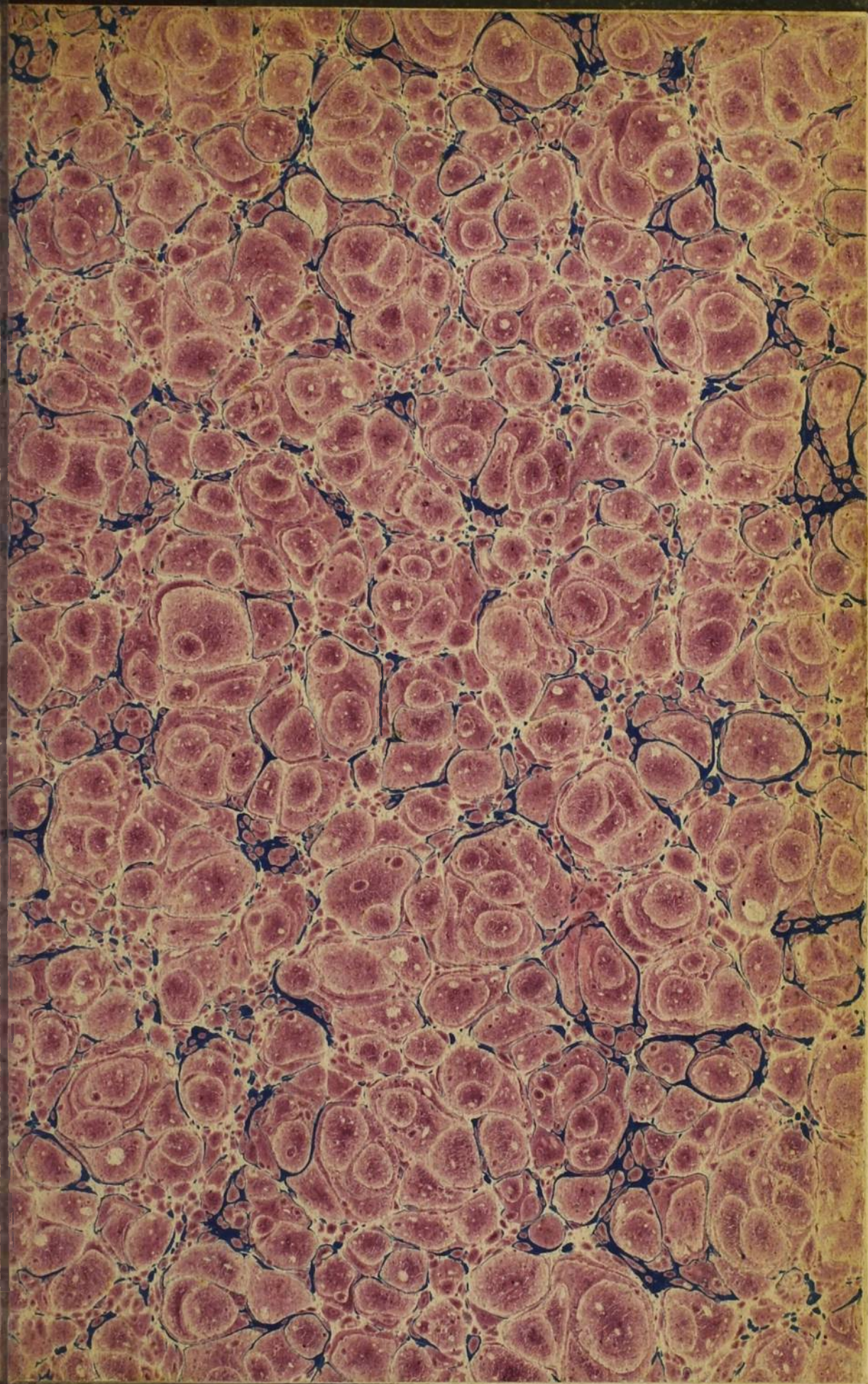
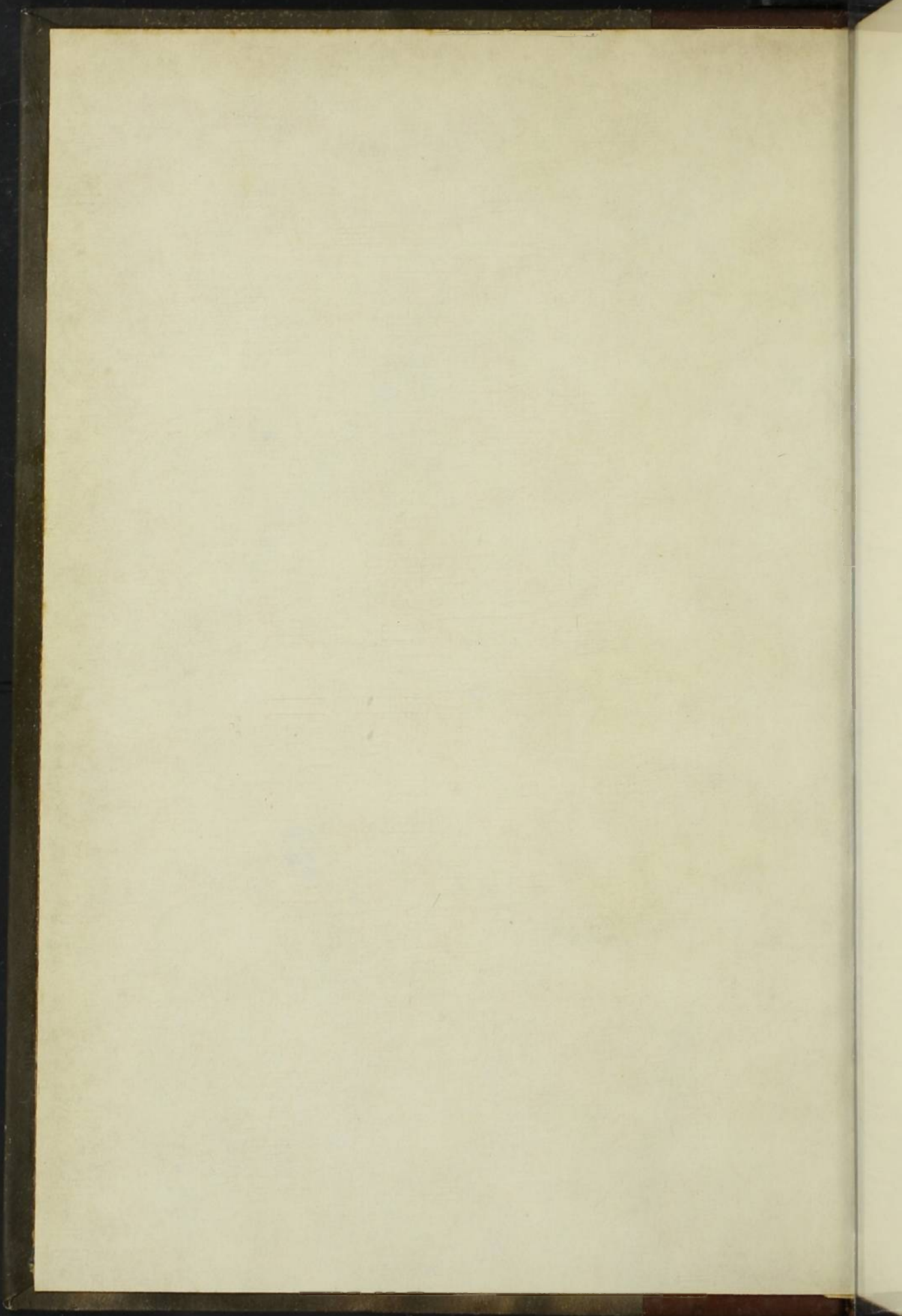


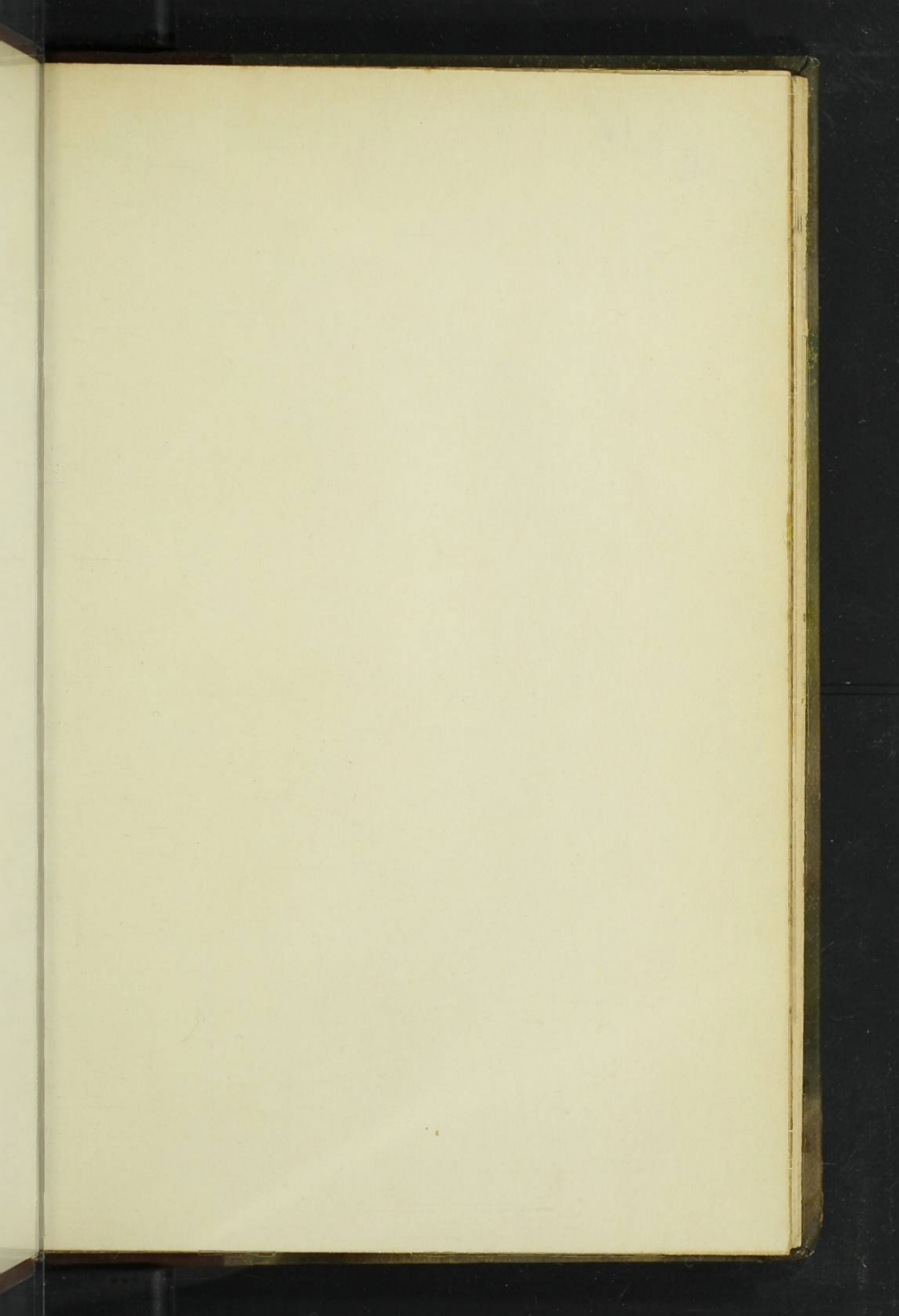
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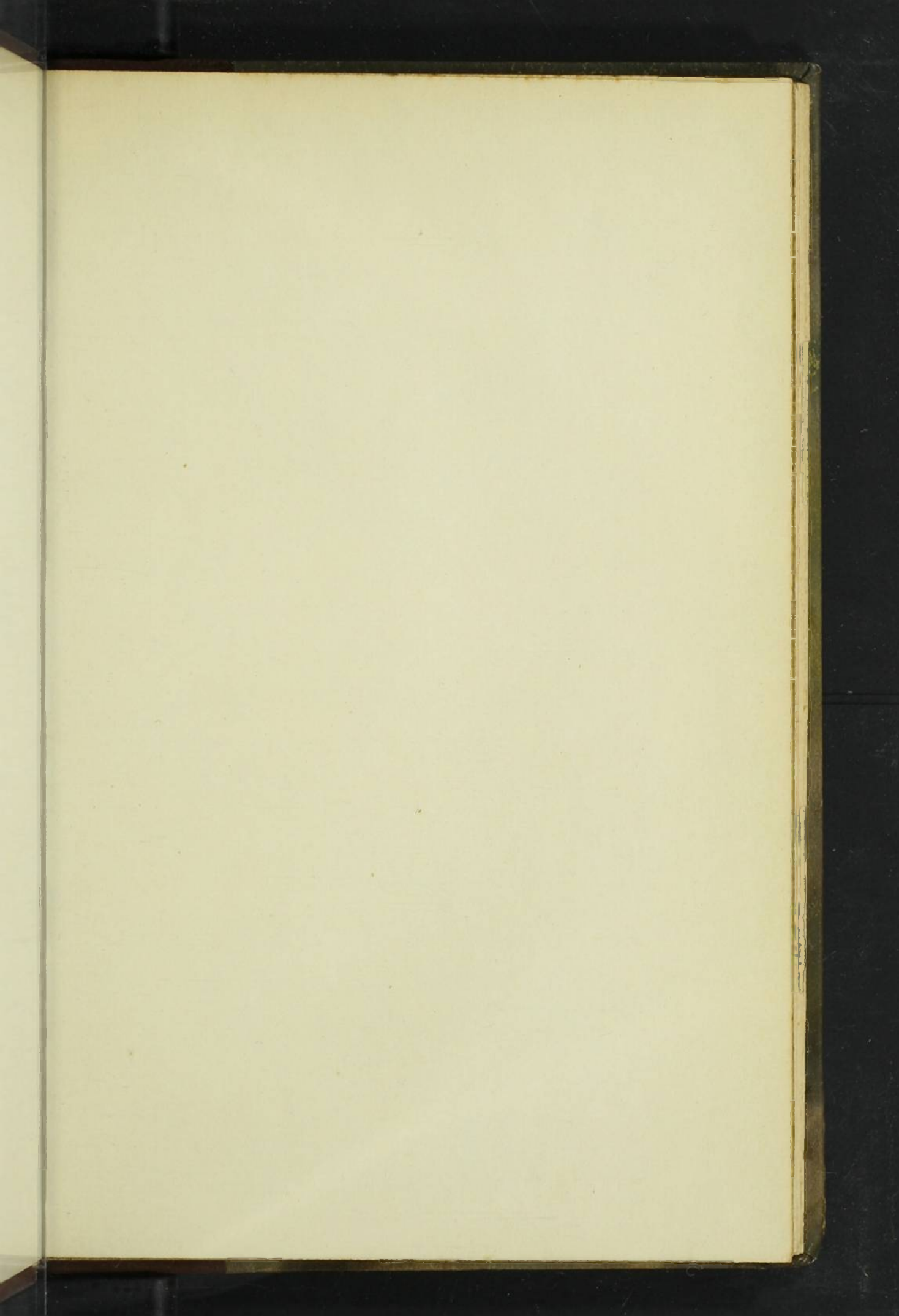
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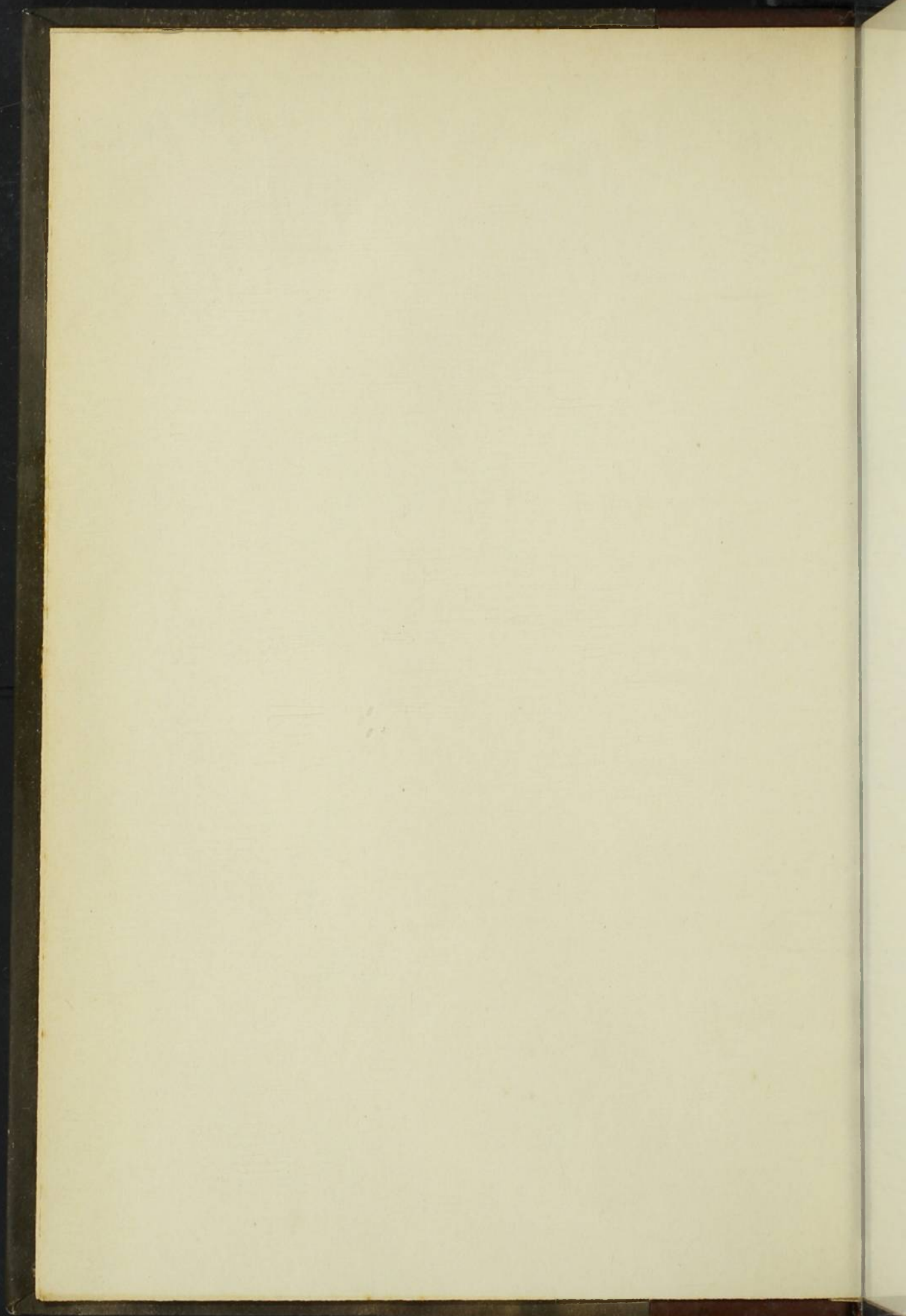


