

Tijuca, 1,800 feet high. By this last route one passes from the long, crowded streets of Rio's suburbs up through deep, warm, perfumed tropic forest, hung with flowering lianas and starred with brilliant butterflies. From the crest of Tijuca, or from Corcovado's cap, one looks down and sees Rio as a brightly painted map.

Below lies the curving beaches with their snowy edge, the vast masses of the city, the distant mountains, the pale rose of Nitheroy, 12 miles away across the bay, the near forest-covered shoulders of the Serra, and the brilliant bay. Here great vessels are steaming to and from the entrance, side by side with the sails of little fishing boats. More than 80 islands, jade-green, break the shining surface—here is Villegaignon Island, now crowned by a fort, the site of the ill-fated colony of French Huguenots in 1555; the Ilha das Cobras, lovely Paqueta, and a host of sisters. Certain of these islands are used by the Government for naval purposes, and others are put to industrial service as shipbuilding and repairing yards, sites for factories, and coal and oil stations. But utility does not spoil the color or mar the beauty of the bay.

Rio is a pleasure city. He who seeks casinos, Brazilian drama, the life of country clubs, racing, golf, football, will find a very friendly city, whose native grace has been enhanced by everything that man can do to embellish and equip a proud capital. Rio is the capital of the Federal District and the seat of the Federal Government, and is therefore the great political, as well as the intellectual, educational, professional, and spending center. But she is also a great market. She is the second largest city in South America, and she is by far the greatest importer of all Brazil, center of shipping for the north and south, receiving annually about twice as many vessels as Santos.

THE COFFEE TRADE OF RIO AND SANTOS

The coffee trade of Rio and Santos is the most important in the world. Formerly Rio was the more important of the two, but, with the development of the industry in the state of São Paulo, Santos became the leading coffee center.

As the capital of the nation, Rio is a metropolitan city of statecraft, diplomacy, wealth, fashion, and folly first, a coffee trading center second. Santos, on the other hand, is a coffee city first, last, and all the time. In Rio it is possible to travel about for days and never be reminded of coffee; in Santos at no hour of the day or night, in no direction, is it possible to escape from the coffee atmosphere. In the daytime some form of coffee activity is always in the picture, and if it can't be seen it can be heard or smelled—the pungent green-coffee smells. At night coffee is so much a part of the social life of the city that no

social function is free from some suggestion of its prime importance.

There are about 40 firms and individuals engaged in the coffee business in Rio de Janeiro. They are located for the most part on Rua São Bento, Rua São Pedro, Rua da Quitanda, Rua Visconde Inhauma, and the Avenida.

The Coffee Exchange, known as the Centro do Commercio do Cafe, was founded December 19, 1901, and has its headquarters on the Rua da Quitanda. Here, in little glass cubicles, representatives of the coffee fazendas display their samples daily except Sundays and holidays between the hours of 9 and 10 a. m. There is also a ring where the brokers trade in futures. Admission to the exchange is by card, and the visitor must be accompanied by a member.

THE CITY OF SANTOS

Santos is situated on the island of São Vicente, 200 miles southwest of Rio (12 to 15 hours by sea) and 1,008 miles (three to four days) northeast of Buenos Aires. It is connected with São Paulo (49 miles) by the British-owned São Paulo Railway (two hours' run; 10 daily passenger trains) and by automobile highway. From New York, the distance is 5,005 miles.



FAMOUS 15TH OF NOVEMBER ST., SANTOS

Most of the coffee business is transacted in this thoroughfare. The Bolsa is at the end of the street.