SOUTH AMERICA

A Rude Suspension Bridge in the Andes

SOUTH AMERICA

by

Nellie B. Allen

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PREFACE

South America is our nearest neighbor among the continents. It is situated largely in the Southern Hemisphere, where the seasons are the opposite of ours. Its widest mass is in the torrid zone, instead of in the temperate zone as is the case with North America. Therefore many of its products vary greatly from those of our country, while others are harvested in the nonproductive season of the north temperate zone.

Corporations from the United States are spending millions of dollars in developing the mineral wealth of South America. Some of the great packing companies in our Western cities have immense plants in this Southern continent. Reapers and harvesters made in the United States dot the widespreading plains of Argentina. Our fields are fertilized with Chilean nitrates. The material for our morning cups of coffee and cocoa comes chiefly from South American countries. The rubber for various industries, automobile tires, hospitals, and rainy-day apparel is shipped largely from South American ports.

The people of the different countries of South America need the help of the United States in developing their resources and increasing their products. They need

our money, our skilled workmen, our inventions, and our manufactures. They need our help in establishing new industries, in exploiting new products, in building roads and railroads, and in financing great operations.

We need also the help of the people of South America. Their rapidly growing cities, not too far away, furnish splendid markets for our manufactures. The development of their mines and railroads and the opening up of new industries make possible the introduction of American-made machinery and tools. Their rubber, coffee, cocoa, meat, hides and skins, nitrates, dyestuffs, and other valuable products are necessary in our homes, on our farms, and in our industrial plants. Our commerce with South America will be for many years a large and ever-increasing asset.

The children in our schools, who are our business men and women of the near future, should become more intimately acquainted with the people, the countries, and the resources of South America. As a help in this direction this book has been written.

Some names of places not usually referred to in school textbooks but which are important in the industrial development of South America are mentioned in the following pages. It is not essential that children should memorize all such names. It is desirable, however, that teachers and pupils should select from the lists given at the close of each chapter the most important places—the "minimum essentials"— and

should memorize thoroughly the location of these and the most important facts concerning them.

In the preparation of this book thanks are due to the following people and institutions, whose help in the shape of suggestions, criticisms, and material has been most valuable to the author: Franklin Adams, Pan-American Union; N. Albrecht, Staudt and Co., Boston; Dr. Isaac Alzamora, Ex-Vice President of Peru; Antofagasta and Bolivia R. R. Co., Antofagasta, Chile; Julian A. Arroyo, New York and Venezuela; Walter Baker Co., Boston; Adolfo Ballivian, Consul General of Bolivia; Booth S. S. Co., Liverpool, England; H. Borja, Consul of Ecuador; Boston Public Library; Bureau of Education, Washington, D. C.; Leon Campbell, Harvard College Observatory, Arequipa, Peru; Central Argentina R. R. Co., Buenos Aires, Argentine Republic; Chase and Sanborn, Boston; Chilean Nitrate Propaganda, New York; Phanor J. Eder, Author and Lecturer; Francisco Escobar, Consul General of Colombia; Fitchburg Public Library; Charles W. Furlong, Explorer and Lecturer; Domicio Da Gama, Ambassador Extraordinary and Plenipotentiary of Brazil; Mario L. Gil, Consul General of Uruguay; Colonel George W. Goethals; Goodyear Tire and Rubber Co., Akron, Ohio; *La Hacienda*, Buffalo, New York; Ernest Hallen, Balboa Heights, Canal Zone; Eduardo Higginson, Consul General of Peru; Hood Rubber Co., Watertown, Massachusetts; *India Rubber World*, New York; A. Klepstein and Co., New York; Lamport and Holt S. S. Co., New York; Liebig Beef

Extract Co., Fray Bentos, Uruguay; Lloyd Braziliero, Rio de Janeiro, Brazil; Guillermo McKissock, Vice Consul of the Argentine Republic; W. R. Martin, Hispanic Society of America, New York; M. A. Molina, Consul of the Argentine Republic; Peruvian Corporation, Lima, Peru; H. C. Martins Pinheirof, Consul General of Brazil; George E. Putnam, *Boot and Shoe Recorder*, Boston; *Revista Americana de Farmacia y Medicina*, New York; José Richling, Consul General of Uruguay; H. H. Rusby, Columbia University, New York; Ricardo C. Tort, Chancellor of the Consulate General of the Argentine Republic; United Button Co., Springfield, Massachusetts; United Fruit Co., New York; United States Rubber Co., New York; Dr. Héctor Velázquez, Envoy Extraordinary and Minister Plenipotentiary of Paraguay.

