow feasible made fair progress over the screes. The east side of this valley is guarded by a bristling wall of crags some 14,000 feet in height broken in the middle of its length by a deep V cleft cut in the barrier by a great gully running up. As we climbed the valley we speculated on what might be hidden from us by that barrier, for the map shows a complete blank for a space of 10 miles square beyond the ridge. How mysterious it seemed, to be so near a glimpse of the unknown; what would we see when we attained the heights to which we aspired? Much we speculated, nor were we disappointed. For more wonderful than any vision we had dreamt of seeing, was Juncal Awe-inspiring it was as it presently rose beyond the barrier, unexpected, for who could think it could appear so near lifting its great head so like to that of Aconcagua, and seeming just the other side of the valley instead of 10 full miles away. Mists and snow wreaths chased about its frightful precipices, bright green and white the glaciers fell from its southern shoulder, a picture of awful grandeur and solitude never yet disturbed. But long before Juncal's 20,000 feet of height had caught our eyes we had reached a point where we had seen ahead Altar closing the end of our valley. Now Cerro Altar has never yet been climbed.

So we were informed before we set out nor have we been able to find contradiction since. When first we saw it we judged that from this side it never could be climbed. Sheer precipices fall for 3,000 feet divided by every kind of rugged gully and footed by steep screes that fall another 1,000 feet to the valley bottom. The rocks are so frail and rotten, so splintered jagged and loose that no reliance could be placed on hand or foothold there. Each gully bears the marks of an artillery of stone-falls, the sides are chipped and scarred with dropping fragments and at the outlet, a long tail of broken debris extends many yards in a straight line below the gully raised in a ridge a few feet above the surrounding scree. The rock being impossible, one must choose a gully, but which gully would lead one to the top, if any? Only two looked possible, neither probable. One was quickly forsaken on closer approach as it contained a huge chockstone in its course, the other, then, must be chosen if any progress could be made.

THE DEVIL'S RAKE.—This gully or couloir which following home nomenclature we named the "Devil's Rake" is 4 to 6 metres wide and runs from 14,600 to 15,800 feet almost straight in direction, with an angle which we estimated at 55 to 60 degrees. The walls are of friable stone that scales off on touching and absolutely prohibits climbing out at the sides, though the right wall offers a slight help near the top. No outlet whatever is met with till the summit of the ridge between Altar and La Paloma is reached at 15,800 feet. This took us two hours hard climb without rest, every foothold to be kicked out from the snow, each to be solid and the staff firmly planted before a step could be taken. Ice-axes might have made it slightly easier by giving more confidence against slips. We had none. The snow was our salvation. First, it stopped the stones from falling as evidently they do to an enormous extent at other times, secondly it covered the scree which must be quite impassable, and it also covered the chockstones or sudden falls if such exist, making all an even and regular snow sheet. Had it been harder ice-axes would have been essential, if softer no footing could have been obtained. The conditions were admirable and we congratulated ourselves as we rose slowly upwards, in spite of a feeling of great doubt if we could get down without mishap as the snow was softening and the descent seemed about to offer much greater risk though less tedious than the ascent. Alas before the top of the gully was reached, as we were turning to gaze on the majestic beauty of Juncal that dwarfs all other peaks around, we found ourselves enveloped in mist, snow began to fall, or rather to blow violently up the gully from below, eddy round us and blind us, and when we finally emerged and found ourselves actually on the ridge we could only dimly see our surroundings.

IN THE CLOUDS.—Intense cold met us there. We looked over the other edge of the ridge down into whirling eddies of mist and snow. To the right dim ledges and pinnacles of rock lead down and down to a fancied snow field that might or might not be the back of Paloma. West-wards to our left rose the sharp ridge of which we could make out two main castles of rock, rising, the first a few hundreds of feet above us, the second vaguer and far loftier seemed to us the summit, but who knows if a higher yet may be beyond. Unclimbable they appeared but so indeed did our gully from below. The rocks are so utterly unreliable, so rotten, that every step along the ridge would be one needing all caution even without the buffeting wind and frozen fingers. We felt that at 2.15 in a snow storm and mist with but four more hours of light and a every difficult return journey, without an ice-axe and without a thorough experience of these mountains, we felt that under these conditions we need not be accused of faintheartedness if we accepted temporary defeat.

COMING DOWN.—Regretfully we turned our backs on the misty crags leaving a cotton handkerchief marked with initials N. R. T. placed round and underneath a stone, as record of our highest ascent to an altitude of 500 feet above Mont Blanc. The maps, misleading in so many particulars, give Altar 17,100 feet, so that assuming our barometer correct, (and its error in ascending is probably in the direction of minimising the height), we were 1,300 feet below the top.

Who will follow us and attain the summit? It must be done at once before the snow melts, Christmas may be too late. Those screes once bared of snow can never be surmounted. If any care to try the task, we can guide them by sketch and photograph to what appears to be "the only way" from this side, and we will wish them luck. Again if any reader knows of past attempts on the peak from this side, perhaps even has photographic records, such information we in our turn would gladly receive. But our chance is gone. Sadly we turned down the valley wading and struggling now in the snow we lightly trod in the early morning before the softening sun had made its influence felt. Before dark had quite fallen we reached our hut, delayed perhaps by turning to watch the glorious sun-set hues.

THE LAST NIGHT.—That night proved the coldest yet endured, snow fell on us through the open roof, and we woke, if any slept, to find the hut enveloped in a cold damp fog. Clouds of mist drove up from the valley, the mountains were covered and hopes of accomplishing anything that day were quickly abandoned. Thoroughly chilled and faced now by the emptied sacks of *pasto* for

the hungry mules, we decided without a word to turn our backs on the cold uplands and set our faces towards the warm plain, our holiday being too short to wait the return of sun. Loading the mules we started down the valley on foot again, well wrapped in ponchos.

