



COFFEE DISTRICTS MAP PREPARED BY THE DNC FOR EUROPEAN AND AMERICAN COFFEE DELEGATIONS

quently met in Brazil) calls for a pronunciation approximating "an" with a broad "a"; so we have "San" Paulo and Ribeiran Preto, for São Paulo and Ribeirão Preto, etc.

It is 310 miles to São Paulo by the Central, and the Luxo provides excellent sleeping accommodations in the European style. The railway fare is about \$15, including all the extras, for two. Leaving Rio at 9:20 in the evening, one arrives at São Paulo at 9 o'clock the following morning.

On the Luxo we found a modern side-corridor train with each "camarote" a separate apartment equipped with electric lights, fans, bells, and individual toilet. The berths were made up transversely. The service is surprisingly good.

There are several day trains to São Paulo, and for those not in a hurry this is a good way to see something of the rural districts back from the seacoast. However, if one rises early on the Luxo, one can see quite a bit of the country coming into São Paulo, and, by doing the same thing on the return to Rio, it is possible to enjoy the many beautiful views offered by the 2,000-foot descent to Rio through the gap in the Serra do Mar from the greater interior plateau.

Once above the coast lands, the railway runs in a southwesterly direction over a gently undulating plain, the country being not unlike our western prairies except that here and there the landscape is relieved by the stately parasol pine trees, clumps of bananas and orange trees, an occasional royal palm, and the omnipresent anthill. Soon, too, one begins to notice the characteristic *terra roxa* (red earth) roads. The red lands of São Paulo support the best coffee fazendas, but the dry earth produces a villainous red dust which penetrates the very jets of one's skin.

After coffee and rolls, Brazil style, in the diner

forward, we had only a short wait before we found ourselves in the outskirts of the city of São Paulo, and promptly at 9 o'clock our train rolled into the muchly photographed Estação da Luz, the most famous railway station in Brazil.

A smart taxi conveyed us through the crisp morning air to the Esplanada Hotel, where we found all the comforts of home, including private baths, an excellent orchestra, and a Grande Bar Americano, serving everything from Manhattan and Martini cocktails at 15 cents apiece to "Pink Ladi's" for 20 cents and whisky and sodas for 25 cents—"for them as likes 'em."

IN SÃO PAULO

The state of São Paulo, the principal coffee-growing center of the world, occupies a commanding position among its sister states in Brazil. Most of it is table land, ranging from 1,800 to 3,000 feet above sea level. In territory it is larger than our New England states with Pennsylvania added. It has a coastal plain stretching along the Atlantic Ocean for 400 miles. Its splendid capital, the city of São Paulo, is situated on the eastern end of the tableland at an elevation of 2,500 feet, connected with Santos, the greatest coffee-shipping port in the world, by the famous coffee railway, 49 miles in length. Rio is 310 miles distant. More than three-fourths of the state of São Paulo lies within the region of the Tropic of Capricorn, and about one-sixth of Brazil's 45,000,000 people reside within its boundaries. Most of the state lies to the west of Santos and west of the city of São Paulo.

Although referred to as table land, there are several respectable ridges crossing the state, and overcoming them presented many engineering problems to the early railway builders, for over 3,500 miles