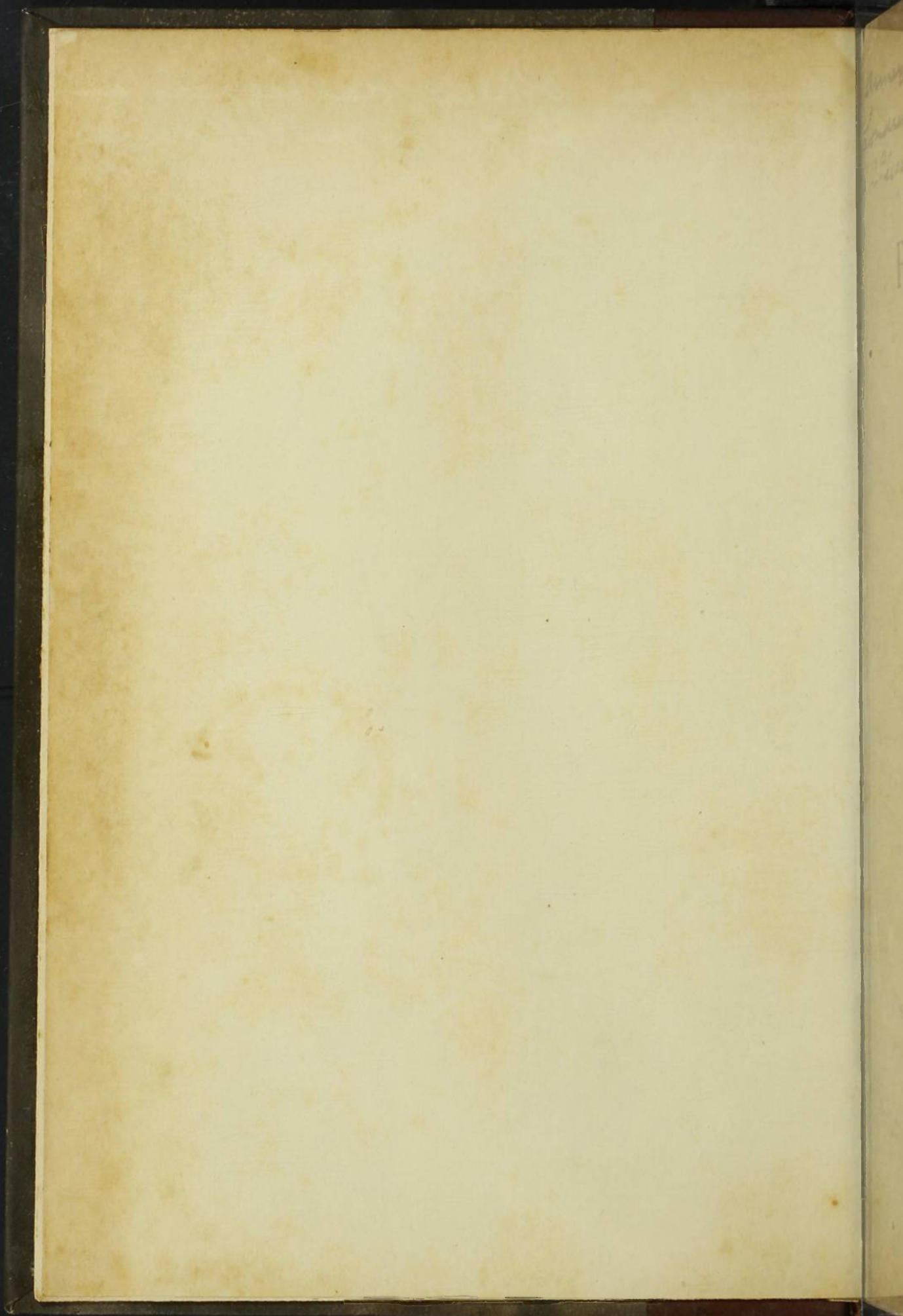




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*Arquivo do Officio da Legação em
Londres de 14 de Julho de 1892, dirigido
à Legação, sob nº 18.* A FEW

FACTS ABOUT BRAZIL.

BY

A TWENTY YEARS' RESIDENT
IN THAT COUNTRY.

Birmingham:

CORNISH BROTHERS, 37, NEW STREET.

London:

SIMPKIN, MARSHALL, HAMILTON, KENT, & CO., LTD.

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A FEW FACTS ABOUT BRAZIL.

CHAPTER I.

BRAZIL AND THE BRAZILIANS.

SINCE my return from Brazil, about a year ago, I have met so many holders of Argentine and Brazilian bonds and stocks who seem so utterly ignorant of the immense difference between the two countries and their resources, that it occurred to me that I might employ myself usefully in my leisure hours in describing, to the best of my ability and knowledge, the resources of Brazil, and give those people who have any interests in that country some idea of its vast wealth and prosperity.

Brazil, owing to its immense size, variety of climate, and richness of soil, is the finest country in the world ; and, if the fates had decreed that it should have fallen into the hands of the English

instead of the Portuguese, it would at this time be also the greatest country in the world; but as the fates did not so decree, and the enterprise of the descendants of Portugal is not equal to that of the sons of Albion, the country is still in its infancy, but it is a very fine and promising child, and bids fair to become a colossus!. Its mineral wealth is boundless, and everybody knows that the purest and best diamonds come from Brazil; but it is only explored to a very limited extent. Although plenty of gold used to be found at one time, and there is no doubt that vast stores of it still exist where the Portuguese used to dig their treasure, no trouble is taken to look for it. The great wealth of Brazil at the present time consists in its exports of coffee, cotton, sugar, tobacco, and india-rubber. Brazil supplies more than two-thirds of all the coffee consumed in the world (which is estimated at eleven million bags), although it is often sold as Mocha, Java, and Ceylon, much to the indignation of the Brazilians; the province of Pará alone gives 20,000 tons of rubber in the season.

Few travellers ever see much of the country, or get to know anything about the character, habits,

and customs of the Brazilians, because, as a rule, they confine their visits to the seaports, and obtain their information regarding the country and its inhabitants from their own countrymen settled in the ports, most of whom have very little social intercourse with the Brazilians, and really know very little about them. To be able to understand and fully appreciate the good qualities of the Brazilians, it is necessary to mix in their society and travel in the interior of Brazil. Their hospitality is unbounded, and it is sufficient to have a letter of introduction to any planter in the interior to be sure of a hearty welcome, not only from him but from all his neighbours and friends. They are always glad to receive you, and after showing all that there is to be seen on their own plantation, and giving their visitors the best of everything which they can provide, they accompany them to all the places of interest in the neighbourhood, doing their utmost to make the time pass as pleasantly as possible ; and, when the hour comes to move on, their guests leave them with a feeling of regret that their visit cannot be prolonged. If fond of shooting or fishing, a party is at once arranged ; and, if by chance the "Fazendeiro"

himself is not a sportsman, or game should be scarce near his plantation, the aid of the neighbours is called in, and everything is done to provide good sport, the very best position being always given up to the visitors, so that they may have a chance of distinguishing themselves. Those who have had the advantage of enjoying Brazilian hospitality must always look back with pleasure to the days spent on the "Fazendas," and long for a chance of repeating the experience. In their family relations the Brazilians might be held up as an example to any nation for their kindness to each other, and charity to their poor relations is quite proverbial. The Brazilians are never ashamed of their poor relations, and in many cases where sons have risen from almost beggary to affluence, not only have they provided for their parents and raised them with them, but they have taken charge of their brothers and sisters and placed them in good positions. I do not refer to special cases, but may say that this conduct is general. The Brazilians are also extremely generous and charitable to persons not related to them in any way, and I have never known them to refuse their aid and assistance to those in need of their help.

Twenty years ago the trade, both import and export, in the northern provinces was almost entirely in the hands of British houses; but latterly the Swiss and Germans have taken possession of it, and very few English houses of any standing are to be found in Pernambuco and Bahia. In Rio de Janeiro and Santos the import trade is done almost exclusively by German firms, and such British goods as have managed to keep up their popularity, and are still consumed to any great extent, are brought into Brazil by Germans. There are few British importers, and they do a small business. In the carrying of goods from Brazil to Europe the Germans and French have left the English far behind, and nearly the whole of the enormous exports are done in French and German vessels. Lamport and Holt, however, still keep the bulk of the coffee trade to the United States.

During the past eight months the European newspapers have been continually publishing telegrams of the secession first of one province and then of another, but these reports have always been contradicted later, nor was there ever any truth in them. All sensible and reasonable

Brazilians, and the men who have any political influence in Brazil, know well enough that the dismemberment of Brazil means the utter ruin of their beautiful country, and are decidedly and unanimately opposed to any such scheme; and, although foreigners often accuse the Brazilians of want of patriotism, such an accusation is entirely false and unjust. It is true that the Brazilians are in many ways much too apathetic, and men of influence and position do not take the interest in their surroundings which a sense of duty should oblige them to do, because they do not wish to trouble themselves in any way, and it is this indifference which foreigners call want of patriotism. The real Brazilian is, however, proud of his country, and justly so, and would soon arm himself to defend it if attacked from outside. Against this apathy, which I do not attempt to defend, let me give an instance of what appears to me real patriotism and self-sacrifice:—

“On the 13th May, 1888, the country was informed that it had pleased Congress and the Imperial Regent to declare all slaves in Brazil free citizens, and therefore from one moment to another the slave holders were deprived of their

legal property, without the slightest compensation of any kind. The abolition of slavery in Brazil was, of course, hailed as a glorious event in all civilised countries; and the Princess Imperial, who was Regent of the Empire of Brazil in the absence of Dom Pedro II., received all the praise and homage on that auspicious occasion. Donna Isabella was surnamed 'Redemptora,' and the Pope bestowed upon her the Golden Rose; but what did the legal owners of the slaves get? Nothing, absolutely nothing! For years slavery had been acknowledged and allowed in Brazil, and the owners had to pay heavy taxes to the Government on their property. Suddenly they were told: 'Your slaves are free!' and to save their country from a civil war, which would certainly have broken out, owing to the agitation of the Abolitionists, they gave up their property without a word or the slightest attempt at resistance." Can this be classified as want of patriotism? For some time before the law abolishing slavery in Brazil was passed, many planters had been gradually freeing their slaves; and after the commencement of 1888, every day there were accounts in the newspapers of the freeing of

batches of slaves. Brazilians being naturally of a generous and charitable disposition, it was very seldom that slaves were badly treated, and after the 13th of May, 1888, many slaves remained on with their masters, working as free and paid labourers. It was easy enough for the Princess and her Government to decree the freedom of the slaves once there was no provision to be made for any compensation to the owners, whom they had despoiled of their property; but the honour and glory of the abolition of slavery in Brazil, without bloodshed, belongs to the slave owners and to them alone. It has often been stated in Europe that the fall of the Imperial régime in Brazil was brought about by the despoiled slave holders, but there is no truth in this statement. The Revolution of the 15th November, 1889, which proclaimed the Republic and exiled the Imperial family was caused by the bigotry of the Princess and the unpopularity of her consort and Ministers with the Army.

Although at the time of the revolution Dom Pedro II. was nominally Emperor, he had little to do with the Government, the Princess being really the ruler of Brazil; and it was owing to certain

steps which were taken against prominent officers that the revolution broke out. The exile of Dom Pedro and his family was necessary to prevent bloodshed, but there were few Brazilians who did not deplore his banishment, and had it not been for the danger of civil war, he and his consort, who was also deservedly esteemed and venerated by the whole nation, would have been allowed to end their days in peace in their beloved country, for which they both had done so much. For its own safety the Revolutionary Government was obliged to banish them, but a handsome allowance was offered to Dom Pedro, which, however, he would not accept.

The first President of the Republic, General Deodoro da Fonseca, a well-meaning soldier, had the misfortune of being surrounded by most scheming and incompetent advisers, and owing to their wild and senseless speculations the financial situation in Rio de Janeiro became so critical, that in any other country but Brazil it would have led to most disastrous results. Fortunately for the country, Deodoro's career, and that of his scheming friends and Minister, was cut short by the determined opposition of the provinces of Rio Grande do Sul

and Pará, which were afterwards joined by Sao Paulo and the other provinces. This opposition culminated in the revolt of the fleet at Rio de Janeiro, and Deodoro, who had been persuaded by his Prime Minister, Lucena, to declare himself Dictator, was forced to resign, and General Floriano Peixoto (legally elected Vice-President) assumed the government. Since his accession to the presidential chair, General Floriano has had to quell several disturbances, but he has acted with energy and moderation ; and, although his position is not an easy one, he has inspired the Brazilians with confidence.

The effects of the financial crisis are of course still being felt, and the currency of Brazil is very low ; but with a Government determined to do its best and the magnificent natural resources of the country, the worst of the troubles may be considered as settled, and Brazilian exchange will gradually return to a normal level. As soon as the internal troubles began in Brazil, several European papers published greatly exaggerated accounts of the disturbances, and some went so far as to prophesy that within a year or two Brazil would swell the list of South American defaulters.