DOWN TO THE PLAINS.—Our journey down seemed to hold as much interest as our ascent, for little by little as the snow patches lessened the vegetation began, cactus, shrub, scrubby grass, bush, till at last the peach-blossom and willows of Cometierra again met our eyes, tired with the glare of sun on snow and the false coloration of blue spectacles. Here we met Spring again, basked in the sun, bathed in the river, climbed the near hills to mark our paths on the far mountains and recognise among the peaks friends in new guise. Thursday at nine arrived the coach and four, surprising us as we shaved our week-grown beards. Away we were whirled down the valley in best of spirits and in good company of fres hair-lovers from the city. Alas, too soon we reached the streets of Santiago, rattled past the sad remnant of what was once the crystal flow of San Francisco, and with a glance at the city in festive dress and a long look at the mountains from the Cerro Santa Lucia, we returned to the station and so to Valparaiso by evening.

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The First Britons in Valparaiso (1817-1827.)

A Lecture delivered by Benjamin Bicuña Mackena, Esq., under the auspices of the Young Men's Christian Association in Valparaiso, March 20th 1884.

PART III.

The hostile incursions of foreign and more active races against the tardy Spaniards were, indeed, so frequent on these coasts that it was customary with English-speaking crews to learn and repeat as a forced salute on the high seas, the Spanish phrase "No pelea! No pelea!"

One year after the American conflict in Valparaiso, there occurred one of a more serious character in Talcahuano with the ship *Thomas* which was boarded after two hours fighting and shortly afterwards the British brig, *Folger* was attacked by the Spanish *Cantabros* in the Port of Coquimbo and all of her crew were massacred. At the taking of the *Thomas* the mate, an English hero named Moodie, when hoisting the flag and shaking out the sails to leave the port cried to his men:—"Out she goes or down she goes!" And down she went!

The Spanish legislators supported *bona fide* their pretensions to be the sole masters, rulers and spoilers of the Pacific, and with such candid arguments as to consider it, since the time of its discoverer Basco Núñez de Balboa, a kind of patent or *privilegio exclusivo* granted by the King to his faithful subjects. The great ocean was thus for them a *mare clausum*, a Spanish lake in such a way that when don Pedro de Sarmiento uprusing in vain the heretical Drake through the Straits of Magellan, on his arrival in Spain, Philip II, asked him if it was possible to close hermetically that passage with a chain and a padlock...

Fortunately for these distant countries the hour of freedom was close at hand and as is foreshadowed by the author we have so frequently quoted, to show the powerful influence of foreign ideas, in taking his farewell of these coasts so far back as the second year of this century. "During our sojourn," he says, "at Valparaiso we had become acquainted with and were in the habit of visiting on familiar terms, several interesting native families, for the native inhabitants sympathized with us and condemned the unfriendly course manifested towards us by their rulers. They seemed, generally, to be awaking to a sense of the abject state of vassalage in which they were held by their European masters, the posts of honour and profit being exclusively in possession of Europeans, to the great annoyance of the creoles. Bursts of indignation, at these and other grievances connected with them, would sometimes escape them which were generally accompanied with a hope that the period of emancipation was not very distant".

The country had not, indeed, to wait long its hour and when destiny struck it, the voice of the metal was heard clearly all over the world, the Britons, as a matter of course, being the first in the field. Free trade with all nations being established by the liberal law enacted in 1811, two English brothers, Messrs. John and Joseph Crosbie of London, had the honour of being the pioneers of Anglo-Chilian commerce by fitting out on the Thames the first legal expedition to our ports. The brig *Fly* arrived in Valparaiso in the course of the year of the *comercio libre*, loaded with a full cargo of the commodities most wanted in this remote corner of the globe; English hardware, iron tools, woollen, cotton and linen goods, and with instructions to take back hemp and copper, articles which obtained very high prices in the European markets owing to the continental wars of the epoch.

The well-assorted cargo of the *Fly* in 1811 was quite a novelty, almost a marvel for the Chilians of that period. We have seen many original invoices of the articles exported from our *bodegas* at that time, and I think it will be illustrative

of our trade in those days to mention some of them. For example, those of the ship *Rosalía* for Peru were; *Ponchos* 355; cheese, 210; baskets of potatoes, 100; sticks of firewood, 7,500; wooden stirrups 306; jerked sides of ribs, 134; sheep skins 400; cakes of laver, 385; nuts 15,000; cakes of *alfajor* (sweetmeat made of almonds, &c.) 12; ayuyas (small cakes of bread made with grease) 200; dried tongues 24 doz; and slaves who had no tongues, 14.

Here is another contemporary invoice of the *Valdiviano* Petacas (trunks made of raw-ox hide) 78, containing 250 pairs of wooden stirrups, 37 seroons of lentils and 8 of canary seed for the birds kept in golden prisons by the beautiful and lazy Limeñas.

With respect to the English goods imported, generally by smuggling, during the colonial era, it will be sufficient to say that in 1809, the ream of paper, (as a result of the eternal wars with England and its fortunate cruisers) fetched in Santiago 37 dollars, the insurance premium being 40 and 50 per cent, between Cadiz and any of the South Pacific ports

In the position of supercargo of the *Fly* there came from London an enlightened young man of clear mind, generous feelings and benevolent purposes who became a Chilian in after years marrying a Chilian lady, and leaving honourable sons as good citizens to his adopted country. That noble-minded Saxon, who met with a melancholy death in the full bloom of manhood, was Mr John James Barnard, a native of London, then in his thirtieth year, and a near relative to the principals of the *Fly*, the two before mentioned brothers Crosbie.

Satisfied with the handsome profits of his first trip, Mr Barnard returned to London and immediately organized another and more considerable expedition, fitting out the English ship, *Emily*, Captain Dart, with a valuable cargo composed principally of firearms the expected hour of conflict had arrived, and when the *Emily* anchored in Valparaiso in August 1813, war had been declared against Spain and battles after battles fought in the south of Chile, the first General Pareja having landed his troops from Lima at "San Vicente."

Two noble friends accompanied Mr. Barnard in his second expedition, and like him they made a home of this distant but hospitable land; their names were Andrew Blest, a respectable merchant from Sligo, Ireland and a young Spaniard, don S Joaquin Iglesias who came out as interpreter on board the *Emily*, and who kept up to the last days of his life the customs, habits and dress of an English gentleman,—low shoes, dress coat and white linen cravat.

Mr Barnard's second voyage was as successful as the first and while anchored in this bay he had occasion to witness the famous and truly heroic fight between the English frigate *Phoebe*, Commodore Hillyar, and the United States corvette *Essex*, Captain Porter, which remarkable sea encounter took place in our neutral, but by no means respected, waters, on March 29, 1814.

