



A naive little book for
your Christmas stocking
- with best wishes for a
Merry Christmas and
Happy New Year from
your grateful friends
Charlotte and Jim Dallett

1957

Wm H Creamer
from
Olla Freden
12/10

Ninety Days in the Tropics,

OR

LETTERS FROM BRAZIL.

BY

WILLIAM S. AUCHINCLOSS, C. F.

WILMINGTON, DEL.:

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Preface.

IN all my travels, I have made it a practice upon reaching any strange city to visit at once a book-store or photographic gallery, and purchase a series of views which should recall the place, its scenery, and other features of interest.

With such a pocket panorama I have visited the localities illustrated, and most carefully comparing the copies with the originals, have noted wherein the former were imperfect or inadequate. By this means those effects of light, color, and distance which elude the camera, have been filled into the picture and impressed on the memory; so that, however hurried may have been the visit, its reality for many years afterward is recalled in all its freshness by a glance at the photograph.

Necessity, rather than choice, has led to the adoption of this plan, for my travels have seldom afforded the time for lingering to study the beauties of scenery and treasures of art.

In these respects my Brazilian trip was not exceptional, and a few of the photographs so collected and used have been inserted among these letters. Though they may not take life and color to those who have never visited the scenes they represent, still it

is hoped they may be found an acceptable substitute for many pages of printed description.

I beg leave to express here my sincere gratitude for introductory letters from many kind friends. These in all cases elicited the most cordial and hospitable response, opening the door to the desired acquaintance with Brazilian social life, and procuring for me many polite attentions, the retrospect of which is one of oft-recurring pleasure.

W. S. A

WILMINGTON, *Nov.* 1874.

1.

A Trip to Brazil.

THE STEAMSHIP VOYAGE TO RIO—EXPERIENCES IN THE
TROPICS—STOPPING AT ST. THOMAS—WEST INDIAN
CUSTOMS AND CHARACTERISTICS.—ISLAND OF GUADA-
LOUPE.

A Trip to Brazil.

THE daily life on a steamer bound for the South American ports is so monotonous that it is not surprising to find those who are exposed to its influence relieving the tedium by lengthy accounts of its few novelties and incidents. What editors might charge to malice is really only a lazy generosity, willing to bestow its dullness upon them and the public. Well! what else could be expected from one who leaves New York with the dreary certainty of spending twenty-seven days at shortest on his journey. This is a long time to look forward to, and it is only when one has been at sea long enough to forget the days as they pass, that he becomes at all reconciled to the trip. Strange as it may seem, a ship's company actually do forget the lapse of time. This was illustrated the other day by asking a dozen passengers, in quick succession, what day of the week it was. The replies ranged all the way from Tuesday to Saturday.

As many are doubtless unfamiliar with the route pursued in a trip from New York to Brazil, it may be well to note that the most direct course is by the vessels of the United States and Brazil Mail Steamship Company. They are steamers of over 2,000 tons burden and sail on the

twenty-third of each month. The entire distance of about six thousand miles is divided into five unequal parts by the stoppages made at the ports of St. Thomas, Pará, Pernambuco, Bahia, and finally at Rio de Janeiro. The respective distances are 1,400, 1,610, 1,090, 375, and 725 miles. Were it not for these little breaks in the journey and the opportunities they afford of visiting tropical cities, the monotony of the voyage would be almost intolerable.

Our vessel left Pier No. 43, North River, promptly at 3 P. M., and was soon out of sight of the waving handkerchiefs of friends who had taken favorable positions on the neighboring steamer "Acapulco;" a vessel, by the way, of which every Wilmingtonian has just cause to feel proud. It took but a short time to reach the "Hook," where we bade adieu to that connecting link between voyagers and home—the weather-beaten pilot—who generally leaves with his pockets filled with letters, which in the course of a few days find their way into the sacks of the Post Office Department. The sailors in the meantime quickly spread the sails, which contributed several knots per hour to our progress. In the days following the wind veered around from a point west of north to northeast, and blew steadily and vigorously until our arrival at St. Thomas. Of course the sea rose quite high and made our stanch vessel roll continually. Each day, however, gave the air a higher temperature, while the Gulf weed and our tiny friends, the flying fish, reminded us that we were approaching a tropical clime. Frequent rain clouds furnished a delicate background on which the sun constantly painted the most beautiful rainbows, and at night the young moon made promenading on deck the favorite pastime. It was not many days ere we were obliged to substitute summer for winter clothing, for the thermometer had, in the meantime, risen to 78 degrees in the daytime, and remained at 70° during the night.

Early in the morning of the 29th of January we dropped

anchor in the harbor of St. Thomas and were quickly surrounded by a host of small boats, each one of which was manned by one or more negroes. The health-officer and harbor-master soon made their official visits, which were succeeded by a clambering of passengers over the side of the steamer and the start of a fleet of boats for the shore.

This island, whose beautiful harbor has for years past formed the place of rendezvous for the West India traders, belongs to Denmark. It is eight miles in length by three in width, and its rugged hills rise to an altitude of some 2,000 feet. The population consists of about 2,000 whites and 1,400 blacks. The ancient brick fort, garrisoned by a corporal's guard, is remarkably suggestive of the "good old times" when war was conducted on principles less destructive than those now in vogue. The houses rarely exceed two stories in height, on account of the dread their inmates have of earthquakes. Their exterior is stuccoed and the many delicate shades they have been painted remind one of the city of Venice. The resemblance, however, does not hold good for the house-tops, as nearly all of the roofs glow with a brick-red tint. The windows are quite innocent of sash, and the green slat blinds afford the only protection from the glaring rays of the sun. The first floor of the house is usually devoted to commercial purposes, and the family occupy the second. In the back yard it is not unusual to find a handsome cocoa-nut palm, a huge cactus, or an orange tree.

The principal hotel of the place is located near the landing, and is known as Hotel du Commerce. You ascend the stone stairway to the second story, and from the dining-room we should say balcony, for it is all open to the air) one can watch the street life below, as well as look out upon a garden abounding in tropical trees and plants.

To us, it is always a source of pleasure to contrast the negro in the tropics with those of his race that occupy

more temperate climes. With the former there is an elasticity of expression and apparent relish of life that is not found in northern regions. Somehow or other their spirits possess peculiar thermo-specific conditions, that are as quickly affected by cold as a bottle of olive oil, which in its native clime is most beautifully limpid, but congeals under exposure to our northern winters. There is a rollicking joyousness about their lives, as they expose themselves to the mid-day sun, which is a source of envy to those who must stay under shelter or only venture out carefully screened by a huge umbrella.

As St. Thomas is practically a free port (the duty is about one and a half per cent.), one can secure good bargains in clothing and other articles adapted to the tropics. Of course the Oriental practice of charging two prices is the rule rather than the exception, but a sufficient number of feints to leave, and quotation of "last price" eventually bring a reasonable rate of exchange. The English language is very generally spoken. This is owing to the fact that with a few exceptions all of the Windward Islands are owned by Great Britain, and the island of St. Thomas is their principal depot of supplies and port of exportation.

At noon, our steamer fired a gun as signal for departure, and by one o'clock we were steaming toward the land of the Southern Cross. It was with regret that we bid adieu to about fifteen of our passengers who remained at the Island, for on a long voyage one is greatly dependent on the influence of congenial society to help pass the time.

It is odd how many curious characters one meets with while at sea, and how diverse are the missions of those journeying by the same vessel. We have with us one party on his way to the Amazon, who is a celebrated naturalist and snake-catcher. He tries his best to imbue us with his own opinion that a snake is the most beautiful animal on the face of the earth. His accounts of the best means to

catch snakes 30 to 50 feet in length are very interesting, and when he quotes their commercial value at \$7 per foot, one strives in vain to recall ever having seen a similar quotation among the daily market reports. Then again there are missionaries and consuls seeking their distant fields of labor. Merchants, Jews, refugees, army officers, scientists, and others, all contributing their share to the general amusement.

The next forenoon we coasted along the west shore of the beautiful island of Guadeloupe (a French possession). With the glass we could see the distant plantations and sugar mills, together with great numbers of waving palm-trees and broad-leafed bananas. The little town of Basse-Terre stretches along the water's edge, while the hills beyond rise to an elevation of 2,000 to 3,000 feet. It is a characteristic of all the Windward Islands that they rise abruptly from the sea, and especially so on the western side, while the eastern shore is more or less rugged, having suffered from the eroding action of the ocean waves.

We soon entered and left the passage between Guadeloupe and Dominica, and then skirted the South American coast at an average distance of 300 miles from the shore. We have now "Crossed the Line," and are entering that mouth of the River Amazon that leads to Pará. There we expect to meet the steamer "Ontario" on her way to the States, and as this will be the only means of communication for a month to come, we will take advantage of the opportunity for mailing correspondence.

2

From the Amazon River.

THE GREATEST RIVER OF THE WORLD—ITS MOUTH AND
CAPACITY—PARÁ AND ITS WILMINGTON STEAMERS—
BRAZILIAN BOTANY AND PARÁ STORES—DOWN THE
COAST TO PERNAMBUCO—THE CATAMARANS OFF CAPE
ST. ROQUE.

From the Amazon River

AT the time of closing our last letter, we were rapidly approaching the mouth of the great-grandfather of rivers, the Rio Maranon or Amazon. In fact, the next morning we noticed a marked change in the color of the ocean, its delicate green hue having acquired a muddy tinge. We are informed that frequently the discoloration will extend for over one hundred miles from the shore. The Brazilians are naturally very proud of their noble stream, and are not slow to challenge one to show the counterpart of a river which is 4,000 miles in length, is navigable for a distance of 2,200 miles, has a mouth 96 miles in width, and several tributary streams varying in length from 1,000 to 1,800 miles. When, in addition to this magnificent river system and the astonishing productiveness of the soil, we consider that the empire of Brazil covers as many square miles as the entire United States, we are ready to admit that the Brazilians have abundant occasion for patriotic pride.

About noon, we sighted the left bank of the Amazon, which has a low sandy shore, expanding at points into large sand areas and hills or dunes, but hemmed in by the rankest tropical vegetation, which stretches inland as far as the eye can reach. There are no highlands to be seen, and

where the sand-hills occur you never observe an altitude of more than one hundred feet. These dunes are formed by the drifting sand as snow-wreaths are in winter. The greatest height they attain anywhere on the western hemisphere is along this coast. One near Cape St. Roque is said to be 150 feet high. On the shores of the Bay of Biscay they average double the height of the Brazilian dunes. Later in the day, we passed the light-ship, which is moored several miles from shore. It was amusing to observe how many men the government considers necessary for the trimming of the lamps and care of the vessel in case of a breakage from the moorings. We counted thirteen men lazily leaning over the rail, and watching our progress. The complement for a vessel of similar size and importance on the United States coast would be four or five men. After passing the light-ship it was not long ere the pilot came on board and directed our course to Pará. The schooner pilot-boat that brought him down the river had as fine lines as many of the best boats off Sandy Hook, but the little canoe that transferred him to the steamer (manned by five men, with as many paddles) formed with the schooner about as strong a contrast in marine architecture as it were possible to imagine. As Pará was distant some seventy miles from the light-ship, and we had a strong current to contend with, it was not possible to reach the city before midnight. This city has a population of about 40,000, and forms the port of shipment for the wealth of the Amazon and its tributaries. On this account the harbor is always filled with steamers of every description, and presents a most active, thriving aspect. In viewing the fleet, it was pleasant to consider that probably one-half of the vessels commenced their career on our Christiana river.

The city of Pará extends along the river bank a distance of about two miles. It has a fort, several ecclesiastical establishments, a cathedral, an immense opera house, shops

for repairs of steamers, and a vast collection of small stores. In the outskirts of the city, on the road to Nazeré, are the beautiful villas of the more wealthy inhabitants. A ride in this direction is a charming pastime, for each residence is surrounded by an acre or more of land which abounds in the most luxuriant tropical vegetation, from the sweetest flower to the stately Royal and the Fan Palms. The latter, on account of the large water supply stored in their hollow stems, are usually called the Traveller's Palm. It is well portrayed by the engraving on the cover of this work. Time will only permit us to mention a few of the varieties, and we must leave the reader to deck them with vines, mosses, orchides, etc. There are the mango, palmetto, coffee, papau, castor-oil tree, orange, mandioca, soursop, pineapple, lime, gudiaba, lemon, alligator pear, aloe, guacamaya, cotton-wood, bacouri, and banana. In the markets one finds the familiar tomato, ochre, sweet potato, water melon, beans, and squashes. The presiding genius of nearly every store is a parrot, a monkey, or a boa-constrictor, the selection being made according to the taste of the proprietor, and the incumbent, or recumbent (whichever may be proper), is placed near the doorway to beguile strangers into making purchases.

The inhabitants in respect to nationality are Brazilians, Portuguese, Indians, and Africans. The prevailing language is Portuguese, but any one speaking French can travel in Brazil without the least difficulty.

An entire day spent in roaming about the city and its environs, formed an agreeable contrast with the monotony of our sea life. By midnight, the steamer was again under way and steaming for Pernambuco, our third stopping-place, distant some 1,100 miles. We kept close along the coast, and much of the time within sight of land. As we passed Ceará (a city of 20,000 inhabitants) in the evening, we were surprised to see it suddenly become aglow with

lights, and to learn that it was supplied with a complete system of gasworks. This, however, is the case in most of the South American cities of note, and those who visit the country with the expectation of finding the people a poor benighted race, will discover that in this respect at least they have misjudged the natives.