The informants of these papers must have been entirely ignorant of the wealth of Brazil, or otherwise they could never have made such wild statements. They are satisfied to condemn Brazil because it happens to be a South American Republic, and hundreds of people have lost money by investing wildly in those countries; but they never take the trouble to enquire into the resources of Brazil, and compare them with other South American States. They never take into consideration that Argentina and Uruguay have only agricultural products to export—such as cattle, sheep, wool, hides, corn, &c.—and that these exports come into direct competition with countries which, by their proximity to consuming markets, can afford to sell them cheaper than they can, and that therefore the revenue from the custom-houses cannot be increased; whereas Brazil, exporting over two-thirds of all the coffee consumed in the world, twenty thousand tons of india rubber, immense quantities of tobacco, sugar, cotton, and cocoa, &c., is in a position largely to raise its export duties if required.

There is an outcry against the Brazilian Government—people say it is unsettled, that there is

no confidence in it, and that there are continual changes. Is it to be wondered at that everything in Brazil should not be running as smoothly as in the Swiss Republic? Let us consider for a moment what the country has gone through within the past four years, and, instead of being surprised at the unsettled state of Brazil, I think we ought to be astonished that commerce has suffered as little as it has. The disposition of the Brazilians is very different from that of the Argentines and natives of other South American Republics, because the Brazilians are the descendants of the Portuguese, whilst all the other South American Republics are descended from Spain. As in the mother countries, so it is with the offspring; and whereas the Brazilians are, as a rule, plodding people, who wish to be left alone to look after their own business and improve their property, their neighbours all round are continually quarrelling amongst themselves, and with anybody else who may be conveniently near. This, again, is a great advantage which Brazil has over the other Republics. The Brazilians do not want to fight. They have an easy, comfortable life, with no cares; why should they bother themselves! They want a

quiet, reasonable Government and peace ; but it is a mistake to suppose that they will allow themselves to be trampled upon, and this they proved when General Deodoro proclaimed himself Dictator. Notwithstanding all the changes and the difficulties which each new Ministry has encountered, the Brazilian Government has faithfully carried out all its compromises both as regards public loans and private companies ; nor is it for a moment likely that it will cease to do so, when it has so much wealth to fall back upon. If, owing to the improvements which the Government is carrying out, and which are most necessary in a new country, the revenue for the time being should not be equal to the expenditure, the Government has many ways of increasing its income without overloading the country.

CHAPTER II.

IMMIGRATION IN BRAZIL.

SOME time before the emancipation of the slaves, many planters who foresaw the abolitionist movement, began to bring in labourers from Europe for their own account, and provided comfortable homes for the foreigners which they imported ; but after the abolition of slavery in 1888 a great impetus was given to immigration by the Central Government, which brought in as many agricultural labourers as chose to come to Brazil, at its own expense, and owing to the excellent measures taken to provide for the reception and prompt distribution of the labourers pouring in from Italy, Spain, Portugal, and Germany, the immigrants from those countries proved very successful, and appear to have become thoroughly satisfied with their new country. The Italians, more than any other people, seem to find the country very well suited to their tastes and habits, and the similarity between

the Italian and Portuguese languages helps, of course, to make them feel at home. The provinces which are best adapted to European labourers, owing to the climate, are Sao Paulo, Paraná, Santa Catharina, and Rio Grande do Sul; but of all these, Sao Paulo, owing to the energy and commercial activity of the Paulistas and the vast progress in the coffee plantations, can employ most agricultural labourers, and affords them a better chance of getting on rapidly. In some of the larger towns of the province there are almost as many Italians as Brazilians, and they are generally hard-working, orderly people; whilst on the plantations they work extremely well, and are as satisfied with the Brazilian owners as these are with them. Many Italians, after being in Brazil a year or two, were so pleased with their prospects, and had been so successful financially, that they remitted money to their friends and relations to enable them to come and join them. The German immigrants have also prospered, notwithstanding the difference between Portuguese and their own language, and have easily accustomed themselves to the ways of the Brazilians; but the few English families which have been persuaded to go to Brazil have proved

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utter failures, and have only been a source of expense to their own countrymen and the Brazilians. The English newspapers have published many accounts of the hardships and sufferings of British emigrants in Brazil, and people knowing nothing about that country must have been horrified at the tales of want and misery told by the survivors of the ill-fated families which were induced to leave their country by the false promises of an easy life and plenty of money, held out to them by interested persons of their own nationality in England. English labourers are utterly unsuited for the life in Brazil, and the sooner they find this out, and also that the Brazilians do not want them, the better it will be for all parties concerned. For years past there have been notices in every post-office in England warning intending emigrants not to go to Brazil, but the promises which are held out to them make them disregard the warnings of their Government, and they insist on trying their luck. Soon after leaving England they begin to find things not quite as bright as they expected, and if the ship which takes them is crowded they find the accommodation bad and the food not to their taste;

but once landed in Brazil they discover their mistake, and go on worrying and complaining until those of them who survive are brought back to their country by public charity. They never attempt to adapt themselves to the Brazilian ways, but expect to get things just the same as they have been accustomed to have them in their own country. They complain of the houses which they have to live in because the walls are made of clay and framework instead of brick as in England, never taking into consideration that bricks are not easily to be got, and that the clay houses, or "mud huts" as they call them, are healthy, and, when well whitewashed, are easily kept clean in a hot climate. The next trouble is with their food, which, according to their English ideas, is detestable and not fit to eat, and they refuse to take it, making continual complaints and giving endless trouble on the plantations to which they have been sent. Can anyone be surprised that they fail utterly to get on, and that the planters are only too glad to get rid of them when they leave? They go to a country which they are expressly told by their own Government will not suit them, and where they know that the language, climate, and habits are

entirely different to their own ; and, instead of being disposed to rough it and make the best of things, they make themselves disagreeable and will not work because they cannot have what they want.

The following paragraph taken from the *Rio News*, dated 12th January, 1892, confirms what I have said:—

“The return of another party of English immigrants to this city, after a brief and unsatisfactory experience in the interior, renders it necessary to again call attention to the miseries which immigrants of that nationality are sure to encounter in this country. Conversing with a prominent Sao Paulo planter a few days since, he stated that while the Italians and Germans are doing well on the plantations, more or less easily adapting themselves to the conditions of life here in Brazil, the Englishmen somehow fail utterly. They complain of the heat of the sun, of the work, of the food, and of their accommodation. As they cannot speak the language, and can only communicate their wants and complaints through an interpreter, misunderstandings follow, and the immigrant leaves for the city. It may be said (though we were not

authorised by our informant to say so) that the Brazilian planter is as much disappointed and disgusted as the British immigrant. He prefers the Italian, and does not want the Englishman. In this we are giving the Brazilian planter's view of the case. That there have been individual cases of deception and hardship no one will deny, but it must be admitted that the general opinion of the Brazilian planter that Englishmen are not adapted to the life of agricultural labourers in Brazil is in the main correct. Their unreasoning obstinacy, also, makes it extremely perilous for them to come here. Nothing could be more dangerous and foolish than their returning to this city during the hot season, to sleep in the open air, and to wander about the streets begging during the day, for it is almost sure to lead to fever and death. Some pitiable cases of this have already occurred, and more are sure to follow. But they will come in spite of every warning, and they will not accept work unless it suits them. Sheer charitable support is the only means of relieving their necessities, and this is quite beyond the means of so small an English colony, even were it advisable. The situation is critical, pitiful, and at

the same time censurable. These poor people were deceived on the one hand into coming, and on the other they were warned against coming by their Government. They chose to come, however, and now, when it is too late and in a measure owing to their obstinacy and inadaptability to such new and strange conditions of life, they find themselves adrift in a fever-stricken port, destitute, friendless, and unable to return home. If they are to be helped, it must be done by this or their own Government, or through some extensive charity, for our local means are utterly insufficient. And if these unfortunates are helped to escape the consequences of their own rashness and improvidence, what assurance have we that the same emergency will not have to be met again a month or a year hence? The only sure way to stop it is to stop the emigration from England, and that involves political responsibilities which no Government cares to assume. The British Government could, however, put a stop to the work of the emigration agents, and this should be done at once."

The survivors of the party of emigrants to which this article referred were brought back to

England during the past three months; and, in reply to questions asked in the House of Commons, the Government stated that the Brazilian Minister in London had informed Her Majesty's Government that there was no Brazilian emigration agency in England. The tide of immigration from Italy, Germany, and the Portuguese Islands is now in full swing, and the following statistics taken from a Sao Paulo newspaper give a good idea of its progress.

In the year 1891, 188,816 immigrants entered the southern ports of the Republic, those arrivals only being considered immigrants who availed themselves of the favours granted by the Government of the Union. Of these 188,816, Sao Paulo received 108,736. Besides these 108,736, Sao Paulo received 4,000 foreigners from Minas, Santa Catharina, Espirito Santo, and principally Rio de Janeiro, because they were not satisfied with their position in these provinces, and, therefore, decided to come to Sao Paulo. The number of Brazilians from Bahia, Minas, and Rio de Janeiro, who settled down in Sao Paulo during the year, and who are mostly agricultural labourers and small farmers, was 8,000. Consequently, the total immigration

into Sao Paulo during 1891 exceeds 120,000. Allowing that the population in the province, at the end of 1890, was 1,800,000, we have a phenomenal increase in the population through immigration, in fact, a percentage which has never been equalled in any other country in the world. The United States received 600,000 immigrants in a year, but at that time its population was already 45,000,000. The entries in the Argentine Republic were 160,000 immigrants in one year, when its population was 4,000,000. Sao Paulo, with a population of 1,800,000 inhabitants, received 112,000 foreigners in one year! At the rate things are progressing in the province, it is not exaggeration to prophesy that within ten years we shall have a population of 4,000,000, and the city of Sao Paulo 250,000 inhabitants.

CHAPTER III.

BRITISH ENTERPRISE IN BRAZIL.

ALTHOUGH British emigrants are not successful, British enterprise, on the other hand, is most exceptionally so, and most of the British railways, banks, and companies established in Brazil, have paid excellent dividends to their shareholders for years past; some, indeed, have had marvellous success.

First and foremost stands the Sao Paulo Railway Company, Limited.

This railway connects the port of Santos with the interior, and all the immense import and export traffic of the province of Sao Paulo passes over its lines. The railway was originally built under a Brazilian Government guarantee of 7 per cent. upon a fixed capital, but the enterprise proved so lucrative that after some years the company threw up the guarantee, and, notwithstanding the great outlay which it has been obliged to make in

improving the permanent way over the mountains among which the line passes, the shareholders for some years past have been receiving the splendid dividend of 14 per cent. per annum. Although for some long time there have been continual complaints against the delay with which goods were transported from Santos to the interior, the directors of the Sao Paulo Railway were confident that their line was sufficient to meet all requirements; and notwithstanding the enormous increase in imports and exports, they have endeavoured to carry all the traffic between Santos and the top of the mountains with the same single line of rails which was built thirty years ago. As may be supposed, they have not succeeded in performing this marvellous feat, and the province of Sao Paulo has suffered most severely in consequence. Latterly the feeling in Sao Paulo became so strong against the company, and it became so evident that the development of the province would be seriously checked if some decisive steps were not immediately taken, that the Brazilian Government was obliged to interfere and request the Sao Paulo Railway Company to double its lines. This, judging from the report of last meeting, the com-

pany refuses to do, except under special guarantee from the Brazilian Government; so it remains to be seen what steps the Brazilians will have to take to get over this difficulty. The block caused in Santos by the remissness of the Sao Paulo Railway Company is so great that a committee, elected by the foreign and native merchants in the province to look into the matter and report to the Brazilian Government, calculated that it would take the railway almost one year to forward the goods already lying in Santos waiting to be sent to the interior; and as vessel after vessel comes into Santos and discharges, the loss caused by delay and destruction of perishable goods may easily be imagined. Hundreds of lives have been sacrificed by this block in Santos owing to the outbreak of yellow fever amongst the shipping, which has been crowded since 1889, some vessels having been detained more than six months awaiting their turn to discharge at the railway company's wharf. This wharf, which has gradually been built on to and extended, notwithstanding the continual protests of the inhabitants of Santos, has, in the opinion of many captains, been the principal cause of the obstruction of the port of Santos on account of its

position, because, owing to the current striking against the vessels alongside, an eddy was formed which gradually deposited the mud and shallowed the water further down the channel, and made many wharves, where, fifteen years ago, vessels drawing 24ft. of water could easily go alongside, perfectly useless, as at low water the mud banks are now exposed to view. The Brazilian Government requested the English company to demolish the wharf, but no notice was taken of this order. In consequence of the filling up of the channel near the shore, the Brazilian Government has been obliged to commence building a quay the whole length of the port, the works of which are going on rapidly. It may be said as an explanation of the delay in extending its lines, that for some time past the Sao Paulo Railway Company was in treaty to sell the railway to a Brazilian company for £6,000,000 sterling, but owing to some hitch or other, the arrangement could not be satisfactorily carried out. The cost of the Sao Paulo Railway Company was £2,750,000 sterling, including debentures.

The Rio Claro Railway Company, Limited.—
This company, some of the directors of which are

also on the Board of the Sao Paulo Railway Company, has been wonderfully well managed, and has given a fabulous profit to its shareholders. The railway formerly belonged to a Brazilian company, and was bought by the present English company, about two years ago, for £800,000 sterling. After extending and improving the line and spending some money on it, the English company, more fortunate than the Sao Paulo Railway, succeeded in re-selling it to the Brazilians for the sum of £2,750,000 sterling, so that after paying each £100 debenture £130 in five per cent. debentures of the Paulista Railway Company, each £10 share would have given £26 sterling. As, however, the debenture holders of the Rio Claro Railway Company would not agree to part with their debentures for the price offered them, the English company has not gone into liquidation, and the shareholders receive fourteen per cent. on the £10 shares, which is guaranteed by debentures on the Rio Claro Line and the Paulista Railway Company, a Brazilian line of great present wealth and brilliant future prospects.

The two oldest established British banks in Brazil have paid excellent dividends, notwith-

standing the outcry against low exchange, bad government, and the unsettled state of Brazil. The British Bank of South America, Limited (formerly known as the English Bank of Rio de Janeiro, Limited), has been especially fortunate, and owing to the sale of its Brazilian branches to a native bank, was able to give its shareholders the wonderful dividend of forty per cent. in the year. This bank bought back the right to open branches in Brazil from the purchaser for £75,000 sterling, and now trades as the British Bank of South America, Limited. The London and Brazilian Bank, Limited, has been paying fourteen per cent. dividend, and has greatly increased its reserve fund to provide for depreciation in exchange.

Besides those I have named, there are many other British companies in Brazil which are doing very well, and paying good interest on their capital.

If all these companies, which sent their money over to Brazil when a sovereign was worth about 18s. there, have been able to pay such large dividends and allow for the depreciation in exchange from 27d. to 12d., it is not rash to predict that banks and companies started now in

that country, when each sovereign is worth more than 40s., would bring their shareholders very handsome returns.

That there has been gross mismanagement in the financial department in Brazil no one can attempt to deny; and that, added to the enormous increase in the imports of machinery, &c., for the use of companies, which in many cases were only bubbles, made exchange decline to a point which it had never reached before; but, with the liquidation of the unsound banks and companies, and cessation of unnecessary imports, confidence will be restored, and the receipts of the splendid crops, which are expected to come to market from July on, should turn the scale, and it seems probable that money invested in Brazil at present rates would bring in before long fifty per cent. in the difference of exchange alone!

CHAPTER IV.

YELLOW FEVER IN BRAZIL.

THIS dreadful disease, the terror of sailors and foreigners, confines itself generally to the seaports, and does not spread to the high lands in the interior of Brazil. It is principally prevalent in Rio de Janeiro and Santos, and does not break out in the more northern and southern ports unless the infection is carried there by the shipping.