Going on now to other topics the country had been lost at the fierce battle of Rancagua (October 1, 1814) and recovered at that of Chacabuco gained by the patriots under San Martin on February 12, 1817, after twenty-eight months of barbarous captivity; and it was then, and only then, when the real flood of noble, robust, self-thinking, and self-acting British blood and British brain commenced to reach our shores.

Before that time, in consequence of the continuance of war between England and Spain, there had not been properly speaking any Britons in Valparaiso. There were hardly a few *gringos*, thrown by the chance of smuggling or of shipwreck along the coasts; but singular enough the most ancient of these was a man who had the name of the first apostle and of the first being of creation. He called himself, Peter Adam, and his pro-

fession was buying prize-money. In later days he found, according to some deeds in our public registers a sweet Eve (as I trust many of you may do...) in this Valley of Paradise...

It is perhaps becoming at this part of this lecture where the life and action of the First Britons in Valparaiso really commence, to mention that poets, travellers and critics have given to the epithet *gringo* quite a mistaken origin, because it certainly does not proceed from the Scottish song "Green grows the rushes O," and less yet of the fancy of Lieutenant Wise in his book *Los gringos* when he pretends that the name came from "greenhorns" an epithet applied in the English navy to young and inexperienced sailors.

The word *gringo* is indeed many centuries old and had its real origin in Spain or more properly in Greece, because the Old Spaniards used to say proverbially of anything they did not understand in another language to speak in Greek (*hablar en griego*.) The latter word became by popular corruption *gringo*, and hence the old Spanish custom of calling all foreigners, no matter what their nationality or language are, *gringos*. Even to day, our country people call the French and Germans, the Danes and Italians, *gringos*, just as well as the thoroughbred English.

It does not come within the limits allotted to this lecture to pay a tribute of admiration and gratitude to the noble Britons who, sword in hand and the love of liberty in their indomitable souls, came to our rescue. That is a matter of our history and the country knows it well. We have not forgotten indeed the names of the O'Carrolls (two brothers), the Miller, the O'Brien, two heroes with one name, the brave Charles, killed at Pisco, the Bell, the Vic Tupper, the Paroyssien, and hat of him who was the first to offer his life to his adopted country, leaving to his grandson the love of honour and virtue as the most dear and everlasting inheritance, General Mackenna, a native of Drogheda, Ireland.

These among others were the heroes of our battlefields, but the heroic liberators of the country who opened to Chile and the world the waves of the Pacific were countless as their exploits. First there arrived Guise and Spry in the *Hecate*, then Wooster in the *Columbus* and a few months after the battle of Maipo the immortal Scottish chieftain, who in English hearts is second only to Nelson, and in Chilian hearts second to none, (except a rising sublime name), and who, is considered as the redeemer of the seas, Thomas, Lord Cochrane, Earl of Dundonald.

Escorting the dashing hero of Basque roads there arrived in this port a brilliant host of brave men who followed his banner and his example; and amongst them his flag-captain and brother-in-law Captain Forster; Wilkinson, first commander of the *Lautaro*, who died in this city too early for his glory; Illinsworth captain of the ship which brought on board from Boulogne the fugitive champion of the nation, just by then disgraced with the name of "ungrateful England," the gallant Grenfell who lost an arm in the Pacific and gained the flag of an Admiral in Brazil; the obstinate and brave Cobbet nephew of the great political writer who disappeared with his ship the frigate *O'Higgins* in a terrific storm off Cape Horn; the Scottish Gordon the cunning detector of the hidden treasure of the island of Anana; Carter Sanders, the two Delanos and their father, Prunier, and counting the few that were spared, the chivalrous Simpson and the fighting Bynon, whose last breath passed over the Ocean when another generation of brave boys sent round the universe the fame and the glory of their prowess, by their ancestors unsurpassed.....

We had forgotten to say that the name of the bark which brought Lord Cochrane to Valparaiso was the *Rosa*, and this ship bought by the united army of Chile and the Argentine Republic made, with the name of *Rosa de los Andes* and under the orders of the of the gallant

Captain Illinsworth, a most daring a successful cruise in the Pacific. Her brave commander was afterwards made a general in the Ecuadorian army

Most of the privaters who were the forerunners of Lord Cochrane's exploits in the Pacific had English or Scotch names, and we cannot refrain from mentioning in this connection the famous Mackay, a daring Scot, who took by assault the Spanish ship, *Minerva*, lying at anchor in the bay of Llico, under the most extraordinary circumstances. Mackay received forty thousand dollars as his share of the prize money, and his twenty-four comrades who accompanied him from Valparaiso in an open lighter to strike the blow got little less. Mackay bought for three times its real value the brig *Catherine* just arrived from the Thames, and this was the celebrated *Fortuna* which we have already said captured off Callao the ship, *El gran poder de Dios*.

Such was the generous help lent to Chile by the free men of free England, to which was soon added a heavy loan of five million dollars in gold. But the responsible commanders of the powerful fleet sent successively by the English government to protect the rising commerce of British subjects in the Pacific, were at their turn by no means adverse to the progress and freedom of this land.

We have already mentioned that Commodore Hillyar was made a citizen of Chile for his services to the patriots, and there soon followed him as chief of the Pacific station, Commodore Bowles, a great and intimate friend of General San Martin, and, finally, passing in review only the superior commanders, Captain Hardy, the friend and flag officer of Lord Nelson on board the *Victory* on the day of Trafalgar.

Commodore Bowles came to Valparaiso in the *Amphion* soon after Chacabuco and before Maipo. Soon after Commodore Hardy was chief, and he watched the bold operations of Lord Cochrane on the coast of Peru, and neither of them made any mystery of their personal sympathy for the cause of the Independence of Chile.

A similar line of proceeding was followed by their inferiors in rank, by Captain Prescott of the *Aurora*; Captain Falconer of the *Tyne*; Captain Searle of the *Hyperion*; Captain Mackenzie of the *Superb*; the celebrated Captain Basil Hall of the *Conway*; and finally Captain Hickey of the *Blossom*, whose officers played the first Cricket Match on the old *cancha de chueca* on Cerro Alegre, dispossessing of their ground the last aborigines of the old *cacique* Ventura, then miserable potters in the *Rinconada*.

