

## THROUGH BRAZIL IN A WAGON

Our Consul General Describes His Trip in the Lands of the South—The Germans of Brazil—How They Are Gobbling Up Fat Things—Chances for American Capital—Concessions for Trunk Lines of Railroads—Electrical Possibilities—Brazilian Tea for Our Soldiers in the Philippines—The Queer Life and Customs of a Little Known Part of the World.

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Washington, D. C., Dec. 5.—I have had a long chat with our consul general to Brazil, Mr. Eugene Seeger, concerning a remarkable journey which he has just made through the southern part of that country. Consul General Seeger has been representing the business interests of the United States for several years in Rio de Janeiro. He was appointed by President McKinley, and during his term has done much to advance American trade on the east coast of South America. He is now in the United States on a short leave of absence and is spending some time in Washington.

### THROUGH BRAZIL IN A WAGON.

The trip through the southern provinces of Brazil which Mr. Seeger made was largely by means of wagons, carriages and on horseback. His wife went with him, and they traveled by slow stages from one town to another, visiting the leading cities and looking up the chances for American investments and American trade. In many of the large places at which they stopped the people had never seen an American; they did not know the colors of the American flag until one was displayed by our consul general, but they nevertheless gave cordial greetings to the representative of the United States.

Consul General Seeger describes southern Brazil as by far the best part of the country. He says that the soil is exceedingly rich, and that the climate is like that of California. It is a vast country full of possibilities for fortune-making and investments. The best things there are now owned by the Germans, but there are many opportunities for Americans and American capital.

### COLONY OF BLUMENAU.

"Southern Brazil," said Consul General Seeger, "is largely populated by Germans. The first of them came to the country about two generations ago, and their houses and customs are like those of Germany fifty years ago. I can't describe the simplicity and quaintness of the civilization. I went through many colonies, visiting villages and cities, in which the houses were like the old-time houses you see in Germany. There are no locks on the doors. The cities have no such things as telephones, gas or horse cars. Electricity is almost unknown, and there are none of the modern improvements of today. I remember one hotel at which I stopped in the town of Blumenau. This is in the state of Santa Catharina. It is the chief city of the colony of Blumenau, which has, perhaps, 50,000 population. When I went to bed at night I asked my landlord for a key. He told me that none of the rooms had any locks, and that they never thought of fastening the doors there. I found that the bar in the hotel was left open all night, the bartender being away for hours at a time. If a man wanted a drink he took down the bottle and poured it out, and left

the money on the counter. The customs of eating were refreshing. "We sat down at the table, at the same time mine host wishing us 'guten appetit,' and at the close of the meal asking us how we liked the food. My room in the hotel was right near the public school, and at the noon recess I saw the master, a tall, young German, in old-fashioned clothes, come out and walk up the street between two rows of beautiful palm trees. He had in his two hands a cheese sandwich, which must have been a foot long and about eight inches wide. He bit gargantuan mouthfuls out of the sandwich as he walked along. Behind him came the scholars, which numbered more than a hundred, each holding a smaller sandwich. They walked up the avenue and back again, thus eating their lunch, and then returned to school. Blumenau is a very rich town. There is practically no poverty. I visited the jail and was told that it only had one prisoner within the last five years.

### THE GERMANS OF BRAZIL.

"There are colonies of this kind scattered throughout Brazil," said the consul general. "The state of Parana, which I first entered, has about 270,000 population. Of these 75,000 are Germans and about 100,000 native Brazilians and the remainder Italians, Poles, etc. The Germans own the property and control the trade. It is the same in Santa Catharina province, and also in the state of Rio Grande do Sul. The chief city of the latter state is Porto Alegre. It has about 80,000 people, and of these at least 30,000 are Germans. The city is a great trade center. It has extensive factories and is the chief commercial point for southern Brazil. The Germans own all the stores. They are so prominent that in the principal street the signs are German only. The banks are German, and I understand that the German-Brazilian Bank of Rio de Janeiro will soon establish a branch bank in Porto Alegre. To give you some idea of the money which can be made in banking in Brazil I would say that this bank had a capital of about \$2,000,000 and that it paid last year dividends of 12 per cent. It could have paid 20 per cent, but did not do so, for in that case its taxes would have been materially increased."