Considering the immense quantity of vessels always in Rio de Janeiro, and the size of that city, the deaths from yellow fever are not so numerous as might be expected; but in Santos the death rate is frightful, and the number of foreigners who succumb yearly is enormous. Having lived in Santos from 1872 to 1891, and been through all the yellow fever epidemics during those years, I am in a position to form an opinion; and in the first place, I must say that hundreds of lives have been sacrificed uselessly, and without the slightest

necessity. By removing the centre of trade from Santos to the city of Sao Paulo, the whole danger would be averted. And what is there to prevent this removal? Absolutely nothing but the want of energy on the part of the owners of the export houses, who, far away in Europe and the United States, hear of the deaths of their managers and clerks in Santos, year after year, and simply send out new men and boys to take their places. Each year, when the epidemic is at its worst, and they see their friends and neighbours dying off around them, a resolution is made by the survivors to try and bring about a change; but it would be necessary to spend some money, and the answers from the masters in consuming markets are not favourable to the plan; so nothing is done. In the cool weather, the epidemic dies out on shore to a great extent, and all is forgotten, until the return of the hot season makes it break out again in all its violence. And so it goes on from one year to another, and hundreds of young and vigorous lives are sacrificed. Within forty miles of Santos, connected by the Sao Paulo Railway, is the city of Sao Paulo, 2,500 feet above the level of the sea, and one of the healthiest and

most beautiful climates in the world. Yellow fever can get no hold there ; and those foreigners who can afford it, send their wives and families from Santos to Sao Paulo, to be out of danger whilst the epidemic lasts in Santos. All the imported goods, and all the coffee which is exported from Santos, pass through the city of Sao Paulo, so that not a single berry would be lost by making Sao Paulo the coffee market instead of Santos. It has been given as a reason for not attempting a change, that the Brazilian coffee planters and merchants would not agree to the scheme. Most of them would be only too glad to remove to Sao Paulo for many reasons which it would take too much time to explain here, and if the exporters worked together the others would soon follow ; in fact, some large planters have already opened houses in Sao Paulo, and are obliged to send their samples to Santos because the exporters refuse to buy in Sao Paulo. The hardest position of all is that of the bank clerks, who are often engaged for some healthy branch, such as Sao Paulo or Rio Grande do Sul, and suddenly, owing to the sickness and deaths of some of the bank staff, are requested to go to Santos. I

have known many such cases, and many of these poor young fellows have died of the yellow fever. The removal of the coffee market from Santos to Sao Paulo, and consequent dispersal of the thousands of labourers who handle the coffee, would give the Brazilian authorities a chance of stamping out the yellow fever on shore; and therefore there would be every probability of its dying out among the shipping. This would be the most important result of all, as it affects all countries trading with Brazil; and only those people who have been in Santos during the epidemics, and seen the suffering of the poor sailors, can form the least idea of the horrors of the situation. Yellow fever used not to be endemic in Santos, and for many years between 1876 and 1889, the port was entirely free from it; but latterly, with the immense progress of the province of Sao Paulo, which has brought about the great accumulation of foreign ships and labourers, without the necessary steps having been taken for the proper discharge of the former and the accommodation of the latter, the disease has taken firm hold, and it will require prompt and energetic action to be able to root out the evil, and make Santos a clean port

again. From 1889 up to now the crews of steamers and sailing vessels calling at Santos have been decimated by the fever, and never for a moment has the port been clear of it. It has frequently been stated by those who wilfully shut their eyes to the gravity of the situation and do not wish to be put to any trouble or expense, that the moment the harbour works in Santos are finished the port will become clean and there will be no more yellow fever. This I do not believe, and for the following reasons:—

Up to 1888 nearly all the labour of coffee shipping and discharging of vessels in Santos was done by blacks and coloured people, who are not as a rule subject to yellow fever; but since that year most of these have disappeared, and, owing to the high wages paid for this kind of work, their places have been entirely filled up by new comers from the Portuguese Islands, Spain, and Italy.

These men, to the extent of several thousands, work exposed to the heat and wet during the day, and herd together in the most disgusting manner at night, for the sake of economy (their one idea being to collect money), only taking the food which is absolutely necessary to enable them to do their

hard work. As many as forty will often sleep without bedding of any kind in a room only fit for about four healthy people in a cool climate. Can it be wondered at that these wretched creatures, who are not acclimatized, and who refuse to see a doctor or go to a hospital when they first feel the fever, for fear of having to spend money, should die off by hundreds, and propagate the disease on land and sea? The Brazilian authorities try hard to make them live like human beings, and thousands of pounds are spent yearly in public and private charity (for the Brazilians are extremely charitable), to aid the sufferers; but the germs of the disease remain, and year after year it breaks out afresh. The town of Santos being built on mud, behind a hill which shuts out entirely the sea breeze, and being so low that a large portion of it is below the level of the sea at high water, the drainage of the town, which the authorities are endeavouring to carry out, is most difficult, and the works which are now being done will not, I fear, materially improve its sanitary conditions. One of the greatest drawbacks to efficient drainage is the insufficient water supply. A concession was granted some years ago to an

English company to bring in the water for the town ; but the works and reservoirs are barely large enough to provide water for the present wants of Santos, and every year, if there is the slightest drought, there are always serious and well-founded complaints because there is not sufficient power in the mains to supply even the ordinary fountains and private houses with water. If the fountains and houses already existing cannot get sufficient water when it is most needed, what chances are there that the drains would be properly flooded? Such being the case, the only remedy, for the time being, is to clear out the town of Santos of the thousands of newly-arrived Portuguese and Spaniards, and this can only be done by removing the coffee market from Santos to Sao Paulo, and making Santos merely a shipping station. Once the town was relieved from the daily increasing crowd of foreigners, the authorities would have the chance of bettering the sanitary conditions of the place, and would be able to force householders to improve the dwellings where these people are huddled together, and which would then afford sufficient accommodation for the remaining labourers. The authorities have made one or two attempts in this

direction already, but the population has increased so rapidly that their efforts have been unsuccessful owing to the filthy habits and disgusting avarice both of the house owners (who are generally Portuguese or Italians) and their tenants.

United action on the part of the merchants trading with Brazil would soon effect the removal of the trade from Santos to Sao Paulo. In Rio de Janeiro foreigners can do little to better their condition, because if they wish to trade, they must come to the city, as coffee, tobacco, &c., come into the Rio market by different routes; but in the province of Sao Paulo, where everything which is either exported or imported *viâ* Santos must inevitably pass through the healthy city of Sao Paulo, because there is no other route into the interior, either by road or rail, it is entirely owing to their own indifference that hundreds die off every year; and by their want of energy they sacrifice hundreds of their countrymen, because if they were to help to relieve the town of Santos of the foreign labourers and give the ships quick despatch by having sufficient accommodation to discharge them, and sufficient working room on their railway to convey the goods quickly to Sao

Paulo, the danger of yellow fever among the shipping would be proportionately reduced. Week after week, and month after month, steamers arriving at European and American ports bring accounts of sickness and deaths on board (we don't often hear about the sailing vessels, which suffer much worse); and the newspapers talk, and people say that the Brazilian authorities ought to take steps to improve matters, and so they do; but if the foreigners will not stretch out their hands to help themselves when safety is so close, can the Brazilian authorities be blamed? It seems incredible, but it is nevertheless true, that, with all this sickness and death, there is only one foreign hospital in Santos, and that is a Portuguese one.

No attempt is made to provide care for the young clerks, and year after year, when the fever comes, these young men nurse each other in their sickness, without any rest or thought for themselves; and when the turn of the nurses comes and they catch the disease, there is often no one left to look after them except some Portuguese servant.

I am sure that many merchants who have interests in Santos cannot know the real state of affairs, and how easy it would be to mend matters

and remove their representatives and clerks to a perfectly healthy and much cooler climate, without losing any part of the trade, or otherwise they would surely take the necessary steps to bring about this removal. Let us consider the difficulties there would be to contend against, and see how we can overcome them.

Sao Paulo is not a seaport, therefore it would be necessary to make an arrangement so that the railway company could give the necessary documents on receipt of the coffee for shipment in Sao Paulo, to enable the shippers to negotiate their drafts with bankers for the payment of the coffee. This would have to be done by a combination between the Sao Paulo railway company and the different steamer companies and their agents, or an agreement between the Sao Paulo railway company and the banks in Sao Paulo ; and as the head offices both of railway and British banks are all in London, it ought not to be difficult to come to terms.

Coffee being shipped in bags, the leakage would be greater on coffee shipped from Sao Paulo than it now is, when coffee is sent direct from the factors' stores in Santos to the vessels.

It would be necessary to use stronger material in making the bags, but as the stuff which is used at present is more fragile and rotten than that employed in any other coffee-producing country in the world, and as complaints of short weight owing to leakage are general in all consuming markets, it would be a great improvement to have stronger bags, especially where trans-shipment is required; and surely it would be preferable to pay 9d. or 1s. more for a strong bag, than to lose from 3 per cent. to 5 per cent. on weight, as often happens, when coffee is at 60s. per cwt. Many people, no doubt, think that the Brazilians would object to different material in the bags, and that the bags are made in Brazil, but this is not the case at all.

The "hessians," which is the name for the material used now, is imported by foreigners, and the Brazilians merely buy the empty bags, which they re-sell to the foreigners full of coffee. If the coffee shippers choose to accept such insufficient coverings for such an expensive article as coffee, it makes no difference to the Brazilians, who, as far as they are concerned, have no more interest in their goods once the right weight and quality has

been delivered and paid for. The removal to Sao Paulo would alter the bags, and once the alteration was made, the trade would arrive at the conclusion that, after all, the price of the bag would come out of coffee; and as in an article of such universal consumption the prices must be ruled by supply and demand, it would be all the same in the long run.

In the Board of Trade Journal, Vol. xii., No. 68, published in March, 1892, there is a report of the condition of Rio and Santos. Mr. H. Wyndham, Her Majesty's Minister at Rio, forwarded an extract from the *Rio News* regarding the condition of Santos. It speaks in a most decided manner of the want of ability and energy of the Brazilian authorities, and says all manner of dreadful things about them; but it does *not* say that, according to the opinion of many English captains, an English company has been the principal culprit in blocking the port of Santos; it does not tell its readers that an English company has the concession for carrying all the goods between Santos and the interior, and that this company, notwithstanding reiterated complaints of natives and foreigners, insists on trying still to do the traffic over its single line which was built thirty years ago, notwithstanding

the immense increase in the traffic during the last ten years; and that when requested to double its lines (which the common sense of the directors ought to have told them was necessary years ago), the company refused to do anything unless under further guarantee from the Brazilian Government (as per report of company's meeting, published in *Times* of 14th May, 1892); that when, owing to the representations of the merchants in Sao Paulo, the Brazilian Government gave concessions to other companies to build railways to Santos, through country which in no way affected the privileged zone of the Sao Paulo Railway, the English company brought all its influence to bear so as to have these concessions quashed; that when on several occasions the Brazilians wanted to buy the English railway, and several brilliant offers were made, terms could never be settled! None of these important facts are mentioned in the report of the Board of Trade Journal, but it is to be hoped that Mr. Wyndham made a fuller report to the Foreign Office. Of course, it is foolish of the Brazilian Government to allow any company, English or otherwise, to behave in this extraordinary manner; but it is not difficult to understand

that, with so much to do at home, the Government should fight shy of any complications with England. I dare say that if Mr. Wyndham were to advise the Brazilian Government to fix a date for the Sao Paulo Railway to decide whether it would make the necessary improvements or not, and, in case of an unsatisfactory answer, to give concessions to other companies for the building of lines between Santos and Sao Paulo, guaranteeing that the British Government would not interfere in the matter, an arrangement would soon be made and the lives of many British subjects would be saved. The inaction of the foreign exporters in Santos is the more censurable, because the Brazilians themselves have set them a good example. Formerly the people from the interior used to come to Santos to make their purchases of imported goods, but since the sanitary conditions of that town became so bad they refused to come down to Santos any more, and the importers were obliged to open houses in Sao Paulo, which has now become the central import market.

CHAPTER V.

AGRICULTURE IN BRAZIL.

IN the Northern provinces of Brazil, from Pará as far as Bahia, where the climate is very hot, and European labourers cannot work in the fields and plantations, the emancipation of the slaves was very much felt ; and although Pará, Ceará, Pernambuco, Alagoas, and Bahia, export a large quantity of tobacco, sugar, cotton, cocoa, &c., there has been a decrease in the production of these articles, and this retrograde movement is the more noticeable as compared with the immense increase in the production of coffee in the province of Sao Paulo. This province, which at the time of the emancipation employed more slaves than any other on its plantations, lost more money than any other province. When the law abolishing slavery was passed in Brazil, many people prophesied the ruin of the coffee planters and a great falling off in the exports from Santos ; but the planters, instead of

giving way under their tremendous loss, set to work with a will, and aided by the provincial and central Government, imported labourers from Germany, Italy, Portugal, and Spain. So well did they manage, and so well were the immigrants provided for, that they soon flocked in by thousands; and instead of the crops falling off as was prophesied, they have increased very largely, and the province which in the 1887-1888 season only exported about $1\frac{1}{2}$ million bags of coffee, has produced this season over $3\frac{3}{4}$ million bags; and from reports received from reliable sources, it is expected that within three years, more than five million bags of coffee will be shipped from the port of Santos in the season.

There is no other instance in history where the abolition of slavery left such consequences, and it must be remembered that the owners of the slaves received no compensation for their loss of property. The resources of a country must indeed be vast when it can go through such a crisis unscathed, and come out of the struggle within three years, far more prosperous than it was before.

The soil specially suited for the planting of coffee is the "Terra Roxa," or purple earth—so

called from its peculiar colour—is wonderfully rich and fertile, never requiring any manure or enrichment of any kind. The coffee plantations have to be weeded twice during the year, and after that the only attention they require is the picking of the fruit when ripe. The trees begin to yield after the third year, and are in full vigour from the sixth year on, and I have seen plantations thirty years old yielding good crops. For my readers to be able to form some idea of the immense wealth which has been flowing into the pockets of the planters for more than two years, I must tell them that all the “Fazendeiros” or farmers allow that the price of 4 milreis per 10 kilos. at the seaport fully compensates them for all their expenses, and leaves them a fair profit. This low price has not been known in Brazil for years, notwithstanding the increase in the crops, prices having been at over 7 milreis since the commencement of last year; and later, since exchange has fallen so much, the prices have been as high as $12\frac{1}{2}$ milreis per 10 kilos., and at the present moment are about 11 milreis. The cost of labour on the plantations having only advanced very slightly owing to the great influx of immigrants, it is easy to calculate the fabulous fortunes which the

planters have been accumulating, and which they have been investing to a very great extent in new plantations. A milreis (or 1,000) at exchange at par is worth 27d., but taking the average between 24d. and 12d., or about the highest and lowest rates of exchange during the past two years, we get 18d. or 1s 6d. per milreis, at which rate the planters have actually made as much as £4 sterling net profit per bag of coffee of 60 kilos. weight, being the difference between $3\frac{1}{2}$ milreis cost of production and $12\frac{1}{2}$ milreis highest market price per 10 kilos. The low rate of exchange which at first sight appears such a disastrous thing for the whole of Brazil, has been of immense advantage to the planters, who, instead of getting 5 and 6 milreis, have been getting 11 and 12 milreis; and as they do not require to remit money to other countries, the low value of paper money does not affect them. As the Government derives its principal revenue from the duties on exports and imports, and the former are calculated at a percentage which varies every week according to market prices, the high prices of coffee have greatly increased the amount collected at the custom houses, and therefore compensated the Brazilian

Government for the low rate at which it has been obliged to remit money to Europe for the payment of interest on its foreign loans, &c. Brazilians are naturally very clever at trading, and it is most interesting to watch how quickly even the most uneducated learn their business, and know how to take every advantage of the situation.