(To be continued)

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SPORTING NEWS

FOOTBALL ASSOCIATION
OF CHILE.

First Division League.

FINAL "McCLELLAND" CUP.

Badminton versus Valparaiso.

The last of the official matches was played on Sunday when the Badminton and Valparaiso Clubs, leaders of Sections "A" and "B" respectively of the 1st Division, met to contest the Championship, and possession of the "McClelland" Cup for the ensuing twelve months.

The Valparaiso Club were fortunately able to put out their full strength, both Hamilton and Hoy being fit; but the Badminton Club on the other hand suffered from the strain of the prolonged Season, and reserves had to be found for Loades, Burke and McWilliam whilst at the last moment it was found that Walbaum who had been playing goal in the last few games was unable to turn up, making a further change necessary.

The ideal football weather which had prevailed during the days previously took a turn and Sunday was a day of brilliant sunshine, pleasant for onlookers but for the players rather the reverse.

The teams lined up as follows:

Valparaiso.

Gibson.

Forgie Deane.

Millgate Hallam Lewis

Johnstone Hoy Tarbottom Hamilton Paolinelli

Lyon MacKay Roberts Ralph Davidson

Allan Allen Simmonds

Ash Duus

Walker

Badminton.

Referee, Mr. W. Taylor.

The Badminton won the toss and starting against wind and sun were soon on the defensive. The Valparaiso forwards by means of good combination and ably backed up by their halves kept the defence busy, and before long Hoy, receiving from Hamilton, shot from some twenty yards range and opened the score. The reception which this point met with left little doubt as to which was the popular team, and there was an outburst from the more rabid supporters who had supplied themselves with rattles for the occasion. Encouraged by success and their supporters, the Valparaiso men continued to press excepting on several occasions when the Badminton forwards broke away; but there was a lack of combination and understanding amongst them and their efforts generally were of little consequence. Lyon failed to get away on the left and almost invariably doubled back, and Davidson's centres were never taken full advantage of.

After some twenty minutes further play Johnstone after getting well down on the right put in a hard low shot which Walker had difficulty in saving and the ball rebounded to Tarbottom who was close in and quite unmarked, so that he had no trouble whatever in adding goal number two. The pressure was maintained and the superiority of the Valparaiso men grew more marked, particularly in their forward line, and before half time Tarbottom scored a third goal with a long shot which the goalkeeper unfortunately trusting to the back, made attempt to stop. The interval with the score Valparaiso 3-0.

Prospects of improvement were bright for the Badminton team when they restarted with the wind at their backs, but right from the kick off their opponents attacked and put on a fourth goal. Throughout the remainder of the game play was of a vigorous and take nature, and in spite of their advantage of the weather conditions, the Badminton men were quite unable to make any headway towards reducing their opponents' lead, and it was seldom that they were anything like dangerous in attack.

On the other hand the Valparaiso forwards pressed almost as frequently and several times came within an ace of scoring. The final result read Valparaiso 4 goals Badminton 0.

On the day's play there was only one team in it, and that team was not Badminton. The victors in every department showed superiority and if one man shone above his fellows Hallam at centre half back must be singled out. Both in attack and defence he was always equal to the occasion. Hamilton was particularly noticeable amongst the forwards and made useful openings for Tarbottom time and again.

Of the losers it is difficult to censure anyone in particular as whilst the majority suffered from staleness and want of training the rest failed to shine for want of ability. Simmonds was missed in the forward line and Walker playing out of his position could not well be blamed for the goals scored against him.

The Valparaiso Club has worked ceaselessly throughout the past few years to regain its old position and at last and very deservedly has reaped the reward of its labours.

Peter McClelland Esq., the donor of the handsome Silver Cup, congratulated the Valparaiso Team on its well earned victory, and the Cup and Medals were graciously handed over to the Winners by Mrs. McClelland.

The very handsome Silver Cup was presented by Peter McClelland Esq., in the year 1905, and a record of the Winners should not be uninteresting. They are as follows:

- 1905. Badminton F. C.
- 1906. Badminton F. C.
- 1907. Santiago Wanderers F. C.
- 1908. Badminton F. C.
- 1909. Santiago Wanderers F. C.
- 1910. Valparaiso F. C.

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RACING NOTES

Four ran for the Premio "Club Hípico" on Sunday—Pirapó, Limited, Turin and Virrey. Slight odds were always laid on Pirapó, although a good many good judges went for Limited. Virrey had a small following, but Turin was neglected. When the tape went up Limited and Pirapó went away together and ran in close order for 700 meters, when Limited took the lead. Turning into the straight Pirapó was done with and Limited looked to be an easy winner, but below the distance Turin closed and running on very gamely under the whip, won a great race by a short head. The time 1'39" is the record for Chile, the previous best being Alcázar's 1'39 4/5. Considering that Turin has beaten Limited, as often as the latter has beaten the former, the price returned against Turin 17 to 1 was a marvel, and curiously enough there was only a difference of 40 cts between the Club Hípico and Viña prices. The winner was not much fancied by his new owners, the stable commission being only \$10.

The other races were all of some interest. Shy Lass won the maiden three-year-old race very easily. She is by master Willie, who eight years ago was one of the crack sprinters in England and we believe he still holds the English record for five furlongs. English stock was again to the fore in the Premio "Lidiador", as Rob Roy III by Black Sand, the winner of the Cesarevitch and Jockey Club Cup of 1902, gave lumps of weight away to some useful animals. Twelve ran for the Premio "Lancero", for which Altez was served up a very hot favourite, as it was thought her class would pull her through. She could not, however, finish in the first three, Lady Love just getting home from Transmute. The winner paid over 20 to 1 and is fast making a name for herself for winning at remunerative odds. When favourite, she usually finishes down the course. An enquiry into her running might prove instructive. The Premio "Lad" looked a good thing for Pastora on her form behind Reverie in "La Huasca" and so it proved, as she had the race in safe keeping some way from home. Simulacro, who was purchased in Buenos Aires by Mr. Carrasco at the same time as he bought Virrey, made his debut in this country in the Premio "Lagrange". El Picaro and Seaside were the favourites, but neither could cope with Simulacro at the finish. The winner is an aged horse by Simonside, who was bred in England and is now standing in Buenos Aires. Yet another English-bred one was to the fore in the Premio "Lucifer", as Glenature, by Galashiels—Marta III, atoned for past disappointments by beating a large field. The winner was always a sound favourite.