NELLIE B. ALLEN

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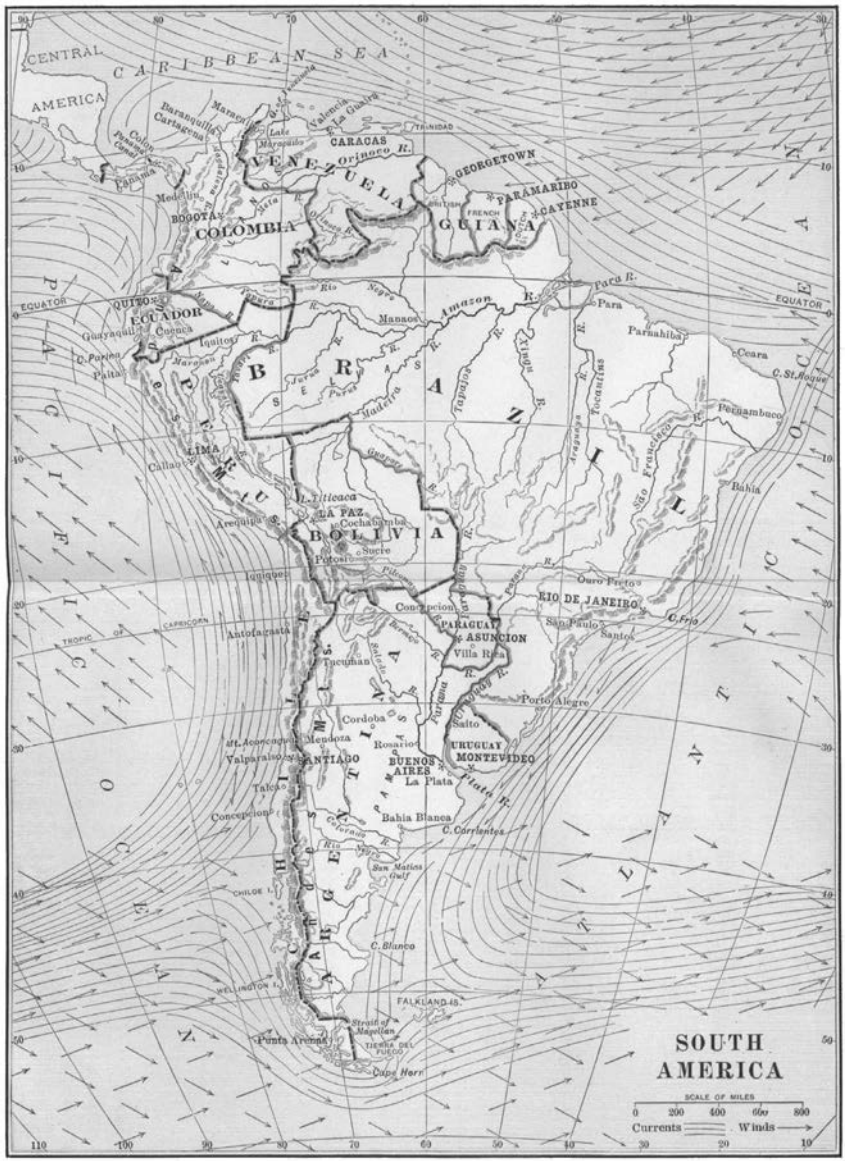