The next day after passing Ceará we doubled Cape St. Roque, the most eastern cape of South America, and in its vicinity met with many catamaran boats, that had ventured far out from the shore in search of fish. These curious boats, or more properly rafts, are formed by lashing three or four logs (cut from cork trees) securely together, and the lateen sail is spread from a pole that serves as a mast, and which is stepped in a little frame on the logs. The affair is steered by means of a large paddle, and the fishermen walk about on the logs, while each little wave surges around their feet. They are literally in the water all the time. One's northern instincts lead him to regard this means of locomotion with more or less contempt; but when you remember that the average temperature of the ocean in these latitudes is about 80 degrees Fahrenheit, you may be ready to admit that, after all, the poor fellows may have a more comfortable time than you do on the steamer's hot decks. The great uniformity which characterizes the trade-winds tempts these men far to seaward, and it is no unusual event to find them thirty miles from the shore.

3.

A Voyage to Rio.

THE STOP AT PERNAMBUCO—THE GOVERNMENT'S DIS-
PUTE WITH THE BISHOP—CHURCH SERVICES WITH-
HELD—FIRE-WORKS AT BAHIA—OFF FOR RIO—A
KIND WORD FOR THE GOOD SHIP.

A Voyage to Rio.

THE firing of the gun, and clanking of the anchor's chain, at six o'clock the next morning, apprised us of our arrival at Pernambuco. The natural harbor is formed by a coral reef running parallel with the shore, but on this it has been found necessary to build a massive breakwater. The steamers usually anchor outside of the reef, and communicate by means of small boats with the shore. The city is divided into three parts by natural boundaries, and these are known as Olinda, Recife, and San Antonio. The population numbers about 150,000. The Olinda portion of the city was originally settled by the Dutch, and although the country was soon after conquered by the Portuguese, one cannot help intuitively attributing the great cleanliness of the streets of Pernambuco to the effect of the Dutch precepts and example. In fact, a stroll through the city reminded me in this respect of Rotterdam and Amsterdam. The houses are usually four stories in height, and the lower story or shop is of the Oriental type, being nothing more nor less than a closet, without windows, whose doors open to the street. When the proprietor locks up his establishment at night, the shop is as "dark as a pocket." The display of goods

during the day is fairly dazzling, and whoever cannot be suited in Pernambuco must be hard to please. The city has a fine law school, observatory and government buildings, and is a noted sugar, cotton, and coffee mart.

Its religious facilities are, at the present time, quite limited, on account of the conduct of the bishop. The latter saw fit to excommunicate all freemasons in the province, which practically amounted to the withdrawal of religious rites from one half of the male population, whereupon the Emperor sent a government vessel from Rio and arrested the bishop. Prior to his removal to the vessel, this wily dignitary arrayed himself in his most gorgeous attire, and insisted upon walking through the streets followed by his attendants. The government officer humored his desire in this respect as far as the palace door, where he was compelled to disrobe and enter a carriage which quickly conveyed him to the landing. As similar difficulties have occurred in other provinces, it remains to be seen how the government and Rome will adjust the matter. Many Brazilians, however, look forward to an expulsion of the Jesuits.

In the meantime most of the churches in Pernambuco are closed and the priests frequent the streets. One could spend a week or two in this city and its environs with great pleasure, and it was not without much regret that we were obliged to take steamer again in the afternoon, and shape our course southward toward Bahia.

The second morning after leaving Pernambuco, we were awakened before sunrise by the rapid detonation of fireworks. On opening the window we found ourselves off the city of Bahia, and could see rockets ascending, as well as hear the explosion of crackers, mines, etc. We afterwards learned that it was the first day of Carnival, and that Lent would soon be inaugurated. We are pained to record that, in our own case, the demonstration



PALACE AT PERNAMBUCO.

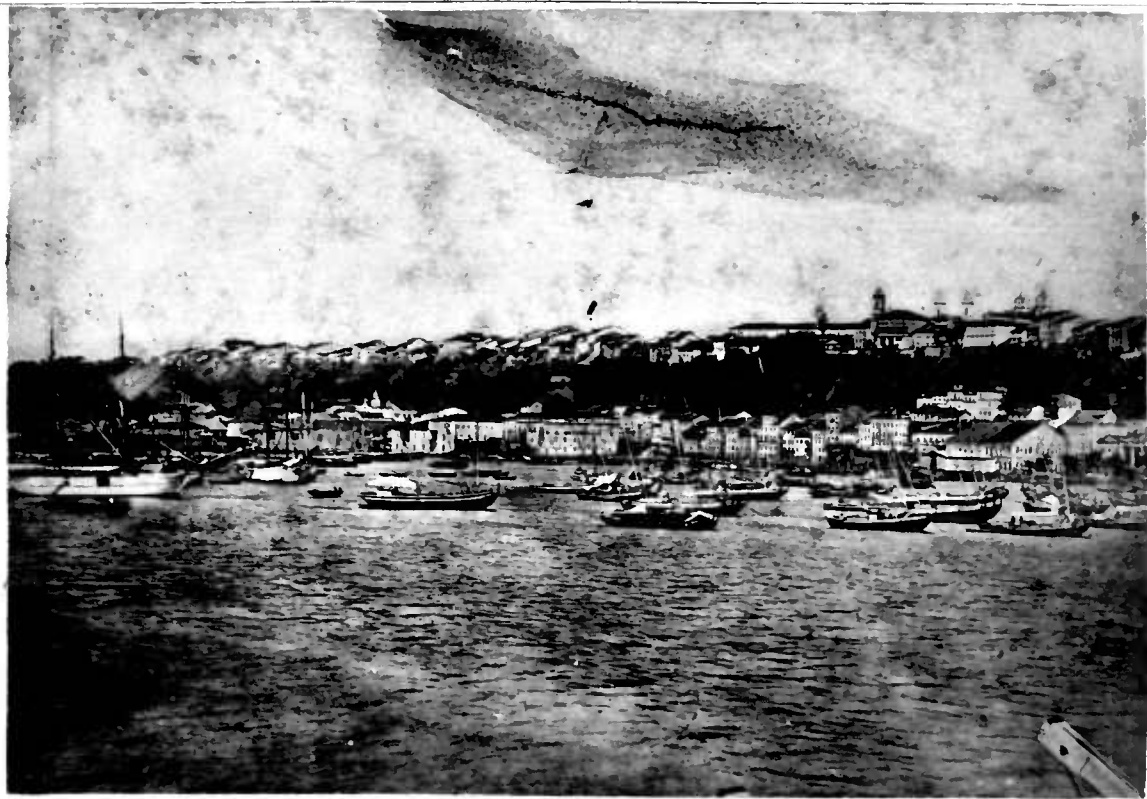
was an entire failure, and had the tendency to excite a slight irritability of temper on account of the lack of judgment shown in calling us up at so untimely an hour. These feelings, however, were calmed when we remembered that we were on the "Bay of All-Saints," and especially when the sun's rays were reflected from sixty-five churches which were scattered throughout the city. This seems a small number for a city of 200,000 inhabitants, but as the Archbishop's palace is located here, we will take it for granted that this is the orthodox proportion. The city skirts the bay from Victoria-e-Barra to Bom Fim, a distance of about six miles. The old town is not over one hundred yards wide, being hemmed in by a bluff, that (running parallel with the shore) rises to a height of say two hundred feet, and spreads out into a most beautiful table-land. The new town skirts this plateau. Here we find the different consular residences, surrounded by beautiful gardens, and commanding a superb view of the bay, which stretches far away in the distance. Words can hardly describe the beauty of these gardens, whose flowers, growing uncovered, have the richness and delicacy of the most exquisite conservatory, and fill the air with the sweetest perfumes.

The elevation of the new above the old town would scarcely be regarded in a northern clime, but in the tropics it is looked upon as something perfectly frightful. The good people of Bahia have to thank one of their own townsmen, who, having completed the course at the Rensselaer Polytechnic, in Troy, N. Y., returned to his native city, designed and erected a massive building, which he supplied with hydraulic elevators, and now raises the inhabitants at a cost of ten cents a head. This gentleman has been so public-spirited in all his enterprises that he will doubtless ere long be made a Baron of the empire.

Many of the houses in Bahia are five or six stories in height, and in this respect differ from those of Pernambuco, but they, like all others in Brazil, have absolutely no chimney. The streets are not so wide nor as cleanly as in the latter city. A visit from a school of whales often makes very lively scenes in the bay, for they abound in these latitudes, and consequently the people are prepared to engage at any moment in their capture.

In the afternoon our steamer took on board eighty-five slaves and started on the last stretch of her course to Rio de Janeiro. We shall probably reach the city to-morrow, but must reserve its description for a subsequent letter.

We cannot part with our stanch ship, the *Merrimack*, without a word of commendation, especially in respect to that which so interests the traveller, viz., the table. The insurance inspector's report will give the rating of a vessel with mathematical nicety, but one is often at a loss to know what sort of treatment he will receive in a corporeal way, when engaged in a long voyage. We have travelled on many English, French, and Austrian lines, but never enjoyed so great a variety nor were so well served. Stopping at so many towns at short intervals, offers opportunities not enjoyed by many companies, for procuring tropical fruits and vegetables. The discipline and attendance on board have been admirable in every respect.

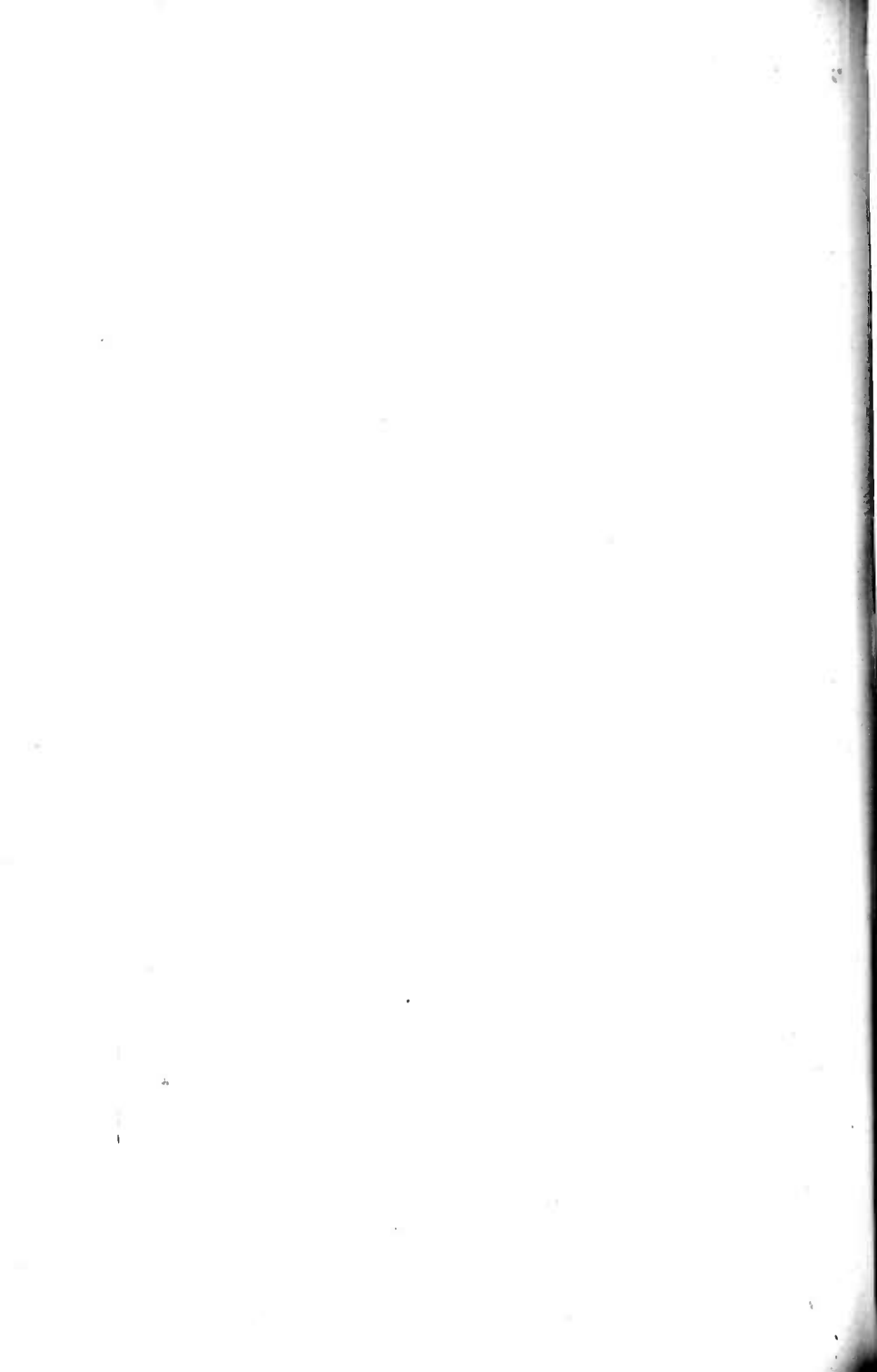


BAHIA.