By the *Magellan* arrived two fillies for the Corral "Burlasco", Umbel, by Lorlot, and Golden Lass by Grey Plume. They were purchased at the recent Deauville sales. This stable has now a very strong hand and looks like annexing a good many of the classics at the approaching season in Viña del Mar. They have fifteen horses in training, but only eight will be down here at one time.

The new racing law in Buenos Aires has rather chipped the powers of the Jockey Club. Hitherto they have been able to annex practically all of the 10% commission on the Apuestas, but by the new law they only get the same proportion as in this country. The unrecognised meetings at Belgrano and

Lomas appear to be doomed, as the new law prohibits racing on weekdays, which were the only days left open to them, as the Jockey Club takes the Sundays and Feast Days. By a special clause, the Jockey Club, are to be allowed to have races on Thursdays for a term of ten years, but all the profits after paying the prizes and expenses, are to go to Charities. The new law comes into force on 1st January, 1912.

Mr. James B. Haggin, whose Elmendorf stud-farm is the largest in the State, proposes holding an auction in Chile next year. His agent was here last week making the necessary arrangements. Racing prospects in the States do not look very bright, as all the tracks in the State of New York have now been closed. A good many of the leading owners are sending their studs to England and France.

VIÑA DEL MAR LAWN
TENNIS CLUB

Work is being pushed forward on the new Courts at the Cancha, and they are expected to be ready for play at the beginning of next month.

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VALPARAISO GOLF CLUB

On Sunday in the first of the Semi-Finals for the Mixed Doubles, Mr Harold Naylor and Mrs R. F. Croker conceding 7 strokes were opposed to Mr Alfred Powditch and Miss C. Powditch. The former always had the best of it and won by five and four. The other semi-final between Mr R. E. Beausire and Miss Joste and Mr E. J. H. Ash and Miss A. Edmondson will be played this week.

The links were very crowded during the morning, a position that was attenuated by the tedious slowness with which certain members chose to play. One couple of male golfers was always two clear holes behind a mixed foursome! Mr Gerald Harvey and Mr Charles Scott were out in a single and a very close match resulted. With never more than one hole difference, the match was square at the turn. Driving to the tenth, Mr Harvey was molested on the tee by a half-bred collie dog, apparently under no sort of control, which caused him to miss his tee-shot. With level play the game was all square and one to play when Mr Harvey won a lucky match on the last green through his opponent's approach striking the rails. Mr Maurice Jones had the best of a friendly single with Mr H. E. Phillips, Dr. Brunet and Mr Croker had a close match, which the former won, on the last green:

We are asked to state that there will be a Monthly Medal Competition on Saturday next. Entrance: \$2 to be paid before starting. The winner will receive a gold medal and two-thirds of the entrance fees and the second a bronze medal and one-third of the entrance fees.

VALPARAISO CRICKET CLUB

The season will open on Saturday next, the match arranged being the XI v the XXII. Another match is being arranged for Sunday. The ground is in very good condition, having benefitted considerably from the rest it has been given.

TALTAL.

We recently had with us Messrs Delphin & Daltorelli's Circus. The fame which preceded this show was amply justified and the performances of their numerous artistes, who are chiefly American, constituted a novelty hitherto unknown in Taltal, for which they received well merited applause.

It is indeed a pity that Taltal is not more favoured by Companies of this kind as the majority of the time both the Municipal Theatre and Circus grounds are unoccupied.

We wish Messrs Delphin & Daltorelli success and have every hope that their tour through Chile may be one long season of prosperity.

The members of the C.E.M.S. (Taltal Branch) were pleased to receive recently the following acknowledgments of their message of sympathy forwarded to King George on the occasion of his respected father's mourned death and much appreciated His Majesty's reply:

"His Majesty's Secretary of State for Foreign Affairs has received The King's commands to convey to the members of the Taltal Branch of the Church of England Men's Society His Majesty's sincere thanks for their kind message of condolence and sympathy on the occasion of the deep-

ly lamented death of His late Majesty King Edward VII. Foreign Office August, 31st 1910.

COQUIMBO.

Mr Frank Leighton has arrived from Tocopilla for the firm of T. T. MacAuliffe & Co.

—Miss Robilliard who has been visiting Coquimbo left for the South by the R. M. S. Orita.

—News has been received from England by cable of the death of Mr P. N. Scholberg for many years manager of the "Compañía Minera" of Chañaral, and latterly H.B.M. Vice-Consul of Taltal.

—H.M.C.S. "Rainbow" the first unit of the future navy of Canada left here on her way to the North Pacific on Saturday.

VALPARAISO ATTRACTIONS.

The Centenario of Chilian Independence is in a great degree responsible for the rare treat being afforded this season at the various places of amusement to the Theatre goers of Valparaiso. The attractions offered are more numerous and bear the hall mark of variety to a far greater extent than is customary here on the shelf of the Cordilleras.

Foremost amongst the theatrical companies who enthuse the hearts of Valparaiso audiences, the Viennese Operetta Co. holds an enviable position. Night after night it is the magnet which attracts unusually large crowds of people who believe that "The play is the Thing," and who go home from the performance highly pleased and thoroughly imbued with the idea that they have attended an excellent show.

The phenomenal success attained during the week by this excellent coterie of players in the presentation of "The Beggar Student," "The Merry Widow," "The Waltz Dream," "The Dollar Princess," and "The Count of Luxembourg," must be gratifying to both the management and the artists, as they beheld before their vision crowded houses, the best criterion of a play.

In "The Dollar Princess" and "The Count of Luxembourg" the actors undoubtedly excel, as in those plays they have achieved their greatest histrionic triumphs.

Up to Saturday last the Company had been playing at the Teatro Apolo, and then went to the Teatro Valparaiso, where it was greeted at its opening performance of "The Dollar Princess" by a record audience as far as this theatre is concerned, each section of the theatre being excessively crowded to the danger limit.

On Saturday evening a select audience assembled at the Apollo Theatre to greet the return to Valparaiso of the famous Prima Dona Maria Guerrero, who with her Company opened a season at this amusement resort, which from present indications will certainly be a very successful one.