In Portugal, I believe, since exchange dropped so heavily, the profit on exchange on the goods bought in that country and paid for in gold has been made by the purchasers, as the sellers were willing to accept the same prices in their own currency as were paid before the fall in exchange took place, consequently the country lost heavily; but in Brazil the native merchants and the planters were far too shrewd to be caught in this way, and if exchange dropped id. they at once raised their currency prices in proportion, and as Brazil supplies so much coffee, and consuming markets required coffee, the Brazilians generally could make their own terms. Whilst mentioning the shrewdness of the Brazilians, I must not omit to say that, as a rule, they are extremely honest, and during my twenty years' experience in Brazil, I saw

very few cases of sharp practice amongst them. Not many years ago a very nice business used to be done by European houses in sending goods to Brazil and persuading their Brazilian friends and customers to make them consignments of coffee and other Brazilian produce in return. It was a very paying business for the European merchants, from all accounts; but somehow or other the Brazilians began to think that they might do better by paying cash for their imports, and selling their coffee on their own markets, instead of consigning it to their friends to run the risk of the fluctuations on European markets, and latterly no consignments are to be obtained from them at all.

The provinces to the south of Sao Paulo, Paraná, Santa Catharina, and Rio Grande do Sul, are mostly grazing country, like the River Plate Republics, and produce maize, wheat, &c., which are consumed in the more central and northern provinces of Brazil. *Carne Secca*, or dried meat, which comes from Rio Grande do Sul, is the staple food of the lower classes in Brazil.

I know many people will say that my ideas regarding Brazil are optimistic, and I had hoped

to be able to give exact figures of the exports from all the Brazilian ports during 1891, to prove that I have in no way exaggerated the wealth of the country; but, although I applied to the Brazilian Consuls in London and Liverpool, asking them for information regarding the exports from Brazil, neither of those gentlemen had the courtesy to answer me; therefore I have been obliged to write to Brazil, and can only receive correct information in six weeks' time.

The present coffee crops being shipped from Rio and Santos, consisting of more than $7\frac{1}{2}$ million bags, will bring in £25,000,000 sterling into Brazil; and the coffee crops from the same two ports which commence to be shipped on July 1st are estimated at eight million bags, of the value of about £26,000,000 sterling. The shipments of rubber alone from Pará in the season are valued at £7,000,000 sterling.

All the plantations belong to Brazilians, and all the money received for the crops remains therefore in the country. This is not the case in Argentina, where many of the largest estancias belong to Englishmen, and the money received for their products is remitted to England.

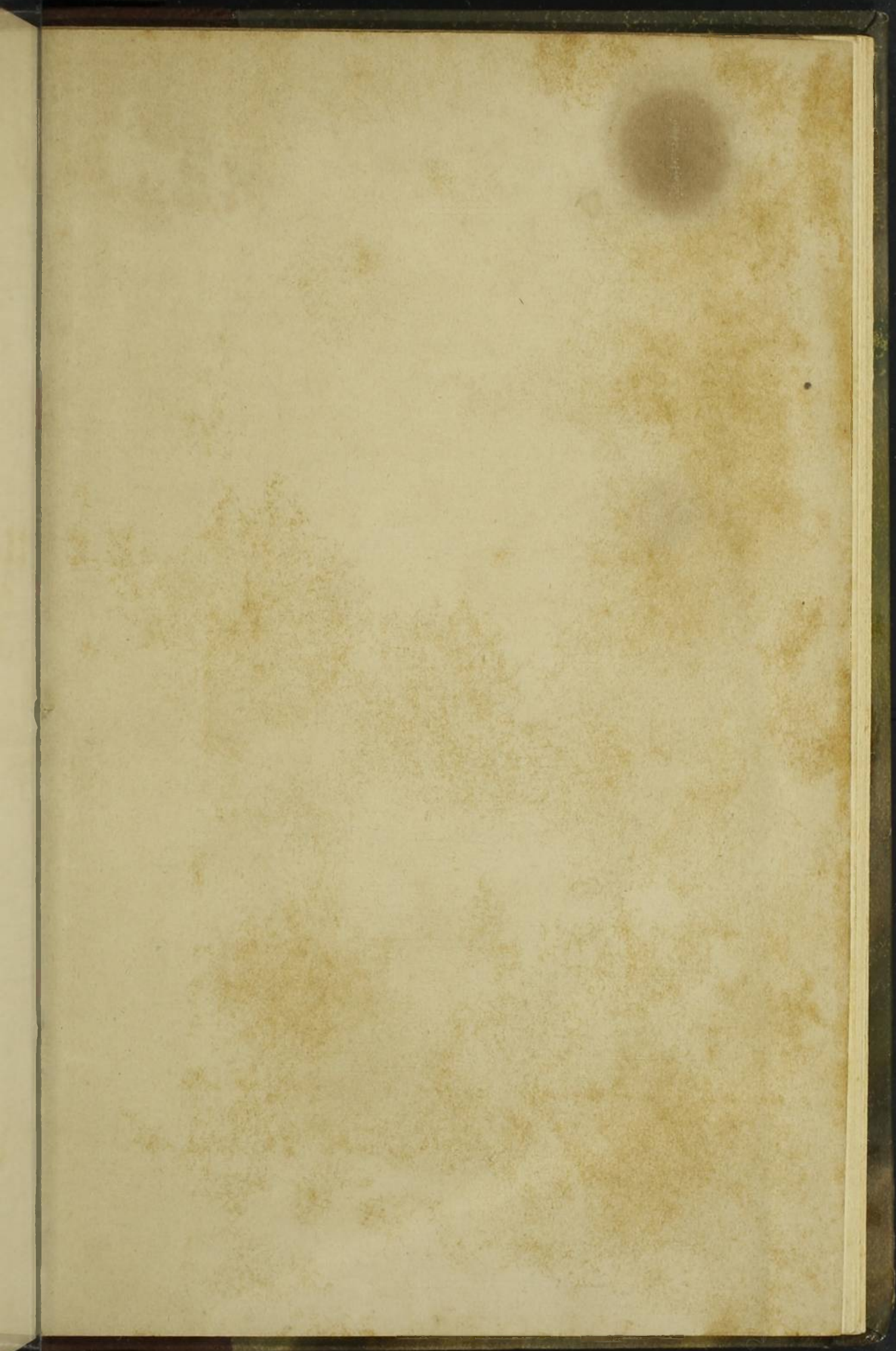
I have made no mention of the Government property, such as the Central Railway in Rio de Janeiro, and the Iron Mountain of Ypanema, in the province of Sao Paulo (which is a huge mountain of iron, the ore being equal to the best Swedish, and is already connected by rail with the rising city of Sao Paulo), because it would have made this pamphlet too long; and although there is vast mineral wealth in Brazil in iron, coal, copper, &c., none of these minerals are explored to any extent for the time being.

WALTER WRIGHT.

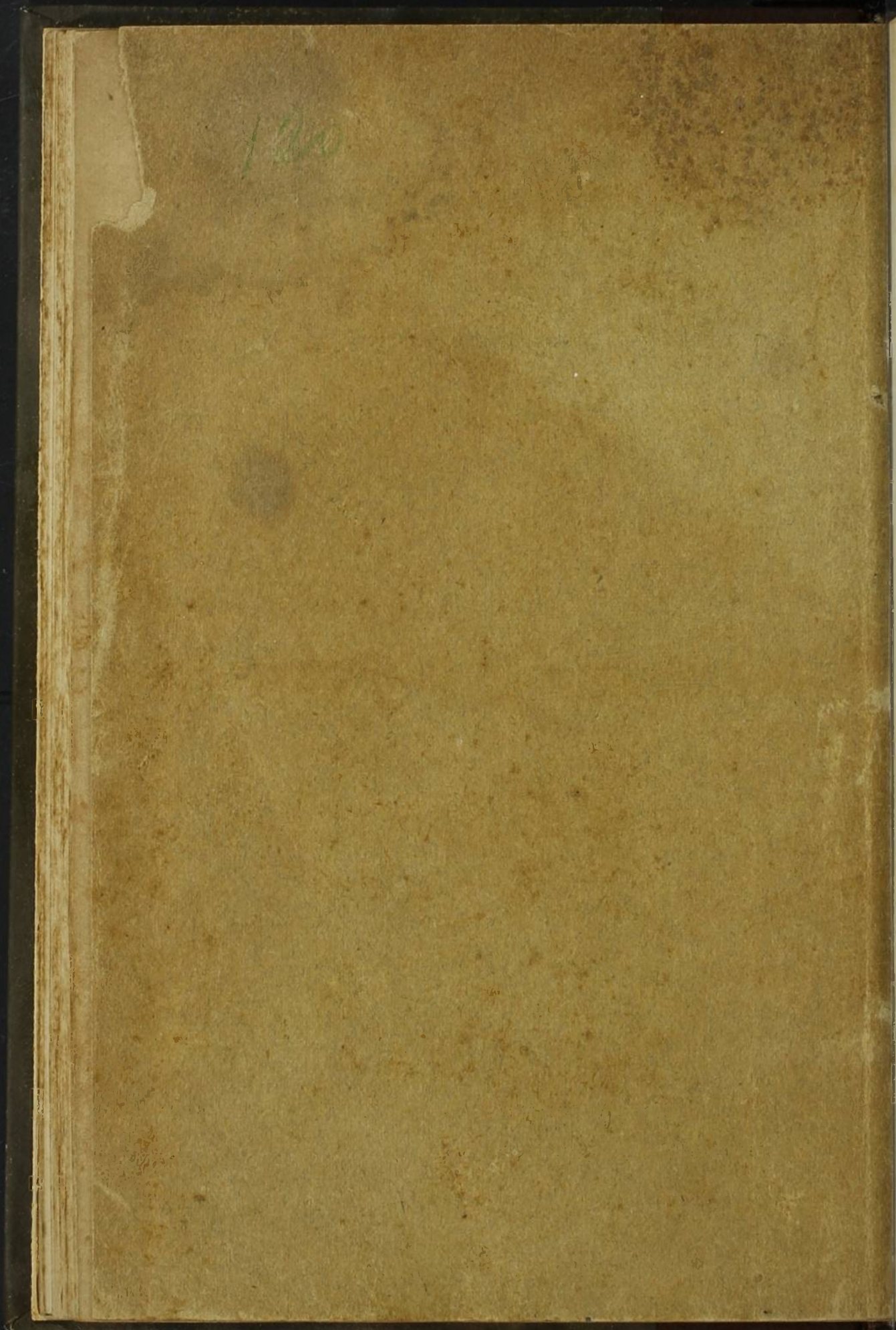
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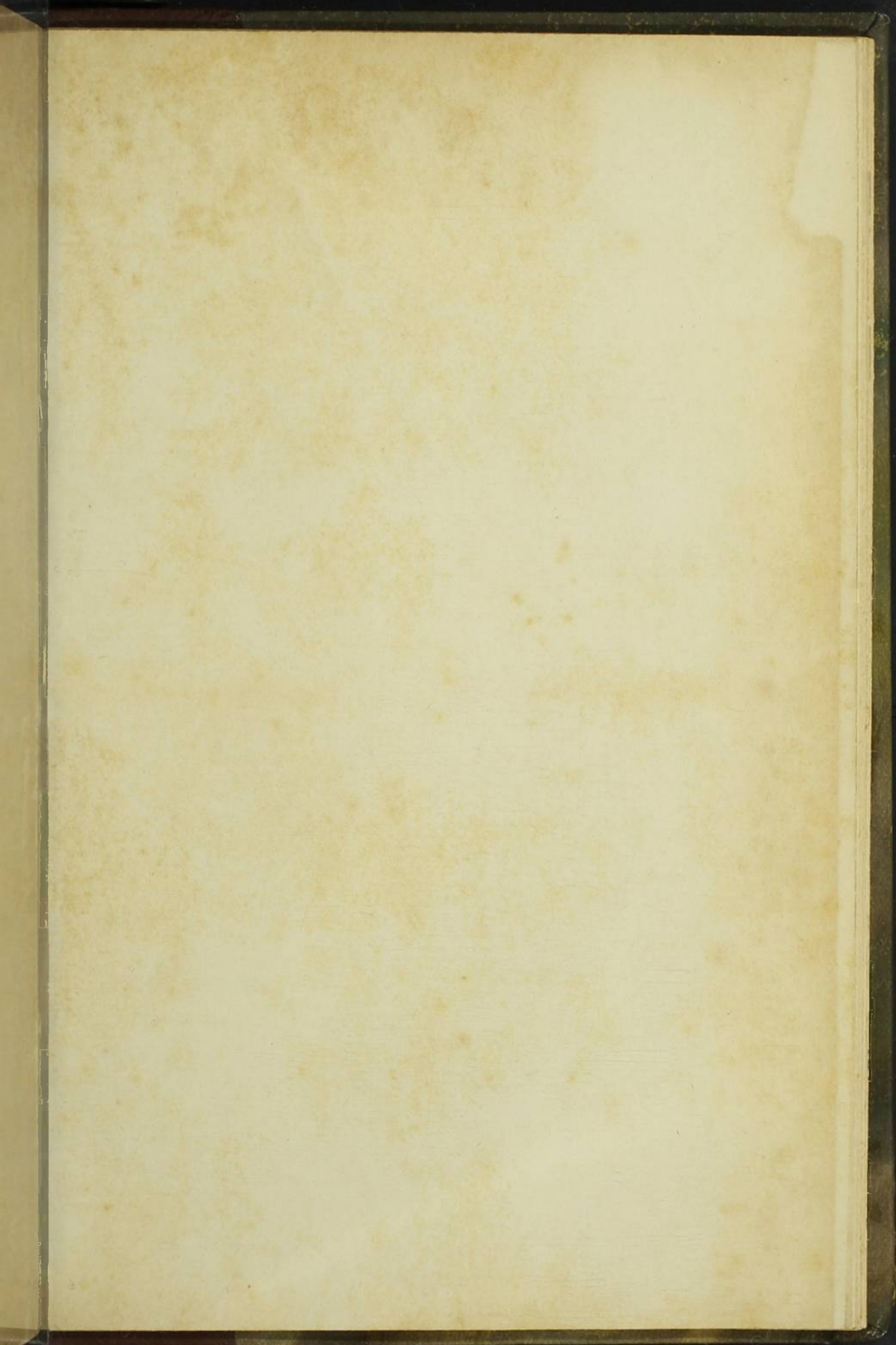
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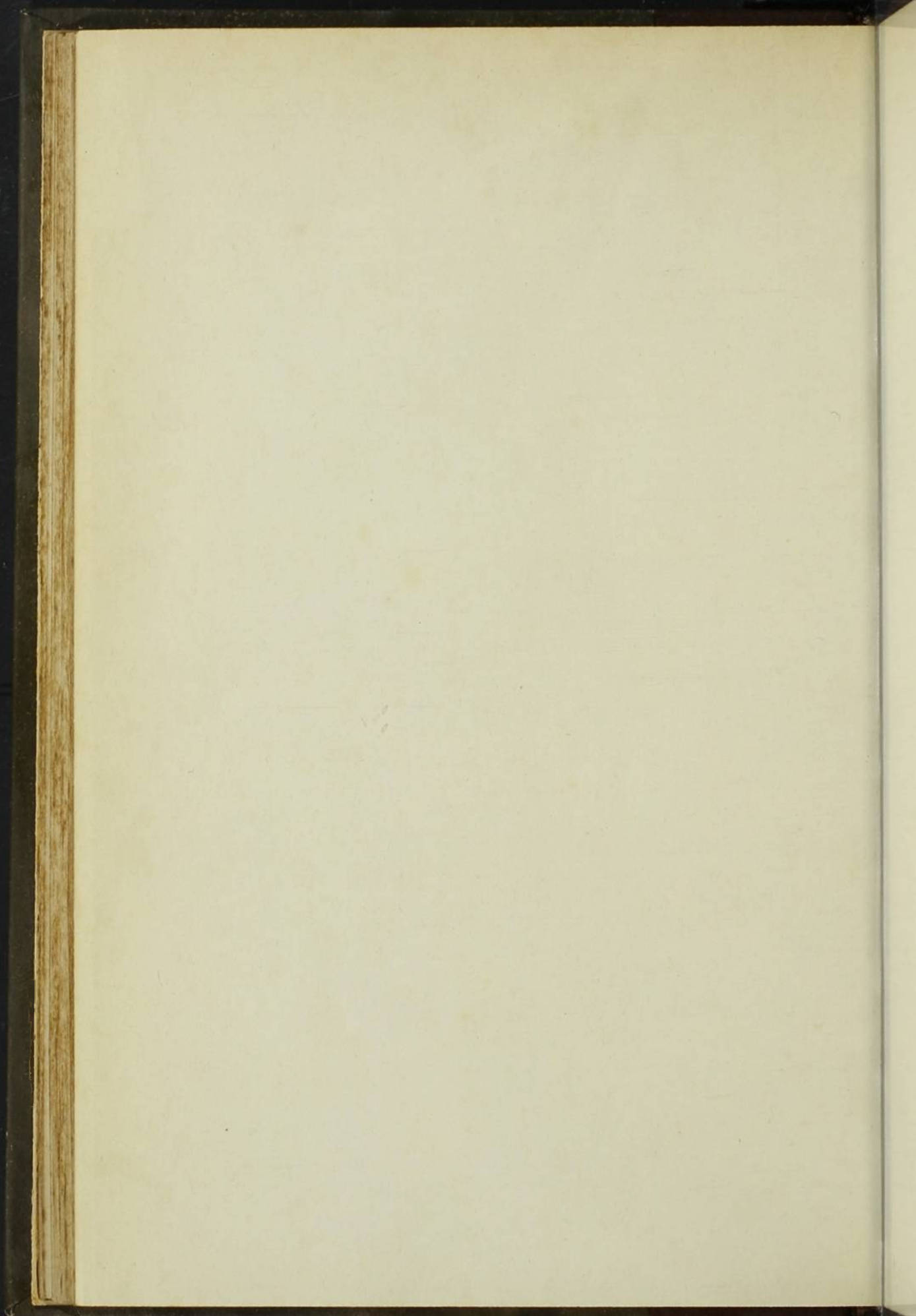
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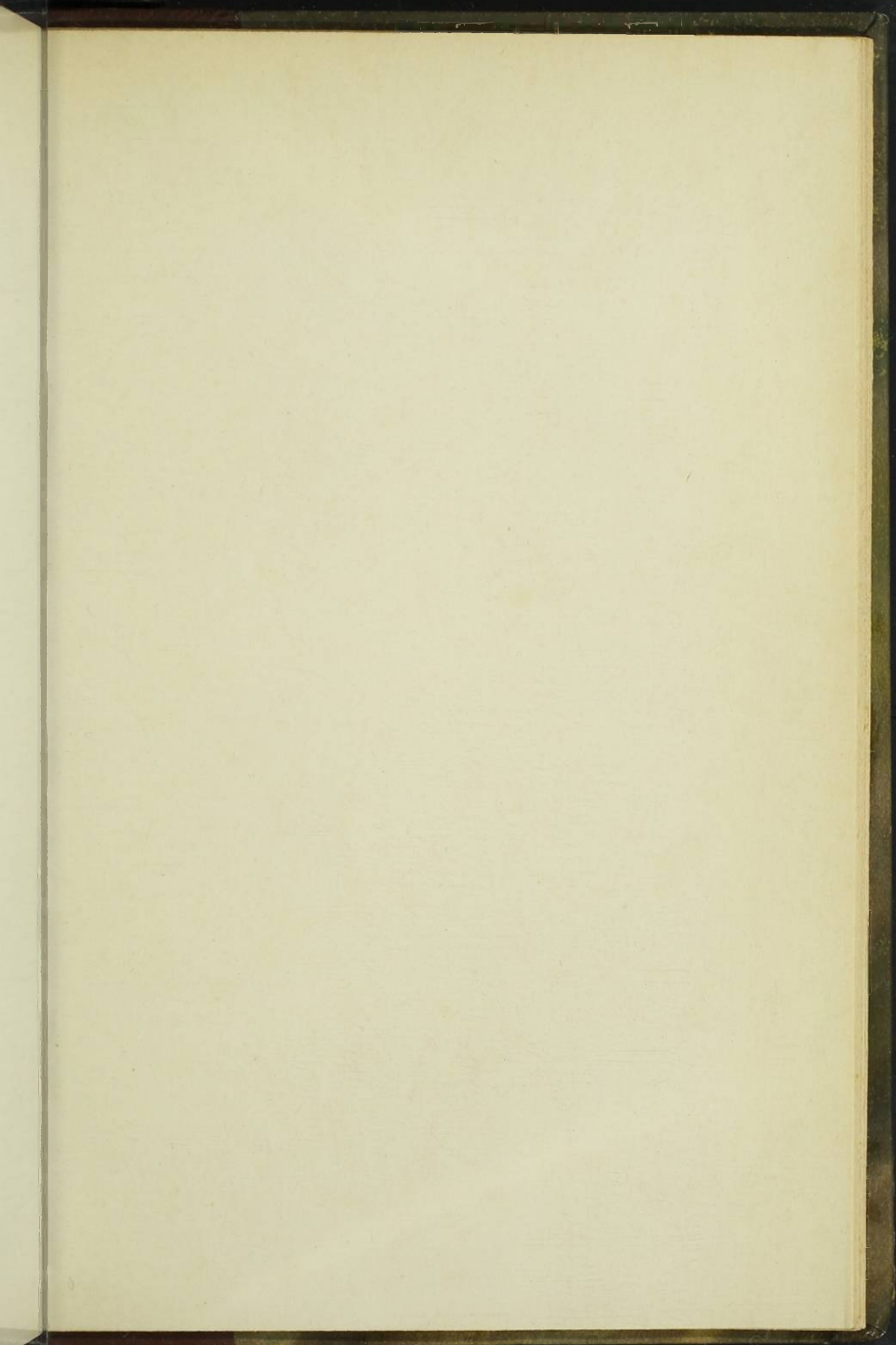