4.

The Capital of Brazil.

THE FINEST HARBOR IN THE WORLD—BAY OF RIO DE JANEIRO—HOW YOU ENTER A BRAZILIAN PORT—LIFE IN THE CAPITAL—RIDING WITH A PORTUGUESE JEHU—THE STREETS, WATER, GAS, AND STYLE OF BUILDING—EDUCATION AND RELIGIOUS CONDITION—HOW EUROPE APPRECIATES BRAZIL, AND THE UNITED STATES DOES NOT.



The Capital of Brazil.

THE many novel sights that meet one on his arrival at a foreign port so completely absorb his attention that he finds neither the time nor disposition to write out the impressions they produce. The scenery, the buildings, the dress and customs of the people, even the trees and flowers are unfamiliar. One feels that he has been suddenly placed in a new world, with which he is in almost feverish haste to become acquainted. This is especially true where an unknown tongue is spoken. One's interest and attention are then still further engrossed by the necessity of becoming acquainted with the language; otherwise he is exposed to numerous embarrassments, and may even transgress some local law. Then, again, it is not altogether prudent to attempt generalizations with reference to any country before long association with the people, and the enjoyment of their hospitality enable one to write intelligently and with freedom from prejudice. These, together with other considerations, have delayed the continuation of our last letter, which you will remember terminated rather abruptly off the harbor of Rio de Janeiro.

The day one first enters this magnificent harbor may well be regarded as an epoch in his life, for it is without

question the finest in the world. It is true that the bay of Naples and the harbor of Constantinople have the charm of historic association added to their natural loveliness, and while as better known to the travelling public they may be employed to illustrate the beauty of this bay, they can serve but as stepping-stones for the mind in ascending from the less to the greater. As compared with the bay of Naples, the bay of Rio is more enclosed, its hills approach nearer the water, and though none of them reach the height of Vesuvius or Monte St. Angelo, the amphitheatre is more perfect and the average elevation greater; its limits are so exactly and plainly defined that its noble expanse is impressed upon one from any point of observation, and, lastly, its vegetation has the rich luxuriance of the tropics. One feature of the bay is that its beauties are not confined to a single point of observation. Its magnificent scenery is suggested even before you enter; on the right hand stands the rocky eminence of Santa Cruz, crowned with its fortress; on the left, the world-renowned Sugar Loaf, a massive granite cone, which rises precipitously from the sea. Farther to the left are the peaks of the Corcovada, and as far as the eye can reach the Serra range extends along the coast, while the head of the bay is hemmed in by the range known as the Organ Mountains, whose blue peaks (suggestive of a cooler clime) rise to a height of 2,500 to 3,000 feet above the ocean. From the tops of all of these peaks, as well as others on the Santa Cruz side, the bay has the same expression of tropical loveliness, blended with the rugged boldness of more northern climes.

The bay is about sixteen miles in length by eleven in width, and contracts to about one mile in width at the mouth, which opens toward the south, thus protecting the entire expanse from the action of violent winds, and rendering it the most commodious and safe harbor of the world. The general appearance of the bay is rendered more pic-

turesque by the presenee of a number of small islands and miniature bays (the latter having been patterned, as it were, after the parent expanse); their white sandy beaches, rocky bluffs and rich borders of verdure furnishing the voyageur a series of delightful surprises, as their recesses are one by one revealed to his inquiring gaze.

The city of Rio de Janeiro is located on the left-hand side, as one enters the bay, and that of Nietheroy (the eapital of the province) on the right-hand side, directly opposite the Imperial City. The entrance to the bay is strongly fortified, so far as old-fashioned forts may be said to possess strength, but the government depends more upon its numerous iron-elads and monitors for real protection. It is daily strengthening the land batteries and is greatly aided by Nature in the labor, for she has given almost inaccessible heights upon which batteries can readily be located with telling effect.

All vessels entering the port are hailed from the fortress of Santa Cruz, and made to display their eolors in due form, but are allowed to proceed without detention as far as the fortress Villegagnon, which is quite near to the city and located upon a small island. The ochre hue of the walls of the latter fortress eontrasts prettily with the rich eolors of the royal palms in the baekground as well as with the deep blue of the surrounding water. It is here that one first observes the intimacy of the union between Church and State that exists in so marked a degree in Brazil. On top of the fort, and surmounted by a huge eross, stands a small ehapel, within sight of all the shipping in the harbor, and here the soldiers and marines are supposed to meet every Sabbath. As a vessel approaches this fortress, a soldier on the ramparts summons the eaptain, by the aid of a huge trumpet some six or seven feet in length, to come to anchor at once. Then follows a visit from the health-officer and the custom-house officials. when, if the papers prove

satisfactory, the vessel is allowed to proceed about a mile farther to her anchorage off the city, otherwise she is consigned to the quarantine ground in the lower harbor. But woe betide the captain who attempts to clip a little from the "red tape" which surrounds all these official acts. The sentry vociferates most furiously through his huge trumpet; then a blank cartridge is fired from one of the cannons; finally, if the captain proves obdurate, a ball is fired at the bow of the vessel, which generally serves to bring her to. Some slight misunderstanding occurred in the case of our own entry, and the programme proceeded as far as part third, when our captain managed to place the "Merrimack" between the fortress and the United States frigate "Monongahela," which was at anchor in the harbor, whereupon all offensive demonstrations ceased, and we were able to steam up to the city, followed by harmless appeals from the mammoth trumpet. As soon as a vessel anchors, she is at once surrounded by a host of small row-boats, each with its dainty awning, neatly cushioned or carpeted seats, and a name calculated to catch the eye of some nationality on board the vessel. These boats are manned, each by two negroes or Portuguese seamen, most of whom speak two or more languages.

The confused din that arises from their appeals for employment, reminds one of what must have been the terrible confusion that put an end to the construction of the Tower of Babel. The craft of "passenger transportation" is indeed a power in every Brazilian sea-coast town, and hinders all progress toward the construction of suitable docks and piers, to which a vessel might approach and discharge its hundreds of passengers by that simple device known in the States as a "gang-plank." However, such a plan is far in advance of the times; it would not only throw many boatmen out of employment, but with them many government officials, lightermen, etc., etc. If you suggest such

an idea to a Brazilian, he will shrug his shoulders and reply "Paciencia," or else say that it would be useless—"what would you do with the time thus gained?" We note in this connection that it is a settled principle among Brazilian officials "Never do to-day what can be put off till to-morrow." Such a maxim accords so little with Anglo-Saxon training, that one is very liable to chafe under the repeated efforts that are everywhere made to put him off till to-morrow.

If you wish anything attended to, you will generally receive the reply: "Wait a little, sir!" which may mean any future time, and if you seek more definite assurances, you are advised to come to-morrow—"amanhã." Much as you may be irritated by such responses, you learn by them a very salutary lesson; that is, never to hurry in Brazil, for in the end you will accomplish more, and, above all, preserve your health from being impaired by undue excitement. With the Brazilians politeness goes a great way. They have many of the characteristics of the Spanish, and cannot be driven or ordered; but if they are all treated as persons of great distinction, as Doctors, Commendadors, and Illustrious Senhors, there is no attention or assistance that they will withhold. The average American citizen is apt to feel that he alone is worthy of such titles, and in consequence does not get on very harmoniously until he learns the character of the people.

But to return to the matter of landing: Before it is possible to leave the vessel, one must have his passport properly viséd by the Chief of Police. The deputy of this official visits the vessel and expends on each paper a modicum of blue and mauve ink. You are then at liberty to visit the custom-house or "Alfandega" as it is called, and have your baggage examined. This must be attended to during the office hours, viz., 9 A. M. to 3 P. M. As almost the entire revenue of the government is obtained

by means of import and export duties, and not by internal taxes, the officials are correspondingly strict. From the custom-house your baggage will be carried on the heads of negro porters to the carriage, or else to the "Tilbury" if your parcels are few. The capacity of these men for carrying is something wonderful. They will carry on their heads a huge trunk surmounted by two valises for a distance of many rods. Unless one is careful, however, human nature will assert its preference for ease, and two or three will seize the articles that ought to be carried by one, and at the end of the journey you will have a corresponding number of impecunious applicants amongst whom to divide your small change.

The practice of carrying on the head is as universal in Brazil as in Holland. It is no uncommon sight in Rio to see a huge piano-forte travelling along the street, on the heads of five negroes. The venders carry about fruits and sweetmeats in this manner, little show-cases filled with shoes, or calicoes, or tinware, also wickerwork hencoops two stories high, filled with chickens of different breeds and values. Of course where there are so many peripatetic shops underway, there are a corresponding number of street cries, and means for attracting the public attention.

Nearly all of the carriages are drawn by mules. These seem to stand the climate much better than horses, and are sturdy, powerful beasts. What is technically known as a "Tilbury" is an English one-seated carriage, mounted on two wheels, with a goodly number of springs and a comfortably hooded top. One can lie back on the luxuriously-cushioned seat, and while protected from the sun, ride about the city, at a very moderate cost per mile, and study the ways and customs of the people. The drivers are nearly all Portuguese. It is doubtful if you ever see a Brazilian in this capacity. In fact, wherever

hard work is required, or anything of a menial character to be done, you will search in vain for a Brazilian. If, however, the question is that of a clerkship, or of a position under government where one can wear a bit of gold lace, and let his nails grow in Chinese style, then the applicants are legion, no matter how small may be the salary. The successful applicant can never be seen carrying a bundle or a basket in the streets. He always employs the first negro he meets to follow in his wake. It is not unusual to see a young official attended by a black carrying his epaulettes and sword. If you perchance should meet a well-dressed person carrying a parcel, you may make up your mind that he is some bank officer carrying a roll of money to another bank. If you have occasion to walk with a gentleman, no matter how short the distance, he will scarcely permit you to exhibit the good "home training" you have received from your youth up, but will insist on calling a black to carry the merest trifle you may have in your hand. The only article which is *en regle*, is a silk umbrella to protect you from the sun's rays as well as from the sudden showers which are liable to occur. A silk hat is always respected in Brazil, and a straw or felt scarcely tolerated. A blue suit for business purposes will be found most comfortable and appropriate, but of course for calls, visits to diplomats, etc., the inevitable "swallow-tail" asserts its inherent cosmopolitan rights.

As your Portuguese Jehu winds his way through the narrow streets of the city, you will at first be fearful that he will run over some of the passers-by, for the streets are so narrow they do not admit of curb-stones, but are arranged with one gutter in the centre, a row of flags along each side next to the stores, and the space properly paved between. You can, however, dismiss all fears on this score, for the driver has a wholesome regard for

the dignity of law. He simply calls out, "Tchew!" "Tchew!" as if addressing a number of chickens, whereupon the way is quickly cleared. This is a general exclamation, which is used by all classes to attract attention.

The names of the streets are printed on the corner houses, and immediately under each name is an index hand showing in which direction the law permits you to pass. This is a most excellent device, and prevents carriages or carts meeting and producing a state of blockade. It is a plan that could advantageously be adopted by some of our larger cities at home. It appeals to the approval of all, and cannot be misinterpreted.

In the matter of numbering the streets some few improvements can be made, which no doubt will be attended to ere very long. As to the difficulty in rotation, we can best explain by means of an example. We had a friend living at "No. 16 H" of a certain street, and attempted to repair to his residence. We arrived at "No. 16 D," then "No. 16 E," after which we expected to find his house the third one in advance. Imagine our astonishment and confusion as we found the succeeding numbers ran thus: 14—97—54—16 A—58—60—16 B—62—16 B B B—and finally 16 H. On such occasions the word "Paciencia" can be uttered with good grace, although you may be very apt to think it will be "tomorrow" before you will find the place.

The streets, themselves, are kept scrupulously clean. The city is supplied with most excellent spring water from the neighboring hills of the Carcovada and Tijuca Range. It is brought by massive aqueducts, and distributed to a large number of public places. Thence it is carried by means of carts and water-carriers to all the small stores and residences. The finer houses and hotels are supplied directly. The water used for drinking is kept in porous earthen bottles, which admit of slight percolation. The



PORTER, SLAVE AND FRUIT WOMEN.

bottles are kept in a draft of air, and the evaporation reduces the temperature of the water some 6 or 8 degrees Fahrenheit. The bottles are less porous than those the natives use in Egypt, and in consequence have more shallow saucers. Water thus kept is more healthful than ice-water for drinking purposes.

The city of Rio is equally well supplied in the matter of gas, and has but little to complain of, either as to water or light. The houses are from one to two stories in height, built mostly of granite, brick, and clay, with stuccoed exteriors. The houses of the more wealthy are covered with figured encaustic tiles, and the roofs of all are formed of the common red tile. The ceilings are high, and as there are no carpets on the floors and but little of a combustible nature lies around, it is seldom that fires occur, and when they do, only one house suffers. The ground floor is generally devoted to business purposes, and the family occupy the second story. Of course, in the case of large commercial houses the entire building is occupied for business purposes, and the proprietors live at Tijuca, or on one of the many hills back of the city. The picturesque location of these hills reminds one of the city of Edinburgh. Each hill is surmounted by a church, chapel, convent, or other religious institution. In addition to these, there are a great number of like buildings scattered throughout the city, and although one little acquainted with such matters would naturally think the supply was greatly in excess of the demand, still it must be presumed that the old adage holds good and where there is such an unlimited supply of counsellors in the shape of nuncio, archbishop, bishops, priests, orders, etc., etc., consummate wisdom must rule the erection of churches.