This capable exponent of the drama needs no introduction to the theatre goers of this city, who bestow upon her unstinted applause for her great dramatic skill and faithful exemplification of the characters she assumes. Evidently she is as great a favourite in Valparaiso as in Madrid, from which city she has but recently arrived, after a most successful season in one of its leading theatres, where she reigned a star of no small magnitude.

The Keller Circus Company is tented on the Calle Victoria and gave

its first performance on Thursday evening. This is a dual show consisting of a Circus and Menagerie and is a veritable education in itself. Here one may witness the antics, tricks, pranks and comicalities of the clowns in its buffoonery department, whose drollery is so pleasing to the children and causes the ripple of laughter to peal forth from young and old alike. To all ages and sexes a visit to the show is both amusing and instructive. The performers are skilled artists in their various lines and the feats in bare-back riding, aerial bars, trapeze, vaulting, tumbling; gymnastics, juggling, leaping and many other acrobatic acts of daring, are strictly high class and up to date. The performing lions and other wild animals are a great attraction, and one is spell-bound on gazing at the courageous manner in which the trainers and tamers make those ferocious beasts obey the word of command.

We are pleased to note that it appears as if still another attraction is in store for Valparaiso, by the appearance here in the very near future of the celebrated variety actor and lightning change artist, Leopold Fregoli, who is at present playing in Santiago. A few years have elapsed since he previously visited this port, and on that occasion his great talent

and geniality captivated the audiences and were instrumental in securing an enthusiastic reception, and making him deservedly popular with the Valparaiso public. His rapid change of raiments which cause such exact representations of the individual he poses for, are unique, original, grotesque and artistic, and are received with showers of spontaneous plaudits.

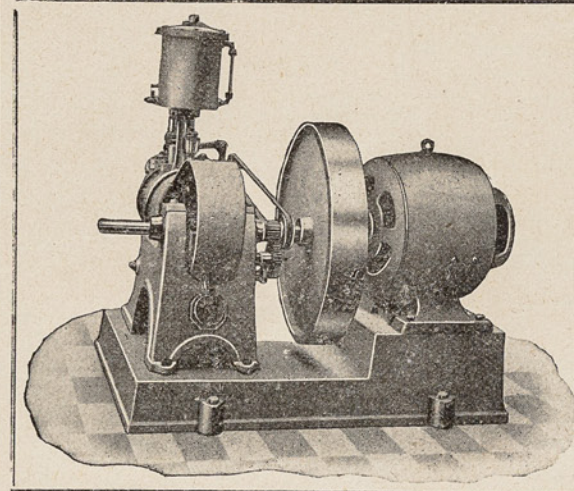
Unfortunately Valparaiso does not possess a theatre sufficiently large to accommodate the Grand Italian Opera Company which is at present winning great success in Santiago, consequently the people of our city are debarred from the privilege of hearing talented singers, the tenor Constantini and soprano Agostinelli, of European fame. The Company had conceived the idea of coming to Valparaiso, but was reluctantly obliged to abandon it, which is sincerely regretted.

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COMMERCIAL

BOLSA NOTES

Exchange continued to improve from 10 3/4 and on the morning of the 10th inst jumped from 10 15/16 to 11 1/16 sellers. However the reaction came and the rate went back to 11 transactions. As we close it is "firmer" with buyers at 10 31/32 and sellers 10 15/16.

Bank Shares have remained fairly steady and the principal movement has been in Italianos now asked for at \$18 7/8.

Nitrate Shares are firmer again on the whole about 1,300 Boquetes changed hands at \$180 1/2 for end November and there remained sellers at this figure. Agua Santas are firm with buyers at \$263 and Carmens are enquired for at \$28. Loas improved from \$35 1/4 to buyers this evening at \$35 3/4. Pampa Ricas changed hands at \$13 1/8 and are quoted buyers at this price. Avanzadas are still in demand at \$16.

Sheep Shares.—Fuegos still maintain their high figure and are in demand for ahead at \$40 1/8. Bellavistas are back a little with sellers at \$34 1/2. Chile Argentinas after reaching \$19 are weaker with sellers at \$18 1/4.

Mining Shares.—Lota and Coronel shares are quoted \$130 sellers and Cayllomas are asked for at \$26 1/4. Llallaguas are slightly weaker with sellers for ahead at \$38 3/4 and buyers for each only offer \$38 1/8.

Sugar Shares.—Pencos are firm with buyers at \$188 and Viñas are quoted \$23 3/4 buyers for lots. Valparaiso Sugar shares are quiet again being quoted nominally \$26 1/2, whilst Chiclayos are weaker with sellers at \$17.

Various.—Buques and Maderas are quoted buyers \$34 1/4 and Globos are in demand at \$134 which seems cheap.

Exchange 10 23/32

£1 = \$22.39/07.

Gold Premium: 72.30%

BONDS & SHARES

Quotations at 6 p.m. Tuesday.

(b. Buyers, s. Sellers).

BANKS.

	Cap. paid.	Market Value.
Chile.....	\$ 100	231b.
Español.....	" 100	148s.
Nacional.....	" 50	63b.
República.....	" 25	34b.
Hipotecario de Valparaiso.....	" 100	115s.
Hipotecario de Chile.....	" 125	400b.
Italiano.....	" 20	19s.
Santiago.....	" 100	160b.
Concepcion.....	" 50	70s.

NITRATE

Antofagasta.....	" 50	255s.
La Union.....	" 20	11b.
Agua Santa.....	£ 10	263b.
Loa.....	" 1	34 1/2
Santiago.....	" 5	99s.
Americana.....	" 1	1b.
Candelaria.....	" 5	48b.
Carmen.....	" 5	28b.
Aurrerá.....	" 1	17 1/2b.
Boquete.....	" 5	179b.
Riviera.....	" 1	1 1/2b.
Lastenia.....	" 1	27s.
Castilla.....	" 1	2s.
Pampa Rica.....	" 1	13 1/2b.
Progreso.....	" 1	5 1/2
Sloman.....	M 1000	2500
Luisa S. Ramon.....	"	100
Riqueza del Toco.....	"	70
Avanzada.....	£	161b.