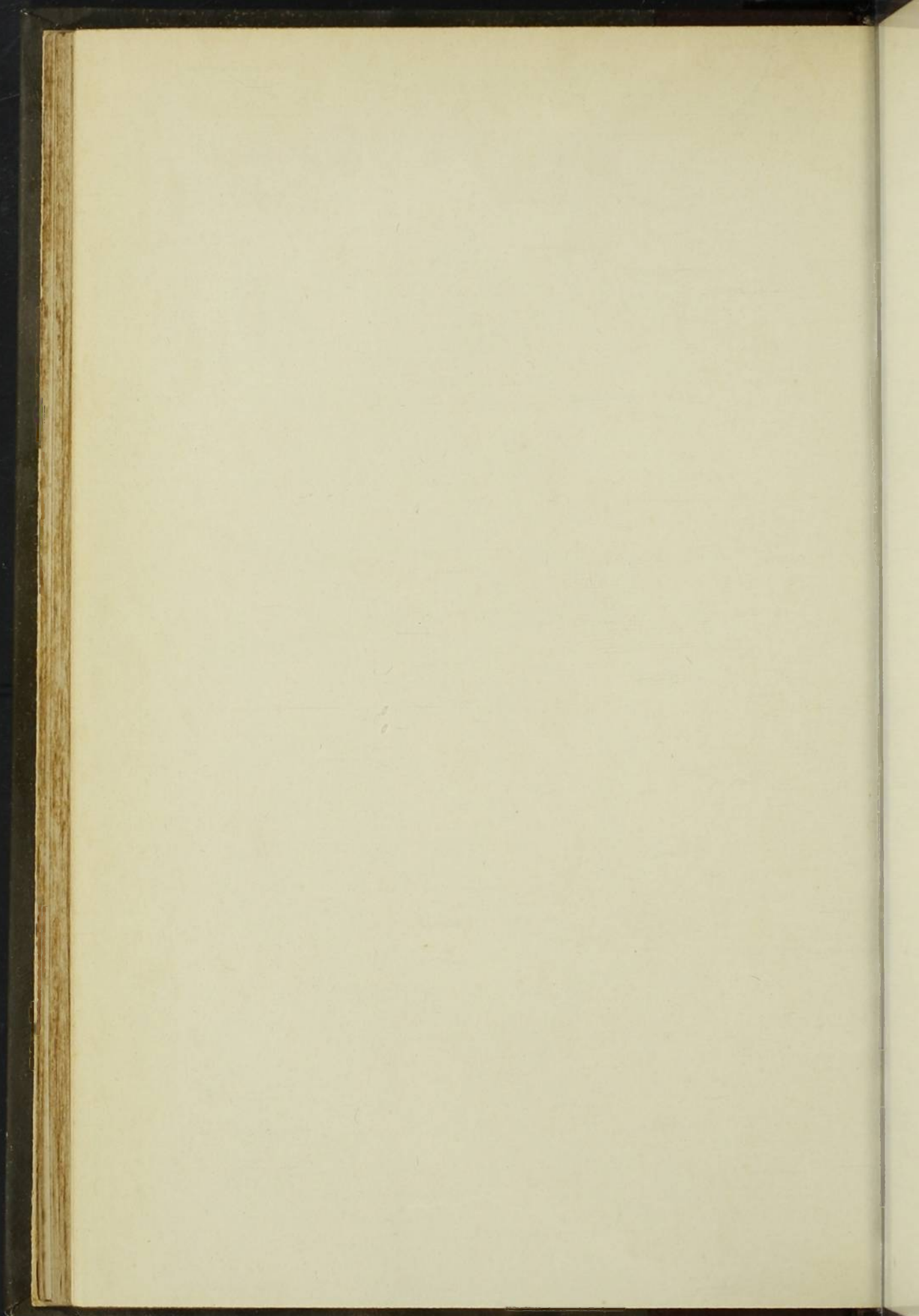
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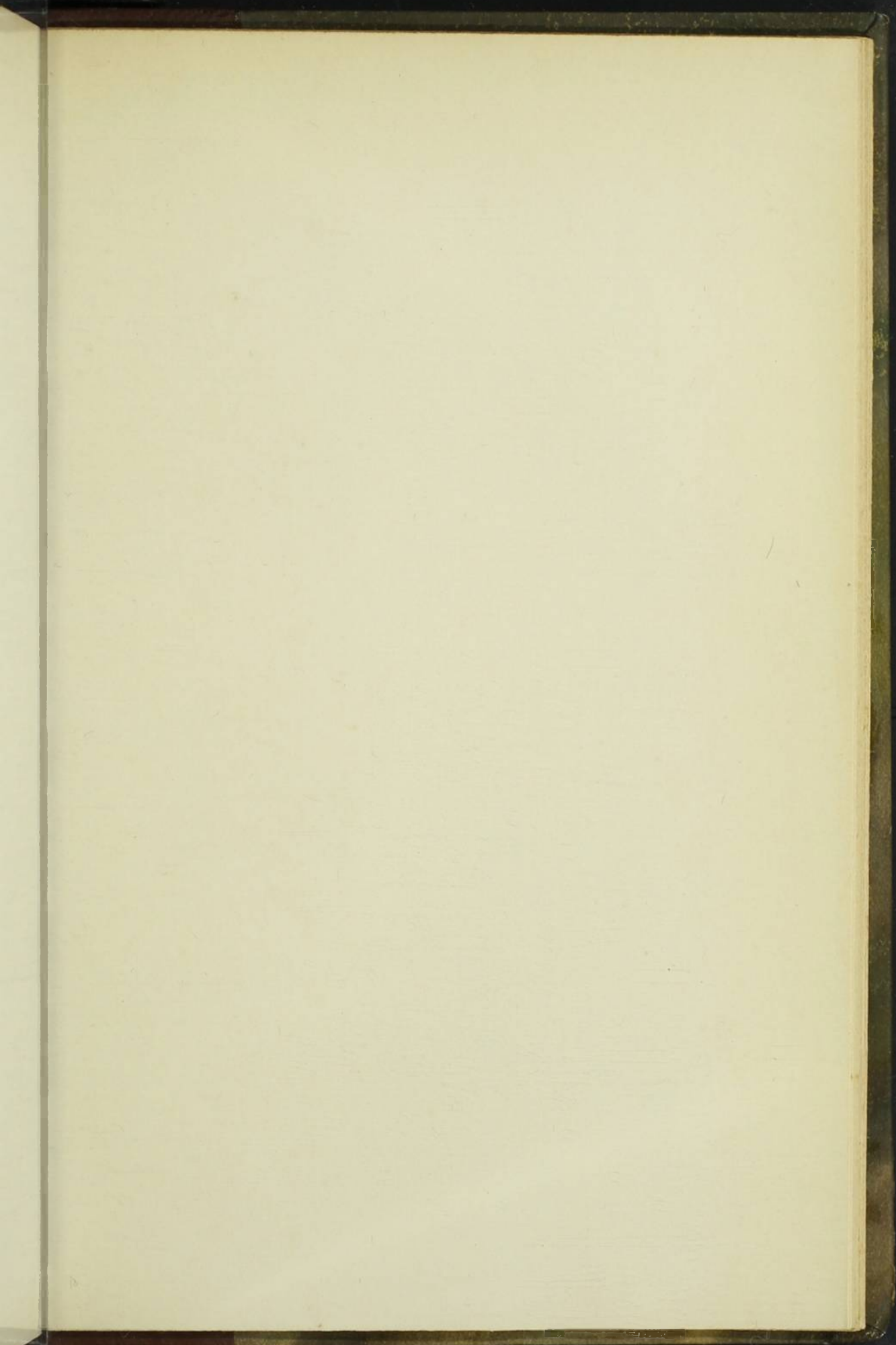