The government tolerates every form of religious belief, and protects the worshippers in the enjoyment of the same.

The only restrictions placed upon other than Roman Catholic denominations are that their churches must not have the "external form of a temple," and under no circumstances can they use a bell. The so-called "Mother of all Churches" holds this right in fee-simple, and surely no one can claim that with her it is a dead letter, for scarcely an hour passes in the day without one or more bells receiving a severe punishment, and when a grand ceremony or festa calls out the best efforts of the bell-ringers, the noise swells to the proportions of a din.

The English chapel, of which Rev. G. Preston is the rector, is opened for Divine service every Sunday morning and evening. The many good churchmen resident in Rio, together with visitors from abroad, furnish a large attendance.

The Presbyterian Board has for a long time sustained a college in the city of Rio, together with a native church. They have just dedicated a fine church building, where the Rev. Mr. Blackford preaches to large and attentive audiences in the Portuguese language. The board has schools and churches at St. Paul's and at Campinas, where the respective pastors are the Rev. G. W. Chamberlain, and the Rev. G. Nash Morton. At the latter city, Mr. Morton has found it necessary to construct a larger college building, so anxious are the better classes to have their children receive proper instruction and to surround them with refining influences. At present, the building is nearly completed, and he is still obliged to refuse further applicants. The school is non-sectarian, and the training is of the most liberal character. It is gratifying to our countrymen on entering that city to be told that the conspicuous and prominent building on the hillside is an American college. The liberality shown by the government of Brazil to every phase of religious belief renders it a country of peculiar interest and a most promising field for Christian enterprise.

The rapid enlightenment of the people, and the very general want of faith in and respect for the representatives of the State Church (the bishop of Pernambuco is now fulfilling a four years' sentence at the fortress of Santa Cruz), render them peculiarly susceptible to new influences, which, so soon as Church and State are separated, will produce decided changes. The efforts thus far made have yielded most gratifying results.

Those who take early morning rides through the streets of Rio will meet a great number of ladies with their daughters returning from early mass. The men are very poor attendants, although most earnest in their expressions of respect. You will observe that your driver, whenever he passes a church door, will raise his hat and keep it in hand until actually past the place. It is really quite comical to watch his expression while in the act. He as much as says: "If I only had the time, there is nothing I would like better than to stop and enter, but I beg you will excuse me, for I am in a great hurry."

The Sabbath is tolerably well observed in Rio, although it is not a day of absolute cessation of work. As in Paris, there are more shops closed in the afternoon than in the morning. The continued reduction in their calendar of the holy days and festa days (by order of government) will tend to improve the observance of the Sabbath. While travelling in Brazil, it is of importance to keep posted on the Saints' days, or else vexations delays will be sure to arise.

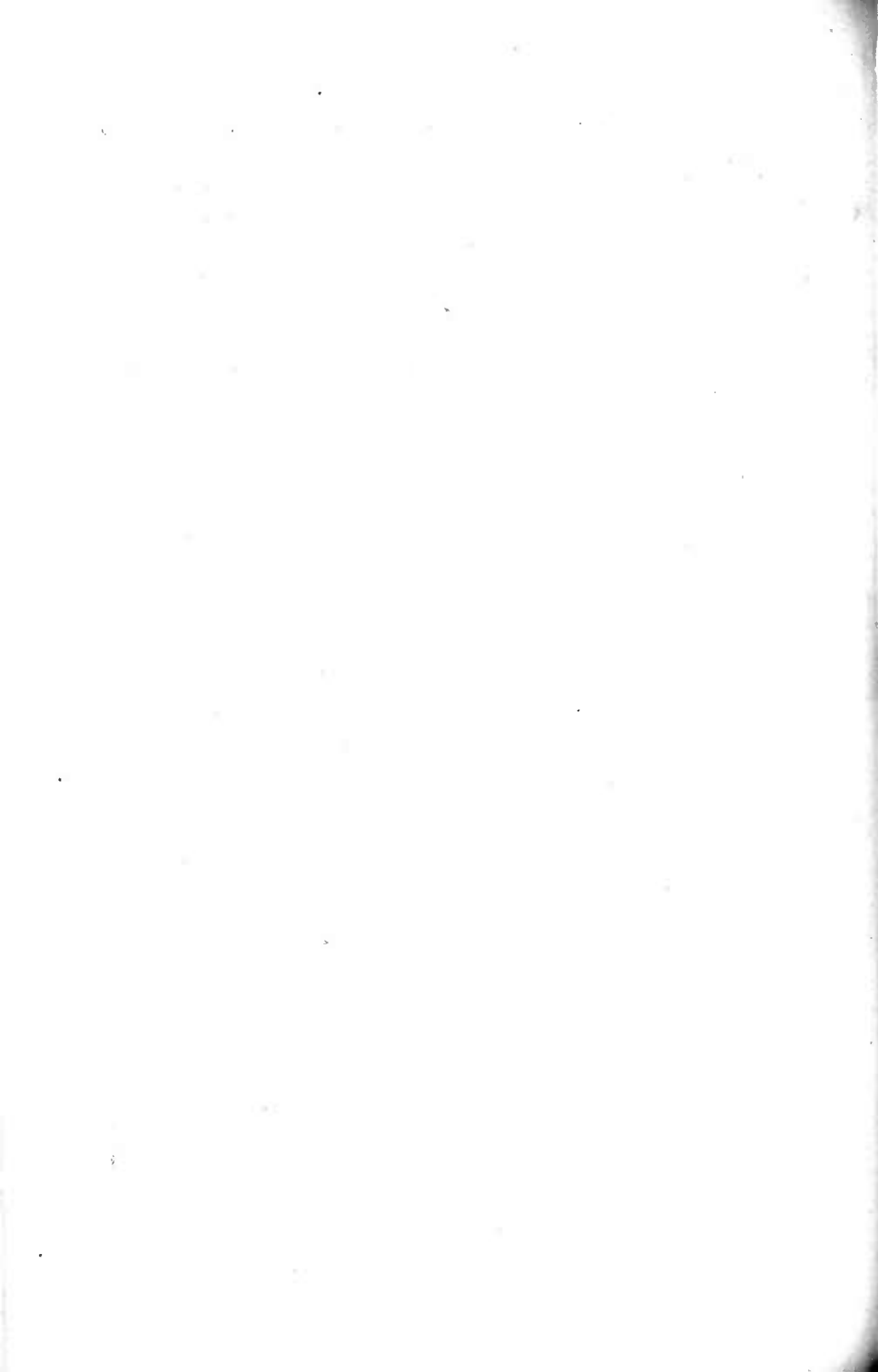
As the city of Rio de Janeiro is the capital of the Brazilian Empire, it contains many palaces, the Senate House, Botanical Gardens, Marine and War Arsenals, large hospitals, colleges, museums, galleries, etc. There are several parks and public squares, the most attractive of which is the "Passeio Publico," a delightful place of resort, and commanding a fine view of the bay.

The Broadway, or Chestnut street, of Rio, is the Rua do Ouvidor. Its shop windows fairly dazzle the sight with the variety and beauty of the objects displayed. A large proportion of the goods are sent there from the Parisian market, but there are also works of native art. Ever since the time of the early Spanish conquerors, the inhabitants of Central and South America have been noted for their skill and taste in the manufacture of feather-work. The best specimens of this art can be purchased on this street, and when one commences to make such purchases, the only question is: "When had he better stop?" The feathers used for this purpose are those of the parrot, humming-bird, toucan, and others of beautiful plumage.

Thus far we have said nothing on the subject of hotels, and can only account for the omission by the fact that they furnish little for remark. There are very many in the city, but the preference must unquestionably be given to the two known as Hotel dos Estrangeiros and Carson's Hotel. We believe that few better investments can be made than the establishment of a first-class hotel in Rio de Janeiro. It is indeed strange that a city of 375,000 inhabitants, the capital of a vast empire, is no better provided with first-class hotels.

However, it is no more strange than the fact that the United States have only one line of steamers, making monthly trips between New York and Rio, while Europe sends to the same port eight steamers per month from Liverpool and London, two from Southampton, two from Antwerp, two from Hamburg, two from Bordeaux, one from Lisbon, and one from Genoa! We firmly believe that increased facilities for the United States would be attended by the same good results that have followed the efforts of foreign companies. The fact of the matter is, our countrymen do not appreciate their proximity to the great empire of Brazil, nor make the right efforts to secure its trade.

Neither do our people of leisure imagine what a salubrious climate exists on the uplands of Brazil, or how attractive are the cities of Rio de Janeiro, Petropolis, São Paulo, and others. The day will surely come when those who are now visiting Europe will turn their steps toward the Land of the Southern Cross and find to their astonishment how worthy of their attention are the country, people, and customs of this most attractive empire.



The Uplands of Brazil.

RIO AND ITS SUBURBAN RETREATS, TIJUCA AND PETROPOLIS—THE MODE OF COMMUNICATION BETWEEN THEM, THEIR IMPORTANCE, ETC.—DOM PEDRO II.—THE COFFEE DISTRICTS AND THEIR SCENERY—BRAZILIAN MONEY—COAST SCENERY, ETC.

SÃO PAULO AND ITS SUPERSTITIONS—"NOSSA SENHORA"—SINGULAR CREATION OF RELATIONSHIP—THE MANNER OF SERVING MILK—ITÚ, CAMPINAS, CHARACTER OF THE PEOPLE, THEIR HABITS, ETC.—THE COFFEE FAZENDAS.



The Uplands of Brazil.

THE city of Rio de Janeiro is remarkably well supplied with cool, salubrious, and picturesque suburban retreats. The most accessible of these is the little mountain village of Tijuca, situated southwest of the city at the elevation of some 2,000 feet, in a small valley between mountain-tops through which the cool evening breezes are wafted in a manner most grateful to one who has endured the heat of the city during the day. The climate of Rio is very equable. The temperature never rises above 90 degrees Fahrenheit in summer, nor falls below 60 degrees in winter. In the mornings the land breeze continues to blow until eleven o'clock, at which time there is a short period of calm, succeeded by the sea breeze. The latter blows sometimes very powerfully towards four o'clock, but is sure to die out by 6 P. M. As a result, the early part of the night is apt to be hot. On this account, those that are able to afford the expense take cottages at Tijuca and go out every afternoon about four o'clock by stage-coach. The ride is easily accomplished in two hours.

The only hotel of note in the place is kept by Mr. White, an Englishman, and it is crowded during the entire season. Back of the hotel there is a wild mountain torrent, a part

of whose volume is diverted so as to fill artificial pools, where the boarders delight in taking cold baths every morning. This is indeed a rare treat as well as a wonderful invigorator. The stage starts at 8 A. M. for the city, and lands you at business about 10. The view of the bay which one catches during several turns in the mountain road is quite enchanting, and has very appropriately given the name of "Boa Vista" to one of the stations. On the way to Rio a fine view is obtained of the suburb San Christovão, in which is located the modern palace of the Emperor, the old palace being in the city proper, near the custom-house.

Another pleasant place of resort is the town of Novo Friburgo, 60 miles distant from the city in a northeasterly direction. It is located on the top of the Serra range, in the midst of a most fertile district.

Next to Tijuca, the city of Petropolis is the most accessible and attractive of the summer resorts. It is about 30 miles distant from the city, and is reached by boat, rail, and stage-coach. The sail across the bay leads one among the many islands that dot its surface, towards a landing in front of the mountains. A short ride across the plains brings you to the very foot of the mountains, where you take a stage-coach drawn by four or six mules. The ascent is very precipitous, and of necessity the road pursues a painfully serpentine course; but the road-bed is well macadamized, and the mules make good time. During the ascent you are constantly obtaining finer views of the bay, until at length the summit being reached, the landscape becomes so perfect in beauty and expanse as to be almost grand. Even at this great distance the "Sugar-loaf" is distinctly visible as it stands guard to the harbor of Rio.

Then, too, the foliage on the mountain sides is peculiarly tropical and luxuriant. There is something very comical in the manner the orchids and other air plants make them-

selves at home in the comfortable crotches of all the old trees, where they grow most rapidly, and by the delicacy of their flowers attract the attention of the passers-by, who overlook the tree that supports the orchids and affords them their publicity. It is curious to note how many analogies exist between the social and the natural worlds. We will not, however, be too hard on the orchids, for we remember that they adhere to and clothe with verdure many a rocky steep that would otherwise glare under the noon-day sun. They furnish us the rarest of botanical conformations, and in the case of one of their species—the vanilla—with the most delicate of flavoring extracts.

The most cheering sight of the entire ride is obtained at the top of the hill, before making the descent to the city of Petropolis. To this point all the fashionable carriages repair, and as the long line of stage-coaches file by them, many are the joyous laughs, hearty cheers, and surprise meetings. Parents throw toys and sugar-plums to their little ones that have come to welcome their return. Finally, some of the carriages form an escort to the coaches, while others race ahead and outstrip the entire line. The stages go to the respective houses, and soon there are many happy homes in Petropolis. The class of turnouts met at the top of the hill and the social standing of their occupants can only be compared with the like display on Bellevue avenue, Newport, during a summer's afternoon.