SHEEP FARMING

	Cap. paid.	Market Value.
Tierra del Fuego.....	£ 1	40s.
Laguna Blanca.....	" 5	132b.
Chile-Argentina.....	" 1	18b.
San Martin.....	" 1	4 1/2
Santa Cruz.....	" 3.15	55b.
Oriental.....	" 3.15	38
Anglo-Chilian.....	" 1	3 1/2b.
Jente Grande.....	\$ 50	59b.
Bella Vista.....	" 29	34 1/2b.
Aysen.....	" 100	125
Coehamo.....	" 49.50	8 1/2b.

MINING

Blanca Torre.....	£ 1	1
Poderosa Collahuasi.....	" 5	48b.
Caylloma.....	" 0.18	2 7s.
Llallagua.....	" 1	3 3/4.
Antequera.....	" 1	2s.
Calama.....	" 1	1 1/2s.
Taltal.....	\$ 10	1 1/2b.
Oruro.....	" 20	37b.
Monte Blanco.....	£ 1	4b.
Oploca.....	" 1	12b.
Lota y Coronel.....	\$ 100	130s.

INSURANCE

Chilena Consolidada.....	\$ 25	16b.
Protectora.....	" 25	90b.
Internacional.....	" 50	48s.
Alianza.....	" 12.50	14 1/2s.
Española.....	" 10	50b.
America.....	" 25	30b.
Union Chilena.....	" 50	170
Central.....	" 50	25b.
Franco-Chilena.....	" 12	5s.
Francesa.....	" 50	40b.
Nueva España.....	" 50	20
República.....	" 20	20b.
Iberia.....	" 37 1/2	28b.

GAS

Valparaiso.....	\$ 50	275b.
Santiago.....	" 50	167b.
Concepcion.....	" 50	75b.

SHIPPING, &C.

C. S. A. de Vapores.....	\$ 100	141b.
Floating Docks.....	" 100	150
Trasportes Unidos.....	" 50	80b.

LIFTS

Cerro Concepcion.....	\$ 50	520b.
Cerro Alegre.....	" 50	139b.
Reina Victoria.....	" 50	90b.
Baron.....	" 50	50b.
Esmeralda.....	" 25	30b.
Mariposa.....	" 25	30b.
Arroyan.....	" 50	30b.
Panteon.....	" 50	20b.
Florida.....	" 20	25b.
Lecheros.....	" 20	40b.
Larrain.....	" 20	26

VARIOUS

Azucarera Internacional.....	\$ 100	70s.
Refineria Viña del Mar.....	£ 1	23 1/2b.
Refineria de Penco.....	" 5	188b.
Refineria de Valparaiso.....	" 25	26 1/2
Refineria de Chiclayo.....	£ 1	17
Cerveceria Unidas.....	\$ 100	114s.
Cerveceria Valdivia.....	" 100	155s.
Cerveceria Caldera.....	" 100	89s.
Fábrica A. Ebner.....	" 100	133b.
Cia. Chilena de Tabacos.....	" 100	107b.
Maestranza.....	£ 1	13 1/2b.
Buques y Mads.....	\$ 50	35
Cia. Industrial.....	" 60	89b.
Pan y Galletas Hucke.....	" 20	46b.
Imp. y Litografía Universo.....	" 100	105s.
Molineria El Globo.....	" 200	134b.
Poblacion Vergara.....	" 100	170s.
Fábrica Cemento El Melon.....	£ 5	75s.
Salinas Punta de Lobos.....	\$ 50	45
Bolsa de Corredores.....	\$ 5,000	40100
Telégrafo Comercial.....	" 25	25 1/2

BONDS

Caja Hipot. 8% Jun. 30—Dec. 31	105 1/2s.
" " 7% Jan. 15—July 15	101s
" " 6% April 30—Oct. 31	96 1/2b.
Hipot. Chile 8% Mar. 31—Sept. 30	103 1/2
" " 7% Mar. 31—Sept. 30	93 1/2b.
" " 6% Mar. 31—Sept. 30	90s.
G. de Valor 8% Jun. 30—Dec. 31	103 1/2
" " 7% Jun. 30—Dec. 31	98 1/2
" " 6% Jun. 30—Dec. 31	72b.
Hipot. Valp. 8% Jun. 30—Dec. 31	100 1/2b.
" " 7% Jun. 30—Dec. 31	92
" " 6% Jun. 30—Dec. 31	79
Deuda 5%	78
Cia. Salitres Antofagasta.....	103 1/2

Panama Dredger Contract.

It appears that the allocation by the United States Government of the contract for the supply of a steel ladder dredger for the Panama Canal to Messrs. William Simons and Co., Renfrew, has raised quite a storm of protest at San Francisco. Only one American firm tendered for the contract, the Union Iron Works of San Francisco, whose price was \$874,146, as compared with the Scottish firm's successful bid of \$399,340. The Mission Promotion Association of San Francisco, which is stated to control the destinies of at least half the big industrial concerns of the Californian metropolis, is organising active opposition to the placing of the contract, and at a meeting a resolution was passed calling upon the Government to cancel the contract and award it to an American bidder. It is stated that the San Francisco firm expected to secure the contract at a price which would show a profit of at least 25 per cent., and depended upon patriotic feeling to exclude the offers of foreign engineers.

Nitrate Industry during 1909.

—A correspondent acquainted with Chile and its economic conditions has forwarded to the "Frankfurter Zeitung" an article dealing with the position of that country in 1909. After dealing with the foreign trade of Chile in general and the revenue and expenditure, the author refers to the nitrate industry. It is mentioned in the first place that the production of nitrate showed a further increase, having risen from 42,847,267 quintals in 1908 to 45,890,448 quintals in 1909, or an advance of 3,043,181 quintals. The exports rose from 44,585,667 quintals to 46,390,656 quintals in the same years, being an augmentation of 1,804,989 quintals. The consumption increased from 39,920,000 quintals in 1908 to 44,480,000 quintals in 1909.

The prospects of the formation of a new nitrate convention or combination are declared to be still very slight. The more the efficient firms perceive the advantages afforded to them by free competition, the less they will be disposed to be forced to a considerable reduction in their actual capacity by a regulation of the output. As a consequence the scheme for suspending production for 45 days in the year in all the works cannot be seriously entertained.