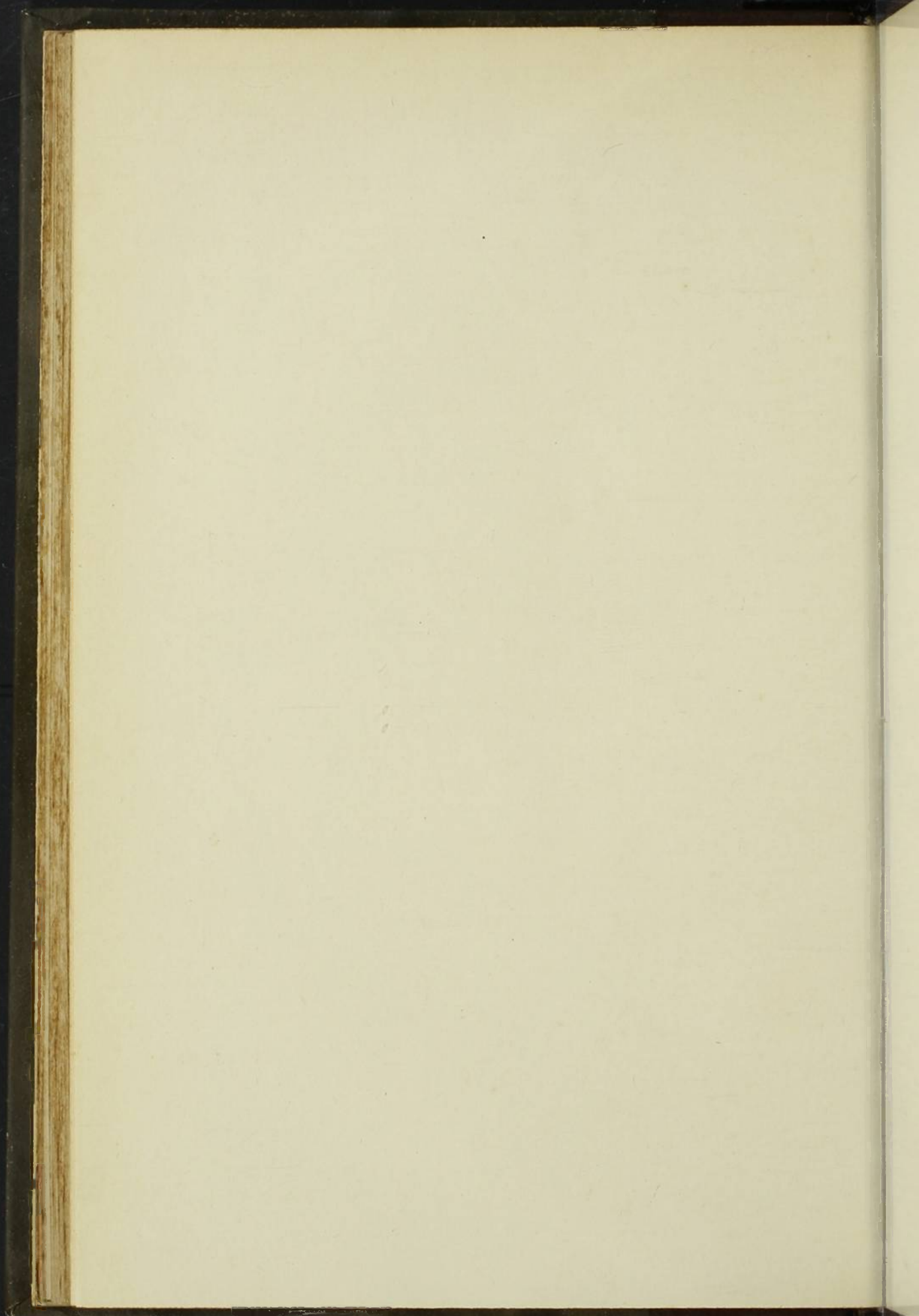


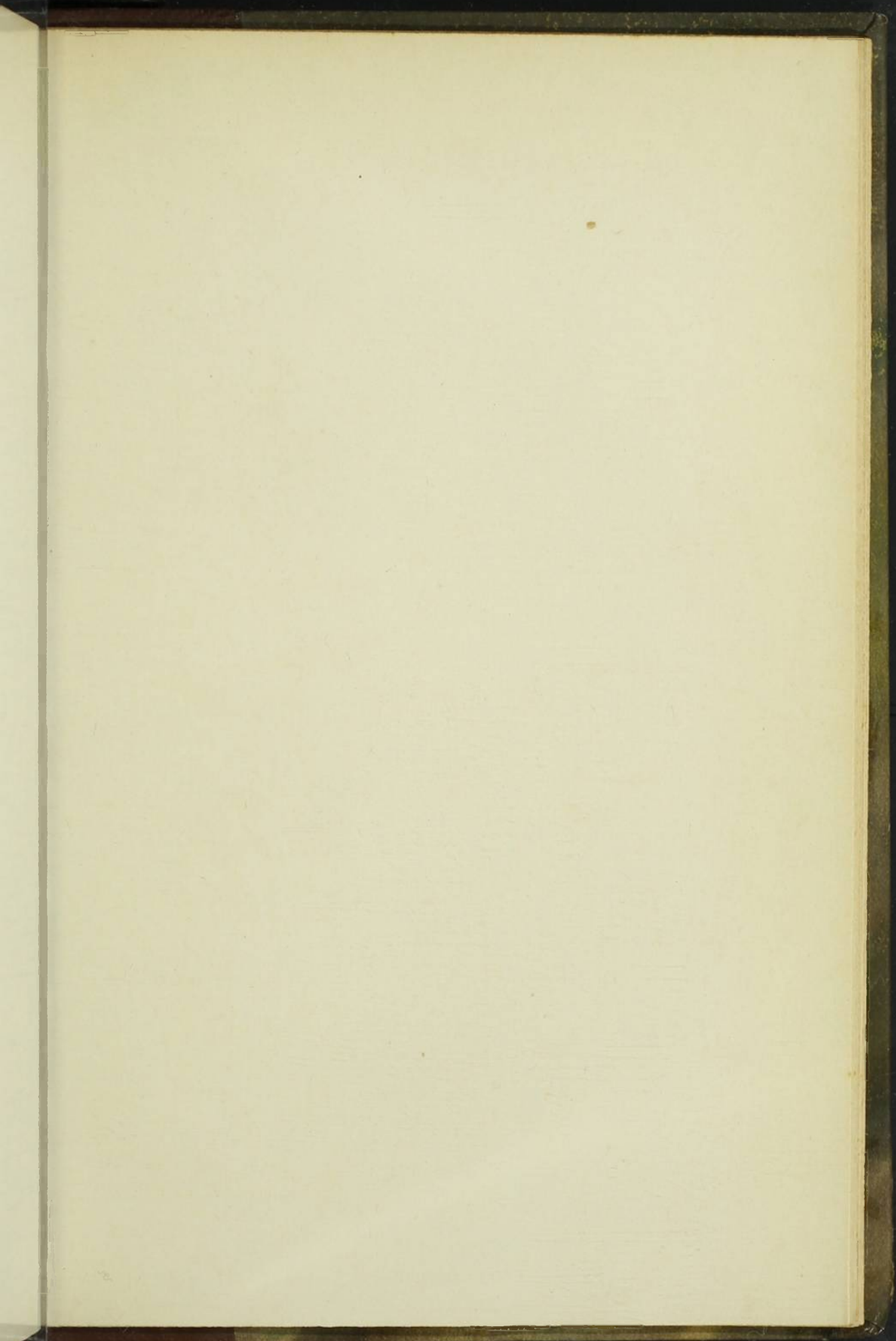


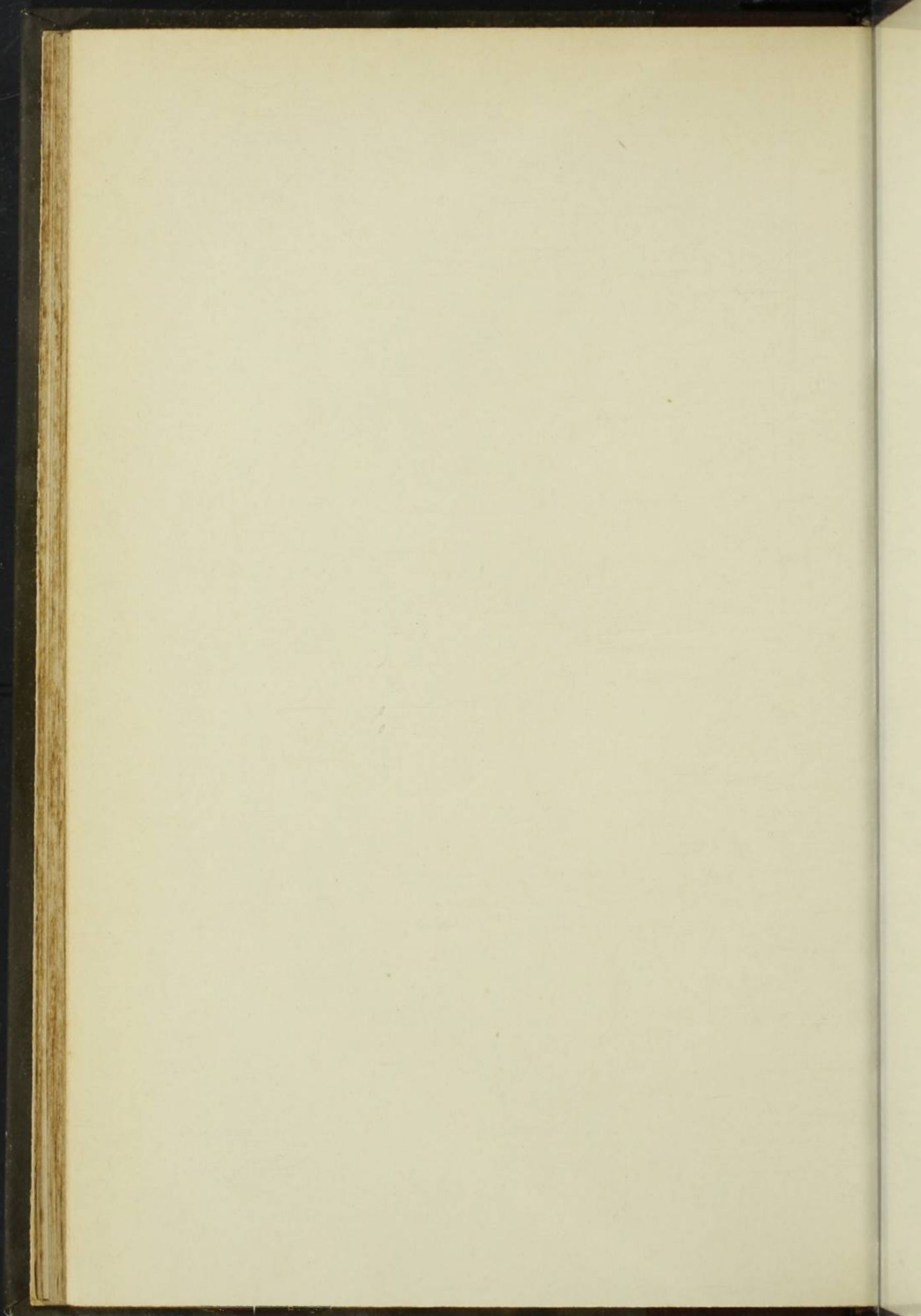


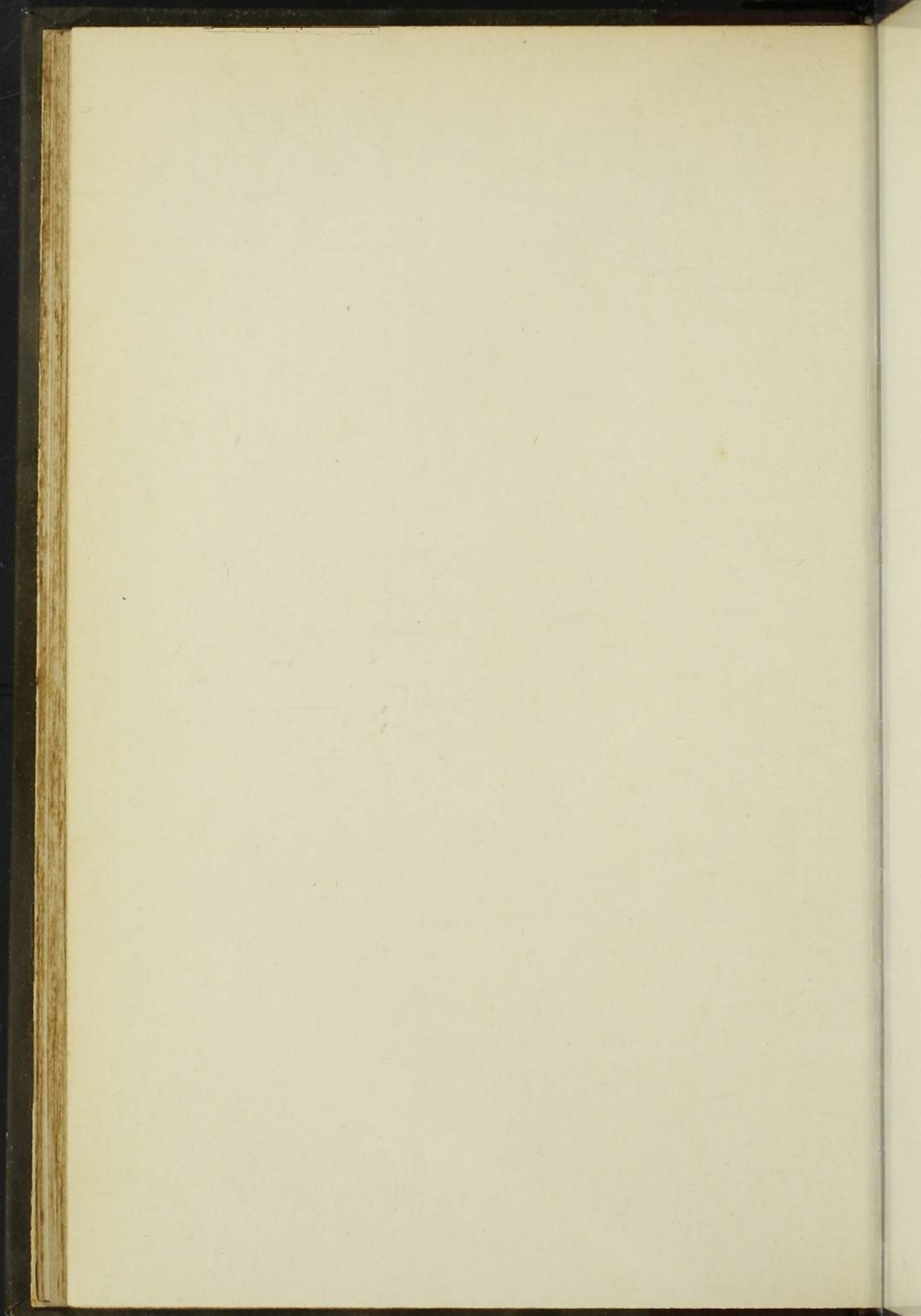


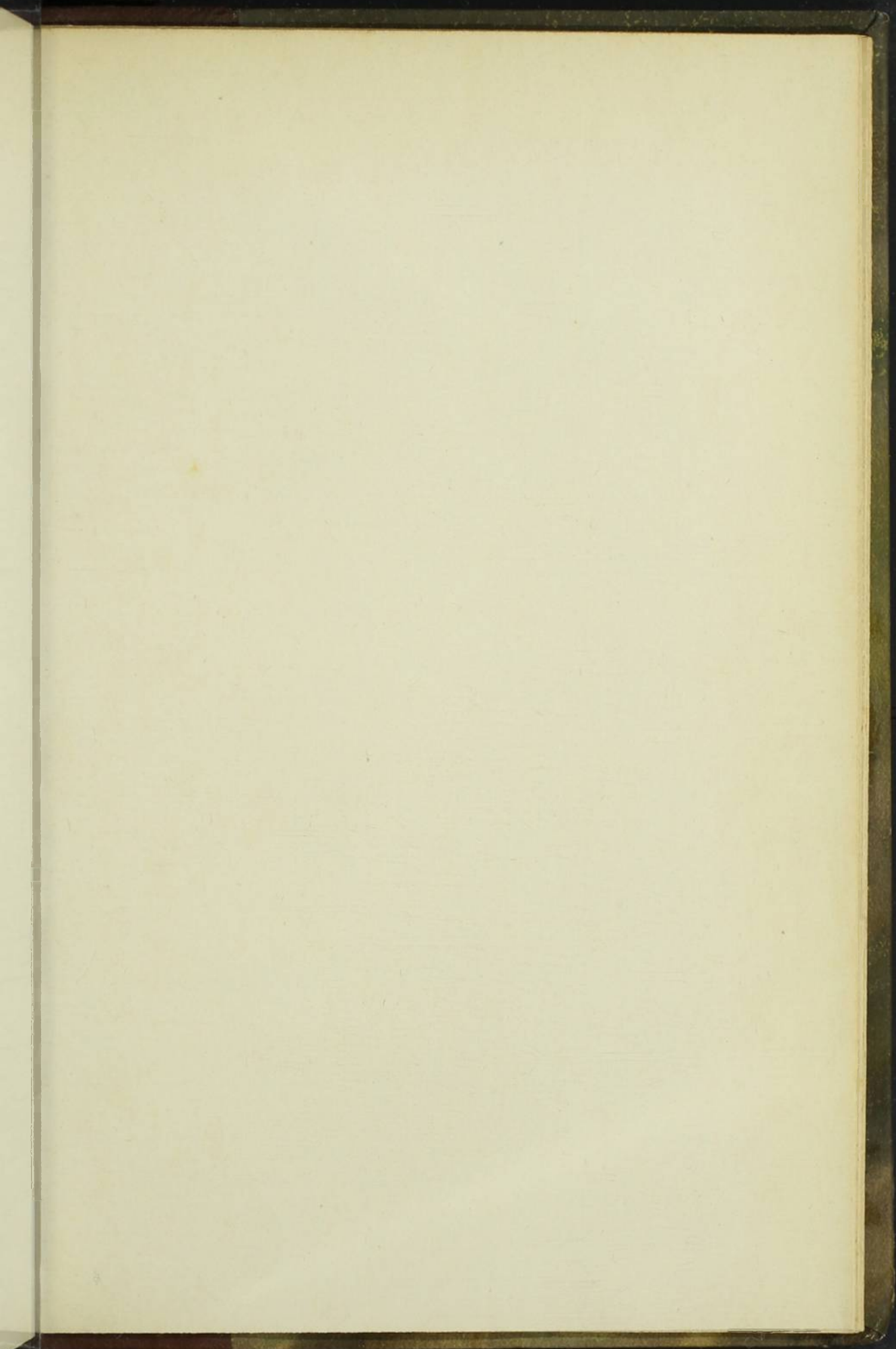