The city of Petropolis numbers about 5,000 inhabitants, and is noted as being the residence of the court and diplomatic corps during the summer months of January, February and March. The imperial palace and parks are located in the very heart of the city, and the houses of the *élite* are in close proximity, bordering the mountain streams that pass through the town. The climate is exceedingly pleasant—about 75 to 80 degrees at noon, and cool enough at night to require blankets. McDowall's hotel is the best in

the place, and, without any cause of offence to others, may be said to be the best in Brazil. Everything is kept scrupulously clean, and the fare is of the finest quality, and in sufficient variety. You will *not* here be annoyed with the national dish, which consists of a stew, made from black beans, jerked beef, and pork, over which you are expected to sprinkle powdered farina and eat the compound with great gusto. There are several institutions of learning in Petropolis, which place seems to be happily chosen, for the surroundings of Rio render it less desirable for the younger class of students.

In this connection we would remark that the peculiarities noted in the habits and customs of Brazilians do not apply to those of birth, education, and refinement. The latter are exceedingly hospitable, generally good French scholars, highly polished in their manners, keen observers of life, and most agreeable in society. The typical man of the whole nation is also the Emperor—Dom Pedro II. It is doubtful whether any other living monarch can boast the same scientific and classical accomplishments as his Majesty; neither is there a braver on the battle-field. In physique he is equally royal, being six feet four inches in height and of robust form, so that he wears the crown with grace and dignity. This is not a mere matter of hearsay, for we were honored by a special reception at the Palace in Petropolis, and during the conversation, which lasted upward of an hour, we were convinced that the Brazilians are a most fortunate people in being ruled by a monarch at once so accomplished, brave, and warm-hearted.

The return from Petropolis to Rio ought at least to be made once by way of Entre Rios and Parahyba river, which carries the tourist through a most fertile coffee district, and will give him an idea of the coffee-planter's life on the farm, or "fazenda," as it is termed in Portuguese. Entre Rios is distant some 46 miles from Petropolis, in a north-

erly direction, but the road joining the two is as fine as the far-famed Cornice road in Italy. There are frequent relays of mules, and as they are kept constantly on the run, the distance is accomplished in less than five hours. When time will admit, it is pleasant to continue the ride to Juiz-da-Fora, about as many miles further in the same direction. Otherwise the tourist can take the train and reach Rio the same night.

There is something peculiarly fascinating about the tropical flora. There is such endless variety, coupled with such gigantic proportions, richness of foliage, and novelty of inflorescence, that we never tire, no matter what the length of the journey. Then, too, tropical foliage presupposes the presence of birds with brilliant plumage, butterflies of the richest colors, and every beauty in nature that tends to attract the eye and delight the mind. Such was ever our experience while traveling in Brazil, and it cannot be a matter of surprise that we look back upon such scenes with feelings of truly pleasurable emotion. The descent of the Serra is wild and picturesque, and recalls to mind that of the Alleghanies, in coming from Altoona to Harrisburg.

We will not dwell longer upon the characteristic features of this portion of the uplands of Brazil, for our subsequent remarks on another portion of the same range will cover identical points of interest.

The tourist should not fail to make the trip from Rio to the city of Santos, distant some 200 miles in a southeasterly direction, and thence visit the table-lands of the province of São Paulo. In order to commence the journey one must, of course, visit the office of the chief of police, who will certify to your having been "a good boy" while in Rio by *viséing* your passport, and will charge 200 reis, or ten cents of our money, for the all-important service. It generally takes two hours to secure the visé, for there is a certain amount of red tape to be encountered. However,

"time is not money" in Brazil, as it is everywhere else, so one is obliged to submit to the absurd regulation. Not until your passport has been viséd will the Paulista Navigation Company sell you a ticket good for one trip on their boats.

We have not thus far alluded to the coin and currency of Brazil. The standard coin is the milreis, or 1,000 reis, and equal to about fifty cents of our currency. Paper money is the circulating medium. This has suffered a depreciation of three to four per cent. from the coin standard. The small change is made of nickel and copper. The small change is in reality *very large*, for the 20 and 30 reis copper pieces are of great size, and naturally develop charitable feelings in one's mind. The conductors of the street cars actually carry small canvas bags, which are hung to the door-knobs, and serve as depositories of these cumbrous representatives of wealth.

The coast scenery is very beautiful; the high peaks of the Coast Range are always in view, while many islands of granitic formation tower above the waters and add grandeur to the scene. The passage between the island of San Sebastião and the main land is specially worthy of note. As a general thing, all of these beauties are lost upon the Brazilian voyagers, for they suffer fearfully from a constant motion of the little steamer, and the majority see nothing but the cabin from the time they leave Rio to their arrival at Santos. Again your character undergoes inspection at the hands of the chief of police, and you are at length at liberty to go wherever you please.

The city of Santos is located on the left bank of a deep river, at a distance of some three miles from the ocean. Vessels of great draft can come up to the city wharves and receive their cargoes of coffee, sugar, and cotton. The population numbers about 10,000, and is engaged exclusively in shipping the products of the interior to all parts

of the world. There is nothing attractive about the place to the stranger, and the warmth of the climate will naturally lead him to take passage in the first train that ascends the Serra.

At this point the mountains have an elevation of about 2,700 feet above the sea. The ascent is very abrupt, and the carriages are drawn up by means of stationary engines and wire ropes. Every few hundred feet of ascent you can very perceptibly note the reduction in the temperature, until at length, the summit being reached, you realize that you are in an entirely different region. At the foot of the Serra the trees are literally loaded with orchids, and the palms grow most luxuriously. But so soon as the summit is reached and you commence to penetrate the interior, the orchids become less numerous and the palms have a semi-starved appearance. In fact the entire flora changes, and you begin to recognize many plants and flowers of the more temperate zones. It seems strange to find in the garden of São Paulo melons, tomatoes, squashes, beans, sugar, corn, sweet potatoes, okra, salad, etc., growing by the side of coffee, pine-apples, oranges, bananas, and other tropical fruits.

The city of São Paulo has long been noted for its law and theological schools, as well as for the superior intelligence and independent feeling of its inhabitants. The population numbers about 28,000. The city is prettily located on a hillside, and has many fine residences and suburban "chacaras," or country-seats. It is a notable feature of the city that every street seems to have a church at its terminus.

The botanical gardens are located on the outskirts of the city, and present a most creditable display for a city of its population. They are laid out on a large scale, and will doubtless be rendered more beautiful each year.

Notwithstanding their superior intelligence, the Paulis-

tans are little less superstitious than others of their nationality, and even those of them that condemn such things, countenance the same by appearing in the processions in order to secure greater political influence. The greatest personage that ever visits São Paulo is an image of "Our Lady," or "Nossa Senhora," as it is called, which is kept in a neighboring village, where she effects every variety of incredible cures. On occasions of municipal calamity, such as drought, visitation of small-pox, or other disease, the bishop of the province is importuned, and at the proper moment the Nossa Senhora is allowed to be brought into the city. The mayor, counsellors, deputies, military authorities, in fact the whole population, turn out *en masse* and receive her in the outskirts of the city. Cannons are fired, fireworks are set off in *broad daylight* (a practice common in Brazil), the military present arms, and the graven image is triumphantly carried into the city, where it is deposited in one of the principal churches until such time as the miracle is effected, after which it is restored to its rural retreat with like pomp and ceremony.

About a year ago her ladyship was brought into the city, on account of the drought then prevailing. She no sooner entered the town than the rain began to fall in copious showers. Last Christmas she was brought in on account of the small-pox, but has not since been returned. Some naughty people say she is in a quandary, and does not know whether she was brought in on account of sickness or drought. Others say that the profane newspapers have written so much about her that she is piqued and will not show what she really can do when she tries.

It seems to our secular eyes that if the virtues claimed for Nossa Senhoras are real, it is certainly too bad that we have none of them in the States. For the expense of their manufacture is very trifling, and by a proper understanding had with "Old Probabilities" at Washington, as well

as with the ablest of the medical faculty, "Nossa" might always be brought into the city at the right moment, and thereby relief would come to many anxious minds. However, we do not pretend to be able to form a correct judgment in such matters, and therefore commend the thought to those who have a profounder experience at their command, and who are even now engaged in restoring some of the "good old paths." The practice certainly boasts a noble antiquity, and, on that account, perhaps, ought not to be discarded.

The offices of godfather and godmother establish relationships having remarkable influence. If two persons, entire strangers to each other, stand as god-parents to a child, the two can never afterwards be united in marriage. A person can refuse any request made by a brother or sister, but he can never refuse the wish of his godfather or godmother. The crafty, of course, make this relationship an engine of great power. Where the parents of the child are poor and have but few friends, it is quite customary to impress Nossa Senhora into the god-parent service. The image has never been known to object, but goes through the routine most decorously. The only valid objection that can be raised to her kind offices is that she never condescends to give presents to the child, but is always ready to receive the most trifling favor. As to the subsequent moral training she gives to the child in fulfillment of her vow, there is no cause for complaint, for she is quite as assiduous in her attentions as the majority of god-parents.

Nearly every town in Brazil has one or more Nossa Senhoras, and most of them an image of St. George, the patron saint of the country. In a pecuniary way this saint is a more lucky fellow than his neighbors, for he draws a regular salary from the public treasury, besides his rations, for which, however, he usually commutes. Two years ago he attempted to make a triumphal entry into São Paulo,

but his friends failed to properly secure him to the saddle of his horse, whereupon George made a bee-line for the head of one in the throng. The party struck almost died from the effects of the blow. St. G. was tried, found guilty, and condemned to three years imprisonment. The saint has still one year more to serve. In the meantime his salary has been properly cared for. There are very many negroes in Brazil that belong to Nossa Senhoras. They have been given in fulfillment of vows made to Nossa by their masters in times of sickness.

The thought of a human being belonging to a graven image is certainly strong food for reflection. Slavery in Brazil is, however, being rapidly abolished. On the 28th of September, 1872, it was decreed that the offspring of slaves born after that date should be free. Provision was also made for levying an annual tax, the proceeds of which should each year purchase the freedom of the greatest number of slaves. The slave trade was of course interdicted. In addition to this, many wealthy persons in imitation of the example set them by the Emperor, gave their own slaves their freedom. Thus a mighty revolution in society is being accomplished in a noiseless but most effectual manner.

Among the strange sights of São Paulo are the two-wheeled carts of the country people. The wheels are cut directly from the trunk of a huge tree, the tires attached, and then they are secured rigidly to a wooden axle. This on its wooden bearings supports the primitive cart, which is drawn by two or more yoke of oxen. As the whole affair goes trundling through the streets, the friction is so great that the parts fairly howl, and the noise can be heard for a quarter of a mile. It is said that the faithful oxen are so accustomed to this style of music, that whenever a wag puts a little grease on the axle and the noise ceases, the animals come to a halt.

Probably the invention of so crude a form of cart was too severe a drain on the creative faculties of the ancient inhabitants, and therefore they concluded that a wagon specially arranged for vending milk to the citizens was a sort of *ignis fatuus*, on which they would not expend their talents. The effort once abandoned has deterred their descendants from attempting to improve on nature, and to this day, to supply the inhabitants with milk of unquestioned purity, it is the custom in all the cities of Brazil to lead a cow with its muzzled calf from house to house. A family of moderate size takes only a tumbler-full. The vender enters the vestibule of the house, claps his hands twice (the Brazilian substitute for a bell or knocker), a domestic appears, hands out the family goblet, and in a few moments the supply is forthcoming, and the vender drives on to his next customer.

From São Paulo one may conveniently penetrate the interior as far as Jundiahy, at which point the road diverges, and he can visit Sorocaba and Itú, or else the city of Campinas. The first city has a population of about 3,000, and is situated in the midst of a celebrated cotton-raising district. Itú has about 4,000 inhabitants, and is surrounded by sugar plantations. On the road thither one is surprised to find so many huge cactuses growing in the fields. It is no uncommon sight to see them having many branches 20 to 30 feet in height. The aloe likewise matures in great perfection.

The city of Campinas is about 100 miles from the sea-coast, in the heart of one of the best coffee-raising districts in South America. Its population numbers about 4,000. The principal object of interest is the cathedral, the walls of which are built of clay, and consequently are of great thickness. While many bricks are used in this part of the country for building purposes, it is the custom to use clay for the walls of houses as well as of yards. This is thor-

oughly compacted, and after a short time becomes quite hard, and will stand years of exposure to the weather. It seems absurd to put heavy iron bars and bolts to such houses, which one could so easily dig through. However, robbery is a most uncommon crime in Brazil, and is only carried on upon the smallest scale.

The cathedral is celebrated for its fine carvings in wood-work, executed by a native artist of remarkable talent.

Directly *vis-à-vis* to the cathedral is the theatre, which is to the Brazilian what the beer-house is to the Bavarian. It is said that soldiers of the latter nationality have three degrees of comparison in speaking of the destruction of a village. With them, to "partially destroy" a village is to batter down all the houses, but to leave the church and beer-house standing. "To destroy" the village is to batter down church as well as houses. But to "totally destroy" the village would be to sacrifice the beer-house in the common ruin. It is altogether probable that a Brazilian would adopt the same degree of comparison, but substitute the theatre for the beer-house. Notwithstanding his moral faults, the Brazilian is not addicted to the vice of drunkenness, and you may spend many weeks in his country without seeing the first instance of intoxication. They are, of course, inveterate smokers from the earliest years of childhood, but they do not indulge in strong drinks.