### THE CALIFORNIA OF BRAZIL.

I here asked the consul general something as to the crops in this part of Brazil. He replied: "The climate and soil is such that the people can raise almost anything. The country is more like California than any other part of South America. In the far south you get northern California and along about Santa Catharina and Parana there is a climate and soil like central California. There is a strip of mountains along the coast and beyond these a rolling plateau, from 1,000 to 2,000 feet in altitude, which is wonderfully well watered. There is an abundant rainfall, and crops can be grown without irrigation. They raise coffee, cotton and tobacco. They can produce every kind of fruit that you can grow in California, and at the same time have some of the richest grazing lands of the world. Rio Grande do Sul has a large export of hides and meat. It has wheat fields, and it raises the products of the temperate zone. It is the white man's country, and our people would thrive there just as the Germans have done."

"How about lands? Could Americans buy property at such rates as to be profitable?"

"Yes," I asked as to this, replied the consul general. "I was told that they would gladly welcome immigration from the United States, and that lands will be given to immigrants for little or nothing. Colonies might be established which would be quite as American as these German ones. I believe tracts of a million acres could be secured and by means of railroads opened up to settlement."

### OPPORTUNITIES FOR AMERICAN CAPITAL.

"How about railroads, Mr. Seeger. Is there any chance for American capital in that direction?"

"Yes, indeed," replied the consul general. "I have presented that matter to the state department, and have field maps and papers descriptive of the country. I give the results of my investigations for the past summer, and such persons as are interested in the subject can, I suppose, get access to them. I have, you know, no interest except that of consul officer. I only want to serve the American people and the American business men without regard to personal investment."

"You ask as to railroads," the consul general went on. "Leaving Rio de Janeiro, I landed on the coast of Brazil at the port of Parana, in the state of Parana, and there took a railroad over the mountains to the city of Curitiba. The railroad is one of the most picturesque in the world. It climbs right up the mountain through the most magnificent scenery for miles, hanging to the sides of cliffs. The road was built by a French syndicate on a guaranty from the government of 6 per cent. It was so expensive to construct that it can never pay dividends out of its profits, but the builders are sure to get 6 per cent from the government. This road goes to Curitiba, a town of 25,000 people, and then extends southward to Rio Negro, a town on the river Iguaçu. This river is

navigable from Rio Negro, a distance of about 300 miles, and ships go from it to the town, or, rather, village, of Port Uniao. Please remember the name of that village, for it will one day be a big city and will be a great railroad center in southern Brazil. Concessions have been granted for railroads from it to Porto Alegre. I went over this ground in a wagon. It is beyond description rich and it will eventually support a vast population. The railroads can be easily built and they will pay enormously. The people who have taken out the concessions have not the money to operate them, and American capitalists who would go down there with a corps of engineers and look into the subject could make investments which would double in a few years. They could get the concessions to build the railroads, and that on terms which would probably include the dividends guaranteed by the state. They could get large grants of lands which would steadily increase in value, while their investments would pay from the start. The roads in contemplation will also extend from Port Uniao to Itajahy. This is a port on the Atlantic, which is destined to be one of the most important in Brazil. It has no railroad at present. The goods which now go on ox carts would then be carried by rail."

### A GREAT TRUNK LINE.

"If you will take your map of South America," continued the consul general, "you will see that the port of Itajahy is almost in a straight line east of Villa Rica, Parana. The plan is to build a railroad between these two points, passing through Port Uniao and connecting at Villa Rica with the line to Asuncion. This will be one of the greatest trunk lines of the world. It will open up Parana, southern Brazil, a vast part of the Argentine and the rich states of Matto Grosso and Goyaz, Brazil, to the Atlantic, saving 2,000 miles of travel on slow river steamers to these points. The territory is almost as large, I judge, as the United States east of the Mississippi. The products of interior Brazil would come down to Asuncion on the Paraguay river and be shipped on this road to the Atlantic. The little village of Port Uniao of which I have spoken, is one of the great towns on the line and lands about it can be had now almost for the asking. This road, for which

Americans might get the concession, could not but be enormously profitable. It need not all be built at once, and could be made to pay as it was constructed.