The large sums derived by the State from the export duty are shown by the fact that the amount was £5,412,000 in 1909, as compared with £5,201,000 and £4,198,000 in the two preceding years respectively. Since 1891 the State has received from the exports of nitrate the formidable sum of £65,950,000, and if the export duty on iodine, a by-product of nitrate, is added, the total amounts to £66,607,564 since 1891. The non-existence of a convention has already become fatal for many producers, and will also claim further victims, especially among the Chilean and English producers, as the present sale prices are obviously under the cost of production. A new convention would only have prospects if it granted to the efficient works the particular quota or allotment which has proved to be the effective quota of work during the course of a certain period of production, but the weak producers still most energetically oppose this recognition.

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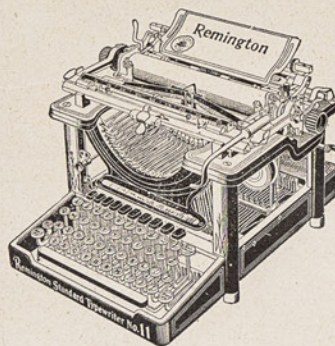
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SS. TUCAPEL
will sail for GUAYAQUIL

SATURDAY 15th October

at 6 p. m. calling at Coquimbo, Huasco, Caldera, Chañaral, Taltal, Antofagasta, Gatico, Tocopilla, Iquique, Caleta Buena, Pisagua, Arica, Chala, Pisco, Tambo de Mora, Mollendo, Quilca, Callao, Huacho, Supe, Huarmey, Casma, Samanco, Chimbote, Pacasmayo, Eten and Payta.

SS. IMPERIAL
will sail for IQUIQUE

WEDNESDAY 19th October.

at 6 p. m. calling at Coquimbo, Huasco, Carrizal, Caldera, Chañaral, Taltal, Caleta Coloso, Antofagasta and Tocopilla. On return voyage calling at Antofagasta, Carrizal, Huasco, Coquimbo and Valparaíso.

SS. CACHAPOAL
will sail for PORT MONTT

TUESDAY 18th October

at 2 p. m. calling at Tomé, Talcahuano, Coronel, Corral, (Valdivia,) Ancud and Calbuco.

Oliver Sweeny
Manager.

The Pacific Steam Navigation Company

R. M. S. ORAVIA

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10,000 Tons. Captain J. Richards will sail for CALLAO

WEDNESDAY 19th OCTOBER

at 4 p. m. calling at Coquimbo 20th, Antofagasta 21st, Iquique 22nd, Arica 22nd, Mollendo 23th, arriving at CALLAO Monday 24th October connecting with ss. Guatemala sailing from Callao the 25th for Panama calling at Salaverry, and Payta, due to arrive at Panama, October 31st connecting with steamers for San Francisco, New York, New Orleans, Cherbourg, Barcelona, Southampton, and Liverpool.

SS. PANAMA

7,000 Tons. Captain J. Wallis, will sail for GUAYAQUIL

SATURDAY 22nd OCTOBER

at 6 p. m. calling at Coquimbo, Huasco, Caldera, Chañaral, Taltal, Antofagasta, Gatico, Tocopilla, Iquique, Caleta Buena, Pisagua, Arica, Mollendo, Chala, Pisco, Tambo de Mora Callao, Huacho, Supe, Casma, Samanco, Chimbote, Pascamayo, Eten, Payta and Tumbes.

SS. QUILLOTA

Captain E. E. Duncan, will sail for IQUIQUE

WEDNESDAY 12th OCTOBER

at 6 p. m. calling at Los Vilos, Tongoy, Coquimbo, Huasco, Carrizal, Caldera, Chañaral, Taltal, Antofagasta, Mejillones and Tocopilla

SS. QUILPUE

Captain R. J. Rowlands, will sail for PORT MONTT

THURSDAY 13th OCTOBER

at 2 p. m. calling at Tomé, Talcahuano, Coronel, Corral, (Valdivia,) Ancud and Calbuco. On return voyage calling at Calbuco, Coronel, Tomé, Penco, Talcahuano and Valparaíso.

J. W. Pearson
Manager.

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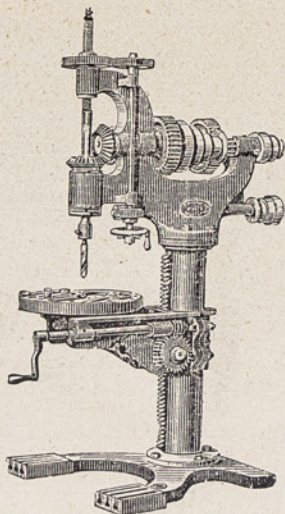
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Lime Branch	3467	Elm Branch	2065
Orange Branch	2196	Willow Branch	2148
Almond Branch	2190	Olive Branch	1735
Palm Branch	2524		

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PALM BRANCH	"	Left Sandy Point Oct. 8th.
LIME BRANCH	"	discharging in Antofagasta.
ELM BRANCH	Homeward	loading in Antofagasta.

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INCOME OVER - £1,200,000

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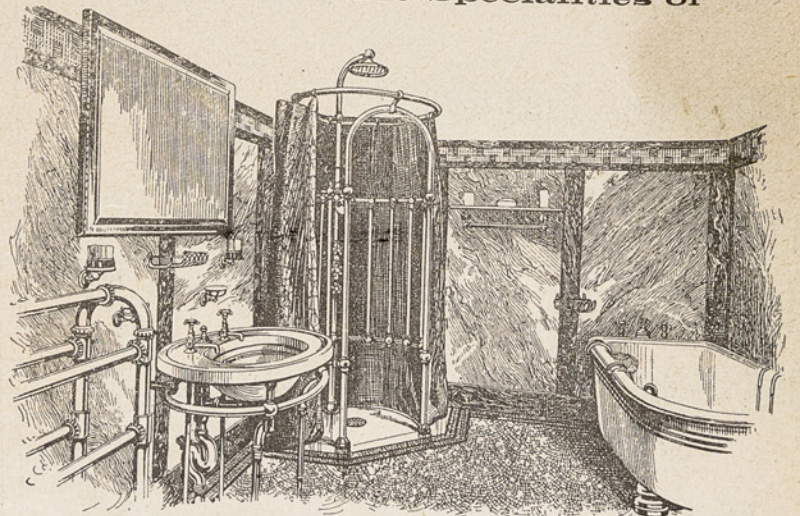
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