They are exceedingly fond of sweets of all sorts, and in every city the candy-venders drive a brisk business.

There is still a national trait to which no allusion has been made; we refer to the fact that they excel the French in "manual conversation." A good talker will accompany every word he utters with a gesture or motion of one or both hands. In this respect they are exceedingly graceful, and many of the motions are doubly expressive. The only advantage we can see in this extra effort, is that a

public speaker can doubtless make himself understood at a distance, where his words would be almost inaudible.

While at Campinas we accepted an invitation to visit one of the largest coffee "fazendas" or farms, located about ten miles from the city. The experience was a most interesting one, for we were able to note every stage of production and preparation, from the bush to the commercial sack. The fazenda covers some 3,000 acres, upon which are planted about 700,000 coffee-bushes. The bushes are planted in rows, like corn, at distances of from eight to twelve feet apart, depending on the richness of the soil and the character of the bushes. The general appearance of the bush is not unlike that of a small lilac. The leaves, however, are more glossy and have slightly crimped edges. The flower is white; the berry, at first green, subsequently appears of a rosy hue like the cranberry; at a later stage the exterior becomes dry and crisp. About that time it is gathered and the drying process is completed by the sun, the berries being spread on a brick pavement and carefully raked. This process takes nearly a month, after which the husks are removed by machinery, and the coffee is stored in sacks ready for market. The wholesale price of coffee at the present time, on the plantation, is 18 cents per pound. The gathering of such huge crops requires an immense number of farm hands or slaves, and the number of houses that surround the family mansion on a fazenda constitute a small colony.

Besides examining the way in which coffee is prepared for the market, it was equally interesting to dine with the family and thus obtain a correct idea of fazenda life. After the meal the family adjourned to the garden, or more properly the orchard, where we enjoyed a taste of mangoes, oranges, pomegranates, combaca, alligator pears, pine-apples, and bananas. So rich profusion of delicious fruits can only be obtained in the tropics.

The climate of this upland region is salubrious and really delightful—warm, it is true, by day, but the nights are always cool and refreshing. Unfortunately for Brazil, the world at large knows but little of these beautiful tablelands, and imagining that the entire country has a climate like that of Rio, does not even venture a trip to this far-off land. We trust that in this respect the tide may soon turn, and that ere long many lines of fast steamers will be necessary to carry the increased travel and interchange of products between the greatest Republic and Empire of the Western World.

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LECTURE

ON THE

IMPORTANCE OF EXTENDING AND DEVELOPING
OUR COMMERCIAL RELATIONS

WITH

SOUTH AMERICA.

DELIVERED AT THE REQUEST OF THE

WILMINGTON BOARD OF TRADE,

BY

W. S. AUCHINCLOSS,

APRIL 13, 1875.



Lecture.

Mr. PRESIDENT and

Members of the Board of Trade:—

THE theme for consideration this evening is, of the utmost importance to our commercial interests as a nation. Nor does it appeal less to our generous sympathy and intelligent curiosity, than to our desire of gain.

South America is so closely connected with us geographically, and so thoroughly indoctrinated with those liberal and progressive principles which claim our own country as their birthplace, that she has abundant claim upon our neighborly appreciation and regard. In a still more marked degree her striking physical features and the vast abundance, variety, and value of the products she offers in exchange for our manufactures challenge our admiration and our enterprise.

It was my good fortune to spend some two months of last year in Brazil, and to that noble empire I shall specially direct your attention this evening. But in so limiting myself I am still aware of the expanse of the field and the difficulty in so brief a space of presenting a view of it in any sense complete or adequate. I ask your indulgence, if in my desire to omit no essential features, I deal too largely

in information of a statistical character and omit many of those lighter incidents, which give life and color to narrative or description.

The Empire of Brazil covers a surface of 3,140,000 square miles, which is equal to about $\frac{1}{4}$ the entire area of the Western Hemisphere or nearly $\frac{1}{8}$ of the land surface of the globe. It has a noble sea-coast, some 5,000 miles in length. In studying an atlas, if the observer will place one hand so that it covers the River Amazon and a portion of its tributaries, while his other hand covers the River Plate, he will hide from view nearly all of the lowlands of South America. The remainder of Brazil is a mountainous region, which, on its southeastern border, rises with much abruptness from the sea, and on its western gradually ascends towards the colossal Andean Ranges. The highest peak in the country is that of Itatiaia, whose elevation is 8,800 feet above the level of the sea. This peak belongs to what is known as the central range, running from the River San Francisco to the Uruguay through the provinces of Bahia, Rio de Janeiro, Minas Geraes, and Rio Grande-do-Sul. The second chain of mountains forms the coast-range. The third range extends from Ceará to Matto Grosso and has the least elevation of the three chains. These ranges are nearly parallel and follow a general S. W. direction. The last-mentioned forms the watershed between the basins of the Amazon and the River Plate, and contains the sources of the Rivers Tocantins, Parahyba, San Francisco and Paraná. With a vast sea-coast the Empire is happily well supplied with inviting harbors. There are in all some forty-two of these, among which the most noted are the following:—Rio de Janeiro, Bahia, Pará, Pernambuco, Maranhão, Ilhéos, Victoria, Santos, Paranaguá, and Santa Catherine. Under the auspices of the Brazilian Government the celebrated English engineer Sir John Hawkshaw is now employed in surveying the harbors, and wherever their availability has been limited by reason of a

bar or other natural obstruction, he devises means for overcoming the difficulties. It is a notable fact, nearly all of the waters of the South American continent flow steadily towards the sea, without expanding into lakes, and that in the entire Empire of Brazil there are only three lakes of importance, and of these none is larger than the Lake of Geneva.

RIVERS. The river system of the Empire is without a rival in the world. These natural highways render nearly all parts of this vast country most accessible and serve in the distribution of its boundless resources. The Amazon runs through 2,400 miles of Brazilian territory, and during its progress receives the waters of nineteen large tributaries. One of these tributaries has a course of nearly 2,100 miles and indeed all are majestic streams. The Amazon itself is navigable for a distance of 1,240 miles beyond the confines of Brazil, making a total navigable length of 3,640 miles. The aggregate of the respective distances to which the River Amazon and its tributaries are navigable, amount to the astonishing distance of 30,300 miles. Along these streams much of the wealth of the neighboring Republics of Bolivia, Peru, Ecuador, Colombia and Venezuela is transported, and finds a depot in the City of Pará, whence it is distributed by the many steamship lines that centre and touch at this important place.

For twenty years prior to 1867 the Imperial Government regularly granted exclusive charters for the navigation of the Amazon, Tocantins, and other tributaries. Of late it has made like grants for the San Francisco, the Paraná, the Parnahiba, the Parahyba, and others. The system of granting exclusive rights of navigation was abolished, in respect to the Amazon, in 1867, at which time the river was opened to the commerce of the world. In the meantime very careful surveys and explorations have been made, which add greatly to the value of the rivers as mereantile channels.

CLIMATE. Any country that embraces so many degrees of latitude as Brazil and such a diversity of height above the level of the sea, naturally presents great varieties of climatic conditions. The equatorial current that is parted at Cape St. Roque, sends one of the branches along the northeastern coast and the other along the southeastern, these, coupled with the action of the trade-winds, temper the coast climate in a marked degree. In the interior of the country and along the western confines the climate is greatly influenced by the lesser mountain ranges, as well as by the near proximity to the Andes. As the boundaries of latitude are about 5° N. and 33° S., the climate varies between that of the Temperate zone and the alternate heat and moisture of the Torrid zone. In portions of the province of Rio-Grande-do-Sul the thermometer occasionally falls to 25° Fah., where, of course, ice is formed, but of no great thickness. In the uplands of São Paulo there is an occasional frost, and it is curious to note how all the coffee-trees of a valley will suffer beneath some well defined plane, while those above it will continue in a flourishing condition. The appearance is the same as if a flood of powerful acid had entered the valley and destroyed all plants located below its highest level. The mean temperature in the valley of the Amazon equals 81° Fah. The seasons of the year are, of course, the reverse of those in the Northern Hemisphere. The maximum heat occurs in February and the minimum in July. The climate, in general, is very healthful. At times, however, the yellow fever prevails at the seaports, but prior to 1850 it was not known in the Empire. From careful statistics it has been proven that the general health of the City of Rio de Janeiro is superior to that of any European capital. What is called the rainy season extends from November to June, and the dry season from May to December, during which the coffee is prepared and shipped. The annual rainfall at the City of Pernam-

buco is equal to $8\frac{1}{2}$ feet, (at Wilmington it is about $3\frac{1}{2}$ feet). The prevailing winds are northeasterly from September to March, while from April to August they are southeasterly. Along the coast near Rio de Janeiro the land-breeze blows steadily from 4 to 9 A. M. About 10 A. M. the sea-breeze makes its appearance and blows with much vigor till 6 P. M., when it very suddenly dies away.

VEGETABLE KINGDOM. The flora of Brazil is one of the most remarkable in the world. It comprises some 17,000 species of trees and plants which have been classified and still the field is a most promising one for the botanist. The Empire owes the suggestion of its name to a red dye-wood that grows within its borders, and from its supposed resemblance to coals of fire was called "Brazos" wood, which was subsequently corrupted to Brazil wood. Many of the woods are of a very close texture and are possessed of the most delicate tints. These are serviceable for cabinet-work, as well as the more important art of ship-building. The "peroba" is specially adapted to the latter. It resembles mahogany, but is so very tough as to readily turn the edge of ordinary axes. There are three different varieties of this wood that are principally distinguishable by their respectively red, yellow, and brown hues. The "Vinhatica" is a saffron-hued mahogany, which by exposure to the air, assumes the natural mahogany color. It finds its principal use in the manufacture of furniture and is very durable for that purpose. In Brazil it is never safe to veneer over soft woods, for ants are apt to enter the furniture and riddle it as completely as the terredo deals with marine piling in more northern climes. This evil is of so serious a nature that but few trunks are made of wood in Brazil, nearly all of them being formed of tin. The yellow pine of our Southern States is imported largely and proves a most reliable wood for the climate. [I beg leave to mention in this connection that I have here thirty-one varieties

of woods from the province of São Paulo, which will afford those interested in the subject a casual introduction to the products of the forests.] Saw-mills are by no means abundant in the country, and the naturally slow process of hewing adds much to the cost of native timbers. The caoutchouc tree or Syphone needs only to be mentioned. Box-wood is plenty and the indigo-tree is, but one of many valuable for their coloring extracts. Besides, there are a great variety of medicinal woods, as well as those from which flavoring extracts are distilled, the smilax, which affords the sarsaparilla of commerce, the ipecacuanha of pharmacy, and a whole catalogue of precious balms.

Among the edible plants may be named the mandioca that forms so important a staple in every meal of the Brazilians. The "carnauba" tree is entitled to the first rank among the useful trees of the country. It is a species of the palm which requires no cultivation but sprouts spontaneously and grows in great abundance in the provinces of Ceará and Rio-Grande-do-Norte. It is probable that naturalists cannot point to any other tree that serves such a multiplicity of useful purposes. It is able to resist the most prolonged droughts, and to preserve its fresh green appearance. An extract formed from the roots has the same medicinal effect as sarsaparilla. Its trunk furnishes a light but strong wood, which is susceptible of a high polish, and specially suitable for posts, stakes, rafters, and other building materials. The heart of the tree furnishes a palatable and nourishing food. Besides giving an abundant supply of wine and vinegar, by distillation there is extracted a granular sugary substance having the taste and properties of sago, and which in protracted periods of drought has supplied the inhabitants of these two provinces with food. The wood of the trunk can be fashioned into instruments of music, tubes, pump barrels, etc. The tender and fibrous portions of the trunk and leaves make a capital substitute for cork. The pulp of the fruit

is agreeable to the taste, and the kernel oily as well as emulsive. The inhabitants of the interior, after having dried and pulverized the fruit, use it as a substitute for coffee. A portion of the trunk furnishes a sort of farina, also a whitish liquid similar to that which surrounds the Coeo-de-Bahia fruit. The fibre of the trunks is used for making mats, hats, baskets, and brooms. Strange to say, a large quantity of the fibre is annually exported to Europe, where it is used in the manufacture of fine hats, and under that form returns in part to Brazil. Finally, and most important of all, the leaves yield a species of wax, which is extensively used in the manufacture of candles, for which there is a large market in the northern provinces. This is specially true of Ceará where the manufacture constitutes an important branch of commerce. The total annual product of this remarkable tree is valued at \$1,400,000.—Inclination would lead me to dwell on the beauties and wonders displayed amid the products of the vegetable kingdom, but our object at the present time is the review of such from merely a commercial standpoint.

MINERAL KINGDOM. The Empire of Brazil is equally rich whether considered from a botanical or mineralogical point of view. It may be said that its vast territory has been only partially explored, and that immense deposits of wealth have still to be classified among the mines that have been worked for centuries.

