

short distances from the shore, forming the districts known to the sailors as the Fore, Main, and Mizen Top.

The west point of the bay (San Antonio) is well fortified with strong batteries, a precaution taken since the bombardment by the Spaniards a few years ago. A well-built mole extends from the Plaza in front of the Custom House and Exchange, and to the right a pile of fire-proof bonded warehouses are built, and others are in course of construction.

The railway runs for 110 miles, passing several small wayside villages, and by the valley of the Aconcagua, to the north-east of Quillota and its mineral deposits, and so on to Santiago.

A three weeks' stay in the port of one of the principal commercial cities in South America made us quite familiar with the sights. But after all, even by frequent walks through its lengthy and elegant streets, and occasionally a run up the line by rail, it is difficult to form even a slight conception of Chili and the life and country beyond the Andes.

Everything about the town—the houses, shops, and population—has quite a European aspect; so that go where one would, through streets and squares, with their lofty edifices, gay hotels, and large and splendid stores, abounding in everything that can minister to human requirements and luxury (but, I might add, at a most exorbitant price), it