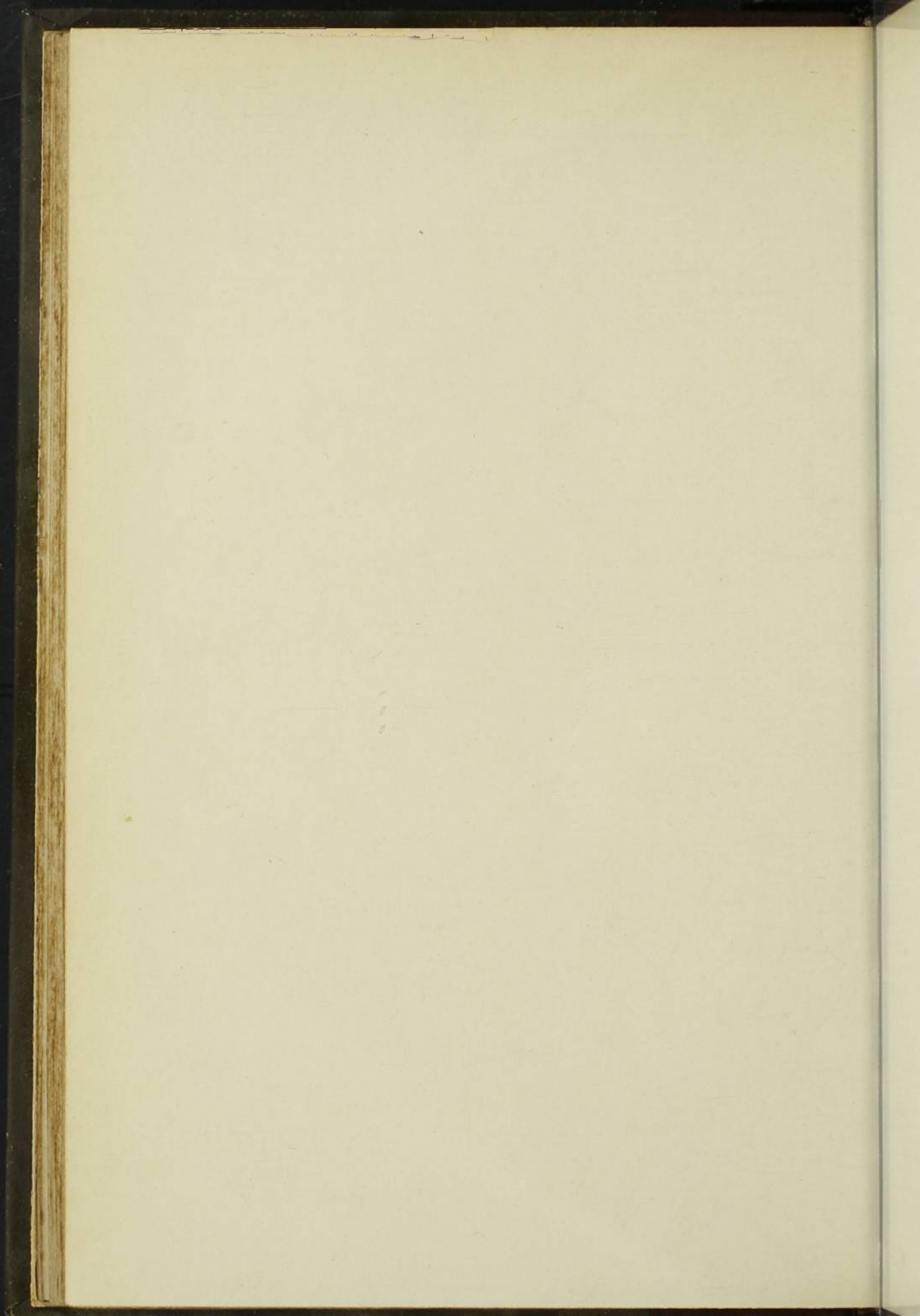


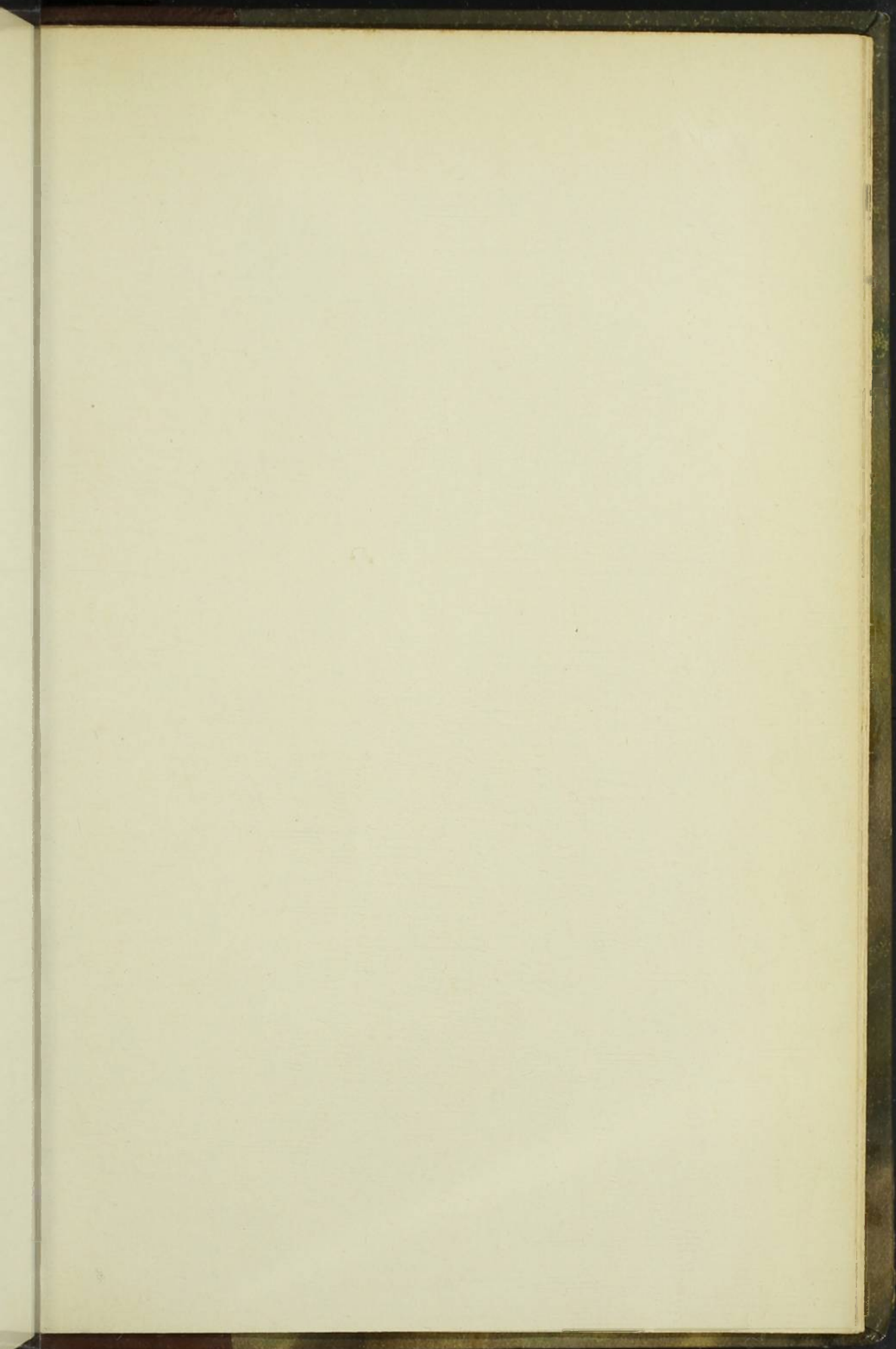


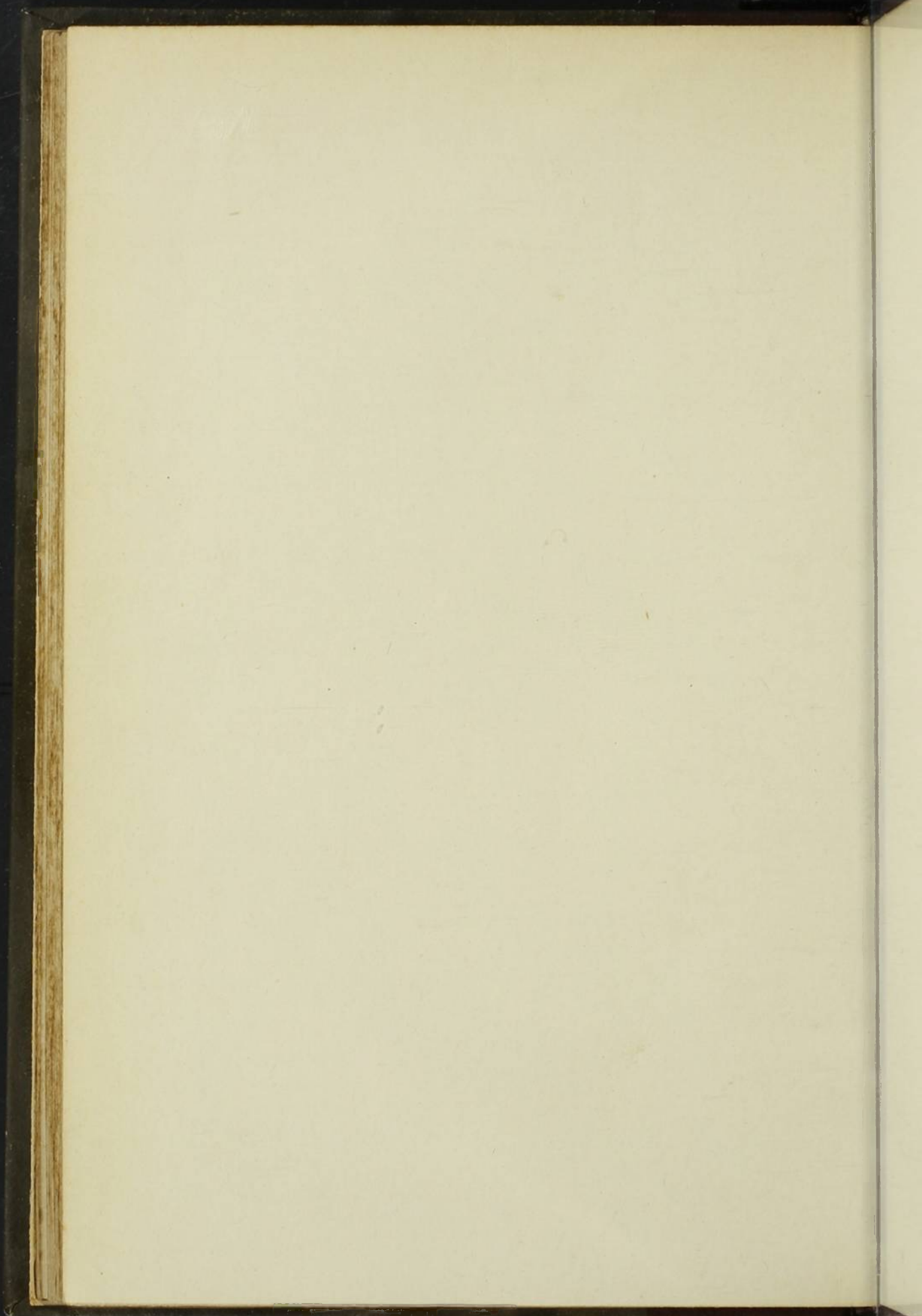


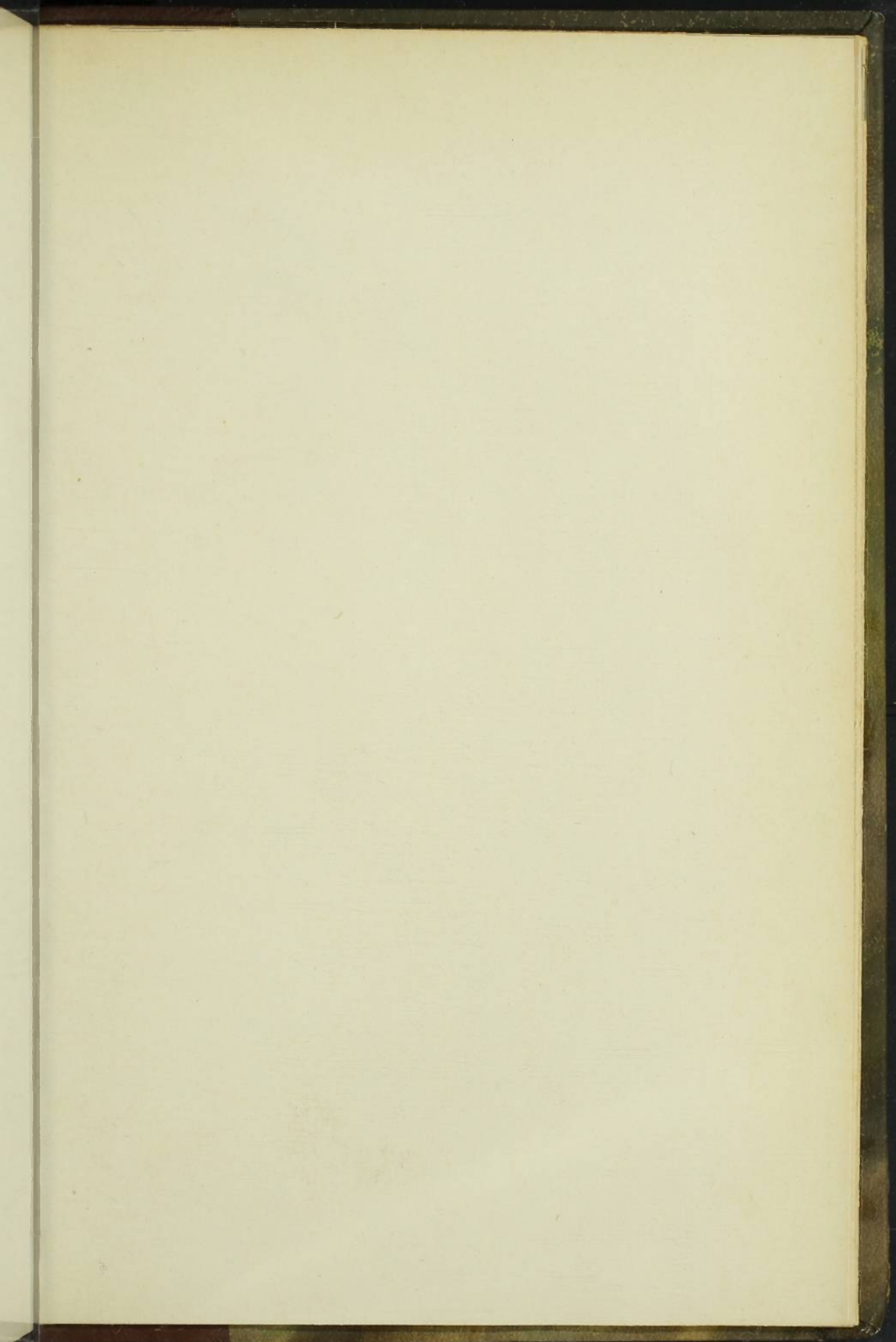












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