The government encourages every effort that has for its object the settlement and development of the country. It is constantly organizing exploring and scientific expeditions, which traverse the interior and throw new light on the topography and physical features of the provinces. Among the earliest discoveries of the first settlers were the diamond deposits, and associated with these the presence of other precious stones and metals. Diamonds are found principally in the northern part of the province of Minas Geraes and

the sources of the River San Francisco. They are also found in the provinces of Bahia, Goyaz, Matto Grosso, Paraná, Rio-Grande-do-Sul, and a few in São Paulo. The extraction of the diamond is regulated by the general government, but from the nature of the case, its revenue from this source is more precarious than from most objects of export, as these most concentrated of all representations of value, are very apt to find secret means of leaving the country.

A story is told of one very successful smuggler, who was accustomed to feign sickness, and never would make a sea voyage without being well provided with sugar-coated pills. The value of many of those pills could only be estimated among the thousands. The diamond district abounds also in beautiful emeralds, sapphires, rubies, topazes, opals, beryls, garnets, etc. The province of Rio-Grande-do-Sul is specially noted for agates and chalcedonys of rare beauty, which are exported in large quantities. Gold is found in abundance in the province of Minas Geraes, and at Cacapava, a Brazilian Company has been organized with a capital of \$450,000, for the purpose of developing the mines. The gold is generally found embedded in quartz and is extracted in a manner similar to that which prevails in Australia.

Platina, osmiridium and palladium are found associated with the gold. These metals are highly prized in the arts and are popularly known in the form of crucibles, blow-pipe and lightning-rod points, nibs of gold pens and dental amalgams.

Silver is generally associated with lead or with copper, as at Caçapava and Araçoiaba near Sorocaba. Mercury is found in the province of Paraná which rivals that of Peru in richness. Copper occurs in most of the provinces and manganese is found near Bahia. Tin has been discovered in the province of Minas Geraes and can scarcely be regarded as one of the products of commercial interest. Lead is found principally in the form of the sulphuret or as galena.

Iron occurs in great abundance, especially in the north-eastern provinces. It is for the most part free from pyrites and of superior qualities. The magnetic ores contain 72% of pure iron. These ores are a great source of wealth to the Empire. The largest furnaces are located at Ipanema, near Sorocaba, and are under the patronage of the government. This establishment is modeled after the most approved patterns in Sweden and Russia, and also serves the purpose of an industrial school.

It is interesting to note that, thus far, no ores have been discovered which yield what is technically known as a "chilling iron," and consequently, so far as occasion requires, such irons are imported from the United States, the Netherlands and Austria. Large quantities of Scotch pig are also imported. The primitive rocks are found, for the most part, between 12° and 30° of south latitude. The lower provinces abound in variegated marbles susceptible of the highest polish. The black varieties are specially fine. In the neighborhood of Pernambuco the deposits are more of a cretaceous character and abound with fossil remains. There is good reason to believe that, eventually, oil will be found in as great abundance as now derived from the State of Pennsylvania. Two highly accomplished American scientists, Profs. Chas. F. Hartt and Jas. E. Mills, sailed with their assistants a few weeks since for Brazil. They will make a special study of the coal measures and seek to discover new sources of supply. At the present time coal is brought almost entirely from England, and commands in Rio de Janeiro about \$12 gold per ton. In almost all parts of the country mineral waters are found of a chalybeate, sulphurous, thermal, and alkaline character; also great varieties of salts, alums, etc.

POPULATION. The one great want of the Empire is a more numerous population. With an area equal to that of the United States, it has a population only about $\frac{1}{4}$ as great.

Under these circumstances, the government wisely extends the strongest inducements to immigrants, and on their arrival does all in its power to provide for their well-being. With such a tide of immigration as annually flows to our shores, the Empire would make the most astonishing strides in material prosperity. Although the number that arrive is comparatively small, its influence is very appreciable. The facilities for communication between Europe and Brazil are so great, that the trip is made at small expense. According to the most recent returns the population equals 11,780,000, and this aggregate includes 1,050,000 slaves, also 500,000 savages. The system of slavery is being rapidly abolished. The slave trade was long since interdicted, and on the 28th September, 1872, it was decreed that the children of slaves born after that date would be absolutely free. The entire emancipation of the race is being hastened by annual subscriptions made for this purpose in the provinces, by organized efforts on the part of the slaves themselves and by liberality on the part of the masters. In this respect the Emperor set a noble example to his people several years since, and has ever exerted himself to bring about this great social reform.

The humane efforts of the people have of course been sorely tried by the ignorance prevalent among the slaves themselves. Instances were numerous in which four or five slaves would kill their master and then hasten to the magistrate, from whom they expected to receive a sentence that would carry them to the galleys, and in his presence they would actually quarrel as to who struck the death-blow, hoping thereby to guarantee their sentence. The government at first treated such cases so leniently as to pardon many of the criminals. Subsequently the difficulty was checked by returning such cases to the relatives of the deceased, who treated the offenders with great severity during the rest of their days. In the sea-coast cities, especially in Rio, one sees many who are tall, muscular, athletic, and altogether the

superiors of the race. These were formerly members of the Minas nation on the African coast, and generally bear the marks of rank which, in their case, consists of three broad scars on each cheek.

GOVERNMENT. The Empire of Brazil was formerly governed by the king of Portugal, but on the 7th September, 1822, it became free and independent. With the people, this day is regarded with feelings akin to those with which we regard the 4th of July. The territory is divided into twenty grand provinces, exclusive of the City of Rio de Janeiro, which bears somewhat the same relation to the rest of the Empire that the District of Columbia does to the United States. The government is an hereditary monarchy, constitutional and representative.

The present Emperor, His Majesty Dom Pedro Segundo, was born on the 2d of December, 1825, and had his majority legally declared when he had attained his 15th year. His rare ability, fine scholastic and scientific attainments, as well as executive capacity and martial skill, are too well known to require extended remark in this connection. He unquestionably has no peer among the reigning monarchs of the World. How seldom does History afford an instance of a monarch, at once refined and scholarly, a consummate statesman and an able general.

RELIGION. The Jesuits accompanied the first settlers and early laid the foundations of the relation between church and state which now exist. While the Roman Catholic faith is the state religion, great toleration is exercised towards other forms of belief, and no persecution on account of religious motives is permitted.

STATE. The constitution of Brazil recognizes four branches of government, which may be characterized as legislative, moderative, executive, and judicial. The national representatives are, the Emperor and the General Assembly, to whom all political powers are delegated. The legislative power

is reposed in the General Assembly, but its exercise is contingent on the sanction of the Emperor. The General Assembly is composed of two chambers—the Senate and the Chamber of Deputies. In the exercise of its prerogatives it enacts, interprets, suspends and revokes laws, and decrees the annual appropriations for the public expenses, civil, military, and naval. The office of Senator is a life tenure. Each province, instead of electing a special incumbent, makes selection of three representatives and presents their names to the Emperor, who in turn makes the final selection. The Deputies are elected for four-year terms, but if for any reason the chamber is dissolved during office, their respective terms are considered to have expired and new elections follow. The moderative power is delegated exclusively to the Emperor and to him all parties look for the maintenance of their independence and constitutional rights. He of course holds the power to prorogue the General Assembly and to dissolve the Chamber of Deputies, in all cases when the interests of the nation demand so radical a measure. The executive power is also delegated to the Emperor. His principal duties are the following:—He convokes the General Assembly, nominates bishops, magistrates and other civil employes, provides benefices for church officials, declares war and makes peace, directs negotiations with foreign countries, forms treaties of alliance offensive and defensive, etc.; but with the concurrence of the General Assembly, so far as may be compatible with the best interests of the State.

In addition to the Ministry, which consists of seven members, there is a Council of State, organized for the purposes of consultation, but without any legislative powers.

It consists of twelve members who are elected for life, and the privilege is accorded the Emperor of increasing the membership to twenty-four. Over this Council the Emperor, of course, presides. The government of each province devolves on a president, who is appointed by the executive power, but

subject to removal. Each province has a legislative assembly, and each city its municipal chambers. The Empire accords to its citizens entire liberty of thought, conscience, residence, intercourse, industry, politics, labor, etc.

I have dwelt somewhat at length on the scheme of government, that guides and controls this vast Empire in order that its enlightened character and stable principles may be the more fully appreciated, especially because imperfect knowledge is apt to attribute despotic rule to our great and powerful neighbor, and to impute to the Empire those traits and qualities which unhappily belong to many of the Central and South American governments.

The standing army of Brazil numbers 16,000, not including officers. The national guard, together with the reserve, number 617,000 men. The Emperor's son-in-law, the Comte d'Eu, holds the rank of Marshal of the entire army. The government has extensive arsenals, navy-yards, and powder manufactories. The latter have a capacity of about 165 tons annually. It has also a pyrotechnic department of some note. The government has employed a Scotch engineer for several years, in excavating two magnificent graving docks. On one alone the sum of \$600,000 was spent before completion. They have been formed on one of the islands in the harbor of Rio de Janeiro. Each dock will measure about 350 ft. \times 60 ft. \times 20 ft., and one of them is now being enlarged so as to accommodate vessels 400 ft. in length. The magnitude of the work accomplished can be inferred from the fact, that the excavations have been made in granite of the closest texture. Much attention has been paid to the wants of coast navigation, but with so vast an extent of seaboard there necessarily remains much to be accomplished. There are twenty-five large and nineteen small light-houses, many of which are provided with the finest Frésnel lenses.

STEAM LINES. The government exercises a fostering care over commerce, not only by providing every safeguard,

but by encouraging new lines of communication with suitable subsidies. In this way it annually expends \$1,952,000. The U. S. and Brazil Mail S. S. Co. receives of this amount \$112,000; the balance is distributed among ocean lines measuring 10,700 miles, and 12,000 miles of river lines. The closest intercourse is maintained with Europe by means of the following lines of steamers that touch at the port of Rio de Janeiro, viz.:—Ten steamers per month to Great Britain, two to Antwerp, two to Hamburg, two to Bordeaux and Havre, one to Lisbon, and one to Genoa. The vessels of these lines are so capacious and attractive that many prefer to make the trip to the United States by way of England. Such close competition for the carrying trade of the Empire enables the manufacturers of Great Britain to ship by steam at the same rates as we are obliged to pay for sailing-vessels. The distance travelled is about the same in either case; consequently the saving in time, interest, insurance, etc., is very great, and if the goods can be sent in sailing-vessels the advantage still remains in favor of the British manufacturer. The field is a most inviting one for American enterprise, and one in which the prospect is daily improving, for with reduced wages and cost of materials our country is the better able to compete successfully with the European manufacturers.

The system of lighterage is well nigh universal in the ports of Brazil. The people are, however, becoming more alive to the advantages that would accrue from well-devised schemes of wharfage. At Rio de Janeiro a native company has been formed with a capital of \$5,600,000, under the title of the Dom Pedro II. Docks Company. At Bahia an English company has been formed for like purposes with a capital of \$4,500,000. These and like efforts will assist greatly in securing a much needed dispatch in the discharging and loading of merchantmen.

RAILWAYS.

The railway era has but just dawned on the Empire, but it is destined, in the early future, to work great social as well as political changes. Thus far, but four trunk lines have been built, all of which aim to bring the products of the interior to the principal seaports. The introduction of horse railways has been more rapid; in fact, Brazilian capitalists have been so enthusiastic over this class of investment, that they have actually established lines in the European cities of Brussels and Lisbon. It is astonishing to note what an effect has been produced on Brazilian society, by the introduction of the street-railway system. Prior to that event the ladies of Rio de Janeiro were almost oriental in their seclusiveness, were but seldom seen on the streets, and never without an attendant. This has all yielded to the logic of modern enterprise. The leading companies are the Botanical Garden Railroad and the Rio de Janeiro Street Railway. The former, with an authorized capital of \$1,000,000—\$100 par value of shares, and \$17.50 per share paid in—commenced running its cars in 1868 to the Lago do Machado, a distance of $2\frac{1}{2}$ miles. The profits realized from this section were so great that in a few months the company extended its track as far as the Botanical Garden, which doubled its length, and passed *en route* the beautiful suburbs of Botofogo. The last annual dividend was 18%, which equals more than the entire first cost of the road. With such a record, it is not difficult to comprehend the fact that this line has proved a literal gold-mine to its projectors. What is more, its success led to the most unbounded confidence in any enterprise that had its origin in America. It is sad to note that the recent developments in the affairs of what was known as the Brazilian Navigation Company have shaken that trust and placed difficulties in the way of those who seek to extend commercial intercourse between the countries.

The Rio de Janeiro Street Railway Company commenced

operations in 1869. It was organized under the laws of the State of New York, with a capital of \$2,000,000, and par value of shares \$100. Its route lays between the heart of the city and the Imperial suburbs of São Christovão, with a branch to the lovely mountain retreat of Tijuca. The shares of this company have sold at \$250. It is now owned by Brazilian capitalists.