### PARAGUAY TEA FOR OUR SOLDIERS.

"One of the chief freights of this road," said the consul general, "would consist of mate, or Paraguay tea. This is shipped in vast quantities from Parana to all parts of South America. In the neighborhood of 20,000,000 people use this tea. It is the favorite drink of the Argentines, the Uruguayans and the Brazilians. A great part of Paraguay's revenue comes from it. There are vast forests of the bushes which produce the tea leaves not far from Port Uniao. Indeed, more than 20,000,000 pounds of mate are shipped annually out of this section to the Argentine and Uruguay. A railroad about eighty miles long would carry this product to the sea-coast, and this is a part of the proposed line which I referred to above."

"I understood you have advised the use of this tea for our soldiers," Mr. Seeger, said I.

"Yes, I have," replied our consul general to Brazil. "I think it would be of great advantage to the troops of the Philippines or those who are stationed in Cuba or Porto Rico. The tea is a great stimulant. It braces your nerves, seems to strengthen your brain, and enables you to endure all sorts of hardships. It has no unpleasant after-effects, and I should like to see it given to our soldiers. I shipped a couple of barrels of it from Curitiba to Philadelphia. It is in the Commercial Museum, and can be sampled by any one interested in the subject."

### MONEY IN STEAMSHIPS.

"There is a chance for an American steamship line in southern Brazil. One could be put on the River Iguaçu from Rio Negro to Port Uniao, which would pay well. The river needs only a little dredging to make it navigable all the year round, and a company which would spend \$40,000 in this way could get concessions which would be of immense value. As to the ocean steamers from New York to southern Brazil, these would also pay. The chief business of that region is now done by the Hamburg and South American steamship line. It began to call at the ports there eleven years ago, using at first

## General who Crushed Britain's Enemies in North Africa.



Lord Kitchener of Khartoum, who has just stamped out the last vestige of Mahdism in the Sudan, sends a message of congratulation to his brother leaders of the British forces at the other end of the Dark Continent. British victories in North and South Africa bring nearer of realization the British dream of domination of the entire continent.

only one steamer. It now has thirty-one steamers going between Europe and southern Brazil, and it paid last year a dividend of 12 1/2 per cent. I have been told it could have paid 15 per cent."

"But, Mr. Seeger," said I, "have the Germans not taken a monopoly of everything in southern Brazil? And can Americans get in?"

"The Germans, as I told you, have the bulk of everything now, but you must remember that the country is an undeveloped empire. Take the state of Rio Grande do Sul. It is bigger than Pennsylvania and New York combined, and it has only 200,000 population. It could easily support 16,000,000. The Brazilians are anxious to have the country opened up. I called upon the governors and other leading men of that section, and they told me that they would receive our capitalists and immigrants with open arms and would give them almost anything they might ask. The Germans are at present not coming to South America. I have been in Germany within the past month, and I find that the people there have all they can do to attend to their own business. Times were never so good in Germany as they are now. The factories are all busy, and in most of them you have

to wait a year to have your order filled. The German government is discouraging emigration. It wants its people to stay at home and work the soil."

