



RUA LIBERO BADERO, SÃO PAULO

constructed, and model stations, power houses, and employees' cottages built along the way. The line frequently disappears into tunnels blasted out of the solid granite. Again it runs over steel bridges swung across dizzy heights, and these too are marvels of bridge building. There is a perfect system of block signals.

From the port the line first traverses a lowland for some miles until arriving at the base of the Serra do Mar; here the ordinary locomotive is detached and a cable-gripping engine climbs the semi-perpendicular heights with three or four cars. There are five inclines of 8 per cent gradient, worked by rope haulage on the endless rope system. After reaching the station Alto Serra at the top of the incline, an ordinary locomotive draws the train some miles farther into the station at São Paulo. In 1901 a new line was completed following a slightly different route. The first road was constructed about 1867.

Once an American railroad man, being shown over this line, was asked if he could suggest any improvements, "Not unless the ends of the ties could be carved, the rails set with diamonds, and gold spikes substituted for the iron ones," he said.

Consider the position occupied by this remarkable railroad. Nearly all the traffic of a great state has to be transported down the mountainside by means of wire ropes for a distance of six miles. The journey over this part of the climb of the Coastal Range, or the Serra do Mar, is one of

great beauty and many thrills to the stranger within São Paulo's gates, and for the engineer or railroad builder, it offers a glimpse of marvelous feats of engineering. The trip consumes a trifle less than two hours. The non-stop morning and evening express trains have comfortable Pullmans with buffet service; the regular trains carry dining cars.

For those who motor there is an excellent motor highway between Santos and São Paulo.

SÃO PAULO: THE HEART OF COFFEE LAND

The capital of the state of São Paulo and the capital of Coffee Land, the city of São Paulo has also been called "The Manchester of Brazil" and "the Chicago of Brazil."

The area of the city of São Paulo covers about 14 square miles, and its population is 1,006,000. Thirty-five per cent of the people are foreigners, the Italians being greatest in number, followed by Germans, Portuguese, Spaniards, French, and English. There is a sprinkling of North Americans, who represent more than half a hundred different commercial interests of the United States.

São Paulo's streets are both ancient and modern. The narrow and often congested business thoroughfares contrast strikingly with the broad avenues that cross the city and extend through the newer suburban sections. In the latter we find such an abundance of shade trees that one is reminded of Washington, while the large number of detached private residences suggests Denver or Buffalo, where such attractive construction ideas are proving more and more popular. In São Paulo, too, we find types of the chalet, the Moorish palace, the French Renaissance, and other features of architecture more or less modified to suit local conditions. The Tiete River, passing through the northern suburbs of São Paulo, is an extremely crooked stream, and numerous affluents flowing through the city in various directions seem to have influenced the early builders, and some of the oldest streets are crooked or winding.

The business heart of the city, often referred to as the Triangle, is served by active streets locally known as ruas. Thus Rua São Bento, Rua Quinze de Novembro, and Rua Direita are among the most important in the so-called triangle district. Overlooking the Largo do Palacio, also in the midst of business life, stands the government palace. From this point streets and avenues radiate to all parts of the city and suburbs. In this business area the city blocks are not so regular or uniform as are the newer sections of São Paulo. The Avenida Tiradentes extends northward to the Tiete; from the center of the city the Avenida Rangel Pestana opens a direct course to the eastward, passing one of the leading markets. Three thoroughfares leading to the southward—Ruas Li-