TELEGRAPHS. The importance of establishing telegraphic communication with Europe and America has long been felt by the business houses of Brazil, and the laying of cables from Lisbon to Pernambuco, and thence to Rio de Janeiro and the River Plate, has at length been successfully accomplished. Lines have also been laid from Pernambuco to Pará, from Pará to Trinidad, and thence to St. Thomas, which has for years been in connection with the United States. In addition to the cables, there are about 3000 miles of regular lines in the country. A cable was laid during the past year from Rio de Janeiro to Buenos Aires. From the latter city the wires of the Trans-Andine Company cross the continent to Valparaiso in Chili, thence northward along the coast a distance of 800 miles. It is difficult to estimate the advantages these lines afford to those engaged in commercial pursuits. They check speculation, equalize the distribution of the products of industry, and bring the nations of the southern hemisphere in closer sympathy with those of the northern. Our manufacturers appreciate them most fully. In times past, if a commercial transaction required more complete instruction or the answer to a question, a delay of two to four months was involved. Now it is possible to communicate *via* London in a few hours. The expense for a message of twenty words from Wilmington to Rio de Janeiro is \$67 gold, to Buenos Aires \$79, and to Valparaiso \$85.

PAPERS. The press has received much encouragement in Brazil. As one would naturally anticipate, the majority of the papers, commercial, religious, pictorial, and

comic, are published in the city of Rio de Janeiro. Of these, the "Jornal do Commercio" (a daily paper) vies with those of New York City in magnitude and importance. Nearly every province supports a dozen or more papers, and many are journals of no insignificant proportions. There are 39 printing establishments in the capital of the Empire and about 200 in the provinces.

INSTRUCTION. The Brazilian government fully appreciates the importance of education as the most effectual means of rendering its citizens prosperous, contented, and law-abiding. To this end it has established what are known as primary and secondary schools, also numerous colleges. All of the former are public or free schools, and at the latter the expense is merely a nominal one. Each province contributes to the maintenance of such instruction. Some idea of the magnitude of the work accomplished can be formed from a consideration of the following facts: There are 4653 schools in the Empire, which are attended by 176,000 scholars, at a public expense of \$2,367,000. This amount is a liberal one, for the appropriation amounts to about one-sixth of the annual provincial receipts. In addition to the foregoing, there are nineteen ecclesiastical seminaries, two medical colleges, several military and naval academies, also two astronomical observatories (one at Rio de Janeiro and the other at Pernambuco). Besides these, there are commercial institutions, asylums for the blind and for deaf mutes. Together with such advanced means of instruction, one is not surprised to find an Academy of the Fine Arts, a Conservatory of Music, a Museum of Natural History, and many National as well as Provincial Libraries.

AGRICULTURE. Agricultural institutions have been established at Rio de Janeiro, Bahia, Pernambuco, Rio-Grande-do-Sul, and Sergipe. These are accomplishing a great and a good work, and must produce a still more marked result in the near future. This branch of industry

is of the first importance to the Empire, and consequently every effort is exerted to foster its growth. Much progress has already been made in the introduction of labor-saving machinery and more scientific methods of tillage. The natural fertility of the soil, the abundant supply of rain, and the almost constant succession of the crops, ensure to agriculture most generous rewards. Where a thorough and scientific treatment is pursued, the yield is enormous.

INDUSTRIAL WORKS. Although manufacturing is on the increase, it falls far short of the requirements of the nation both in quantity and variety. The Brazilians are consequently heavy importers, which makes the field all the more interesting to enterprising capitalists. In fact, the manufacturing interests are as yet in their infancy; especially true is this of establishments for the manufacture of paper, building supplies and materials, boots and shoes, porcelain, glass, cutlery, rubber goods, medicinal extracts, etc. Whatever is necessary for the building and repair of steamships and sailing-vessels has been provided for, to the temporary neglect of internal improvements. The policy was a true one, for it encouraged the establishment of foreign lines of steamships, which brought the products of other nations as well as distributed those of their own country. Now that these have been secured, we may reasonably expect the next step forward to be toward the development of manufacturing, and an excellent market will be opened for the sale of American machinery. In one respect the European markets have been greatly favored. Many of the most influential Brazilian engineers have pursued their studies in France and Belgium. Their early associations have been with the manufacturers of these countries, and when called to positions of trust in their own land, they naturally give to them the preference. The tide, however, has turned in a measure in favor of America, for each year brings to our

shores new students for our colleges and technical schools, who, on the completion of their education, immediately return to their native land. Besides, many of the sons of the gentry pursue practical courses in our cotton mills, laboratories, and machine shops. The late reductions that have taken place throughout the United States in wages and the cost of materials, place our countrymen in an advantageous position for competing with foreign markets. All of the foregoing advantages are of the highest importance, yet the manufacturer who depends solely on them for the introduction of his goods must necessarily fail of his object. He must go in person among the people and learn the exact nature of their requirements and prejudices, and to what extent the products will be affected by climatic and other influences. This is one secret of the success of British manufacturers. They have made each specialty a study, have introduced modern ideas and improvements, but wherever they found the people wedded to any one mode of manufacture or style of finish, have supplied the same without regard to its inferiority. This is well illustrated in some of the styles of locks, agricultural knives, hatchets, etc. The people are very conservative in their purchases and adhere strictly to old landmarks. Instances have been known in which a British manufacturer lost the sale of an entire consignment of goods, simply because he introduced what he considered a decided improvement on his old way of wrapping the goods, having substituted a gummed label on the wrapper in place of a knotted string.

The field for manufacturing enterprise is certainly an important one, and with a population of 12,000,000 of inhabitants creating the market, cannot be otherwise than large and remunerative.

COMMERCE. Upon the subject of commerce hinges the interest of the present inquiry and the motive for seeking to establish closer mercantile relations with the

Empire. Of the 53,000 commercial houses in Brazil, 46,000 are tax-paying establishments. Of these 29,000 are conducted by Brazilians, 18,000 by Portuguese, and 6,000 by foreigners. The staple articles of export are : Coffee, cotton, sugar, leather, caoutchouc, tobacco, Paraguay tea, and tapioca. Of coffee alone, Brazil exported 200,000 tons in the year 1874. The rapid increase in the exportation of the leading articles will appear from the following table :

ARTICLES.	YEAR ENDING	
	1841.	1872.
Coffee.....	\$11,360,000	\$40,694,000
	1861.	1872.
Cotton.....	\$2,660,000	20,240,000
Sugar.....	6,200,000	14,920,000
Leather.....	4,440,000	6,700,000
Caoutchouc.....	1,620,000	4,260,000
Tobacco.....	1,350,000	3,830,000

The general character and amount of imports can be inferred from the leading entries during the year 1873 at the port of Rio de Janeiro. They were the following :

Flour.....	334,500 barrels.
Rice.....	70,000 bags.
Maccaroni.....	63,000 boxes.
Tea.....	279,800 pounds.
Butter.....	39,600 packages.
Cheese.....	13,000 "
Lard.....	26,000 barrels.
Star candles.....	43,000 packages.
Wax.....	135,000 pounds.
Jerked beef.....	64,000,000 pounds.
Codfish.....	71,000 quintals.
Cotton goods.....	45,000 packages.
Hemp cloth.....	27,000 pieces.

Woollen goods.....	9,000 packages.
Linen	4,000
Paper.....	11,000 "
Paints	14,800 "
Window glass.....	15,000 "
Coal.....	271,900 tons.
Iron... ..	31,000 "
Kerosene.....	62,000 cases.
Pine lumber.....	8,500,000 ft. B. M.

These figures would be largely increased by the addition of imports at Pará, Pernambuco, Bahia, Santos, and Rio-Grande-do-Sul. They are enough, however, to give a comprehensive view of the large market afforded our merchants.

A recent financial report of the Viscount de Rio Branco to the Brazilian Parliament shows clearly the growing prosperity of the Empire. The revenue for 1873 shows an increase of \$4,000,000 over that of the preceding year, and is just twice as great as that for the year 1865. At present there is a surplus of \$2,500,000 in the revenue over the estimates. The following table will give a clear idea of the rapid increase during the last eight years:

YEAR.	EXPORTS.	IMPORTS.	REVENUE.
1865.....	\$70,534,000	\$65,873,000	\$28,497,960
1870.....	100,117,500	84,724,500	47,423,720
1873.....	107,311,000	75,827,000	54,418,380

Whence it appears that while the exports have increased 52% during the last eight years, the imports have increased but 15%; at the same time the revenue has been increased 91%.

The estimated expenses of the government for the year 1875 equals \$53,000,000.

In connection with these outward signs of prosperity, it is interesting to note that while in 1852 the slaves numbered 2,000,000, there are at the present time only 1,500,000. With so rapid a diminution, it is highly probable that slavery will cease before the expiration of the thirty-three years allotted by law for its abatement.

The national debt of Brazil equals \$308,393,025, or about \$30 per capita. A comparison of this amount with the \$55 per capita in our own country results very favorably to Brazil. The Argentine Republic had a debt of \$50 per capita during the early part of 1874. This figure has been greatly increased by reason of the "General Mitre Party" rebellion, which has only recently been quelled. That of Uruguay amounts to \$95 per capita. It is a matter of interest to our bank-note companies that \$100,000,000 of the national debt is in paper money. A very large portion of this was printed by the American Bank Note Company of New York. The balance of trade is, of course, decidedly in favor of Brazil, the exports exceeding the imports by some 41%.

SOUTH AMERICAN COMMERCE. We have thus far confined our exclusive attention to the Empire of Brazil. We pass now to the other political divisions of South America, and will give a brief summary of their respective exports and imports during the year 1873, which, coupled with those of Brazil, must afford some wholesome reflections with regard to the extent of the market we now so sparingly cultivate. England, more alert than we, exerts every effort to control the South American market, and, by means of her lines of fast steamers, the perseverance of her merchants, and the large capital at their command, has secured a reward which her enterprise richly merits. In order to show more clearly the extent of our supineness in this regard, I will compare Great Britain's South American trade with that of our own country:

COUNTRY.	EXPORTS TO:		IMPORTS FROM:	
	UNITED STATES	GT. BRITAIN.	UNITED STATES	GT. BRITAIN.
Brazil.....	\$38,558,000	\$45,828,000	\$7,093,000	\$36,546,000
Argentine R.	7,588,000	9,248,000	2,986,000	19,007,000
Chili.....	1,070,000	27,176,000	2,429,000	15,294,000
Peru.....	1,026,000	20,465,000	4,220,000	13,948,000
Uruguay....	3,571,000	8,340,000	1,836,000	8,831,000
Venezuela...	5,548,000	595,000	2,849,000	2,580,000
Colombia. ...	6,411,000	4,952,000	5,317,000	15,309,000
Ecuador.....	190,000	1,185,000	950,000	400,000
Total.....	\$63,962,000	\$117,789,000	\$27,680,000	\$111,915,000

In a word, South America exports to Great Britain 84% more of her products than she does to the United States, and she purchases about 300% more from the markets of Great Britain than she does from those of the United States. Besides the trade with England and the United States, South America carries on an extensive commerce with France, Belgium, Germany, Italy, Spain, Portugal and Denmark, all of which countries are more or less active in fostering reciprocal commercial relations.

The rapid increase during the last decade in the exports of Brazil is due to causes which have not exhausted themselves. It furnishes a good criterion of what may be anticipated for the entire South American continent in the near future.

The Amazon Valley, with its vast supplies of india-rubber, balsams, dye-woods and medicinal plants; the pampas of the valley of the Plate, with their innumerable herds of cattle, furnishing exhaustless supplies of beef, hides, tallow, hair, wool, etc.; the lowlands productive of coffee, cotton, sugar, tobacco, rice, wheat, etc.; the uplands abounding in beautiful wood for cabinet work, and mines from which can

be extracted an untold wealth of precious metals, stones and diamonds; even the islands of the coast, such as the "Chinchas," with their strange deposits of guano, add millions to the continental wealth. We say that, not only is it *desirable* to establish and foster commercial relations with nations so blessed by nature, but neglect of such opportunities, or apathy regarding their value, would be disgraceful.

We need to realize these facts and act accordingly. By *act* I mean that our leading men of the United States should go to those countries in person and make the acquaintance of the South American merchants, learn their present wants, anticipate their future ones, sound the temper of the people, and, having returned home, send them the very best our country can produce. Believe me! those people will have the best, or none at all. Already there has been too much of the "wooden nutmeg" system about American intercourse with the South, and a portion of the strong prejudice in favor of English goods can be traced directly to this fact. Many may object that personal visitation would involve too much time. In response, I would only say that if you value the trade at all, do not pay those gentlemen the equivocal compliment of sending a subordinate to represent you. I would also add that the money now spent on South American advertisements (of questionable value) would go far toward defraying the expenses of a trip to those countries, and would yield much more tangible results.

Another most important direction for our activities is toward the establishment of more frequent and rapid communication with South America. I believe that to-day there is business enough for another line of steamers, and that, with the second established, scarcely two years would roll around before there would be the greatest encouragement for a third line. I believe also that even if the subsidy was withheld, a line could be operated with profit, provided due

regard was bestowed upon the style and character of the vessels.

In a word, our great want is a more thorough knowledge of the ways and customs of the South American nations. The approaching Centennial Exposition will prove an important agency toward the supply of this want, although, from the nature of the case, its offices can only be of an introductory character. The rapid strides made of late years by modern science tend toward the practical annihilation of distance ; they thereby deepen and strengthen the foundations of a truly cosmopolitan sentiment. When such sentiments have more fully taken hold of the minds of our countrymen, will the claims of our sister Continent receive their proper recognition.

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