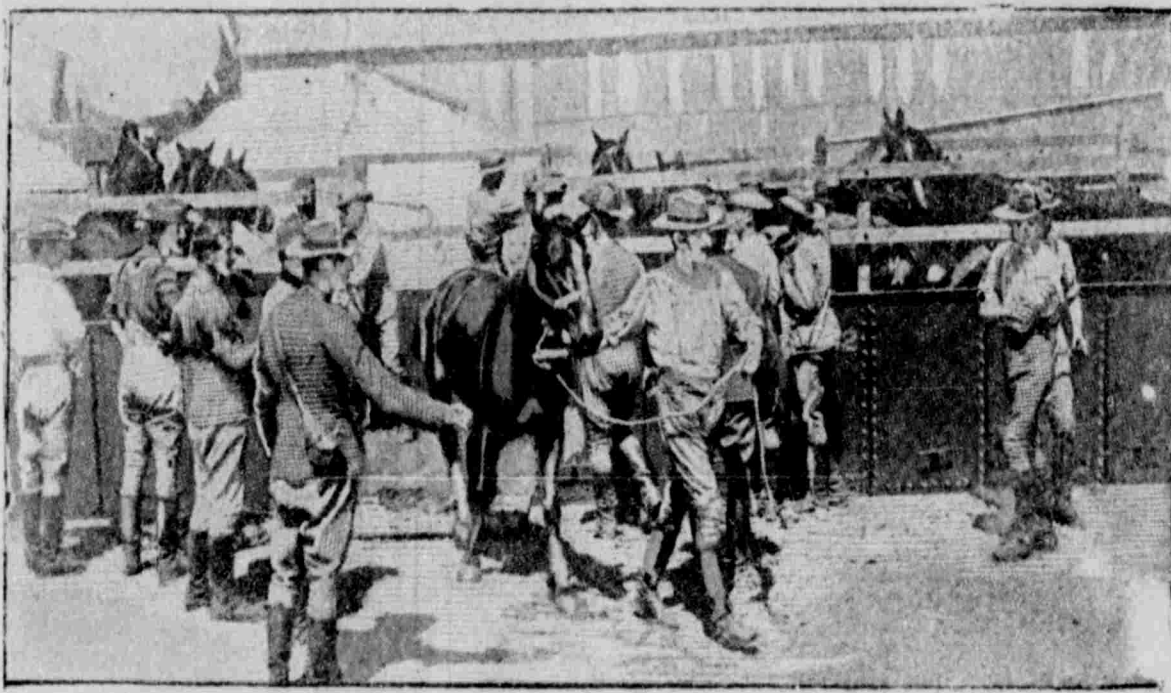
### ELECTRICITY.

"What chance is there for electricity in southern Brazil?"

"The opportunities are very great indeed," replied the consul general. The state of Santa Catharina is full of waterfalls, and electrical power could be developed by them. At present the utility factories of that state are managed by men or horse power. All kinds of factories might be established, and especially cotton factories, for the soil grows excellent cotton. It is the same in Rio Grande do Sul. In that state there are many good concessions to be obtained. One of the best would be a railroad from Porto Alegre to the harbor opposite it on the Atlantic, and an extension of the trunk line which goes from Porto Alegre to the west, thereby joining with the railroads of the Argentine Republic and Uruguay. Millions could be made, I believe, by that enterprise, if the proper parties should undertake it."

FRANK G. CARPENTER.

## DETRAINING CAVALRY HORSES FOR ME THUEN'S VICTORIOUS COLUMN.



The great difficulty of supplying the urgent demand for cavalry to smash the Boer retreat before the attack of Lord Methuen's column has been partly overcome by the opportune arrival of a contingent of horses from England. These are being dispatched Kimberleywards as fast as they can be got aboard the trains.

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Twenty dozen DRESSED  
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5c and 10c.

Twenty dozen Bisque Head  
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10c to 25c.

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Fifteen dozen DRUMS,  
bright colors,  
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Ten dozen BOYS' HARD-  
WOOD TOY TOOL  
CHESTS,  
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Twenty dozen Bisque DOLL  
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stitched SILK HAND-  
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Fifty dozen Gents' fine Silk  
Tecks and Four-in-  
Hand TIES,  
25c and 50c.

Twenty-five dozen Ladies'  
\$1.00 KID GLOVES,  
all colors,  
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Black PURSES,  
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Ladies' Jewelry, Belt  
Buckles, Fancy Hair Pins,  
Garters, Bracelets, Albums  
and Dressing Cases.

Ladies' Silk Mittens,  
43c pair and up.

Sale Commences Monday, December 11th, 1899.

# NEW YORK CASH STORE