CENTRAL AMERICA
CARIBBEAN SEA
CARACAS
VENEZUELA
COLOMBIA
BOGOTA
GEORGETOWN
PARAMARIBO
CAYENNE
BRITISH GUIANA
FRENCH GUIANA
TRINIDAD
QUITO
ECUADOR
Guayaquil
Cuenca
Iquitos
Manaos
Para
Parnahiba
Ceara
C. St. Roque
Pernambuco
Bahia
LIMA
Callao
PERU
BRAZIL
L. Titicaca
LA PAZ
Cochabamba
BOLIVIA
Sucre
Potosi
Iquique
Arequipa
Antofagasta
Ouro Preto
RIO DE JANEIRO
C. Frio
Santos
San Paulo
PARAGUAY
ASUNCION
Villa Rica
Tucuman
Porto Alegre
Cordoba
Rosario
Mendoza
Aconcagua
Valparaiso
SANTIAGO
BUENOS AIRES
La Plata
URUGUAY
MONTEVIDEO
Talca
Concepcion
Bahia Blanca
C. Corrientes
San Matias Gulf
C. Blanco
CHILOE I.
WELLINGTON I.
FALKLAND IS.
Strait of Magellan
TIERRA DEL FUEGO
Punta Arenas
Cape Horn
TROPIC OF CAPRICORN
EQUATOR
SOUTH AMERICA
SCALE OF MILES
0 200 400 600 800
Currents
Winds

CHAPTER I

INTRODUCTION

We are going to visit South America, our nearest neighbor among the continents. Most people think of this grand division as being south of North America; yet this is not the case. South America is much farther east than North America—so far east that no part of the southern continent is farther west than Lake Erie. Valparaiso, the seaport of Chile, is directly south of the city of New York. The eastern point of Brazil lies more than halfway across the Atlantic Ocean, and a voyage from England to Pernambuco is about the same length as one to New York.

South America is not so large as North America but is similar in shape. Both continents are longer from north to south; both are wider in the northern part and taper to a point in the south; both have a great highland in the west, lower mountains in the east, and a great plain between. The Andes Mountains of South America are a continuation of the Rocky Mountains of North America, and the two systems extend from Alaska in the north to the Antarctic Ocean in the south. The mountains descend to low hills in the Isthmus of Panama but rise again in South America until, in Peru,

Bolivia, and Chile, they include some of the grandest snow-capped ranges in the world. In the great Western highland of both North and South America there are many volcanoes, and the Pacific coast of the two continents is one of the earthquake regions of the world. Many cities of South America have been destroyed by earthquake shocks, and the rumblings and shakings of the earth are very common there. The people live in low houses usually one story high. These are built in such a way that they sway and rock but seldom fall unless the shock is a severe one.

The Appalachian Highland, in the eastern part of North America, is a great storehouse of coal and iron. The Brazilian Mountains, in the eastern part of South America, are also a treasure house. They are stored with gold and diamonds, more beautiful perhaps but less valuable than the minerals found in the eastern part of North America.

Wheat and cattle are two of the most important products of both of the continents of the Western Hemisphere, and the industries of the plains of South America are carried on in much the same way that they are on the Great Western plains of the United States and Canada. So numerous are the cattle in the Argentine Republic and so great are the quantities of wheat that are shipped away from her ports that this southern republic is often called the great future rival of the United States.

The contrasts between North America and her southern neighbor are as interesting as the likenesses.

Both have a great plain in the central part, but the plain of North America is drained by the Mississippi River, a southward-flowing stream, while much of the plain of South America is drained by the mighty Amazon, which flows to the east.

The Mississippi basin lies in the temperate zone and is covered with fertile farms where wheat, corn, cotton, and sugar grow, and with immense pastures where many cattle feed. The valley of the Amazon in the torrid zone is for the most part a great tropical jungle covered with rich forests of valuable hard woods, adorned with flowering vines, and carpeted with undergrowth so dense that you would have to chop your way through with an ax. It is in these forest plains of the Amazon, known as the selvas, that millions of rubber trees grow.

The northern part of North America is the coldest part of the continent, and the widest part is in the temperate zone. In South America it is the narrow southern tip which stretches into the cold belt, while the widest part lies under the equator.

More of South America than of any other continent except Africa lies in the torrid zone, but, strange to say, the climate of a large part of this area is so cold that little or nothing will grow. This is because it is so high. Portions of Ecuador, Peru, and Bolivia consist of a plateau more than two miles high, bounded on either side by ranges of the Andes Mountains. When traveling in these bleak, cold regions it will be hard for us to realize that they are as near the equator as are the low, hot jungles of Brazil.

Figure 1—In the mountains there are a few railroads that wind in and out among the high peaks.

Nature has been kinder to North America than to its southern neighbor in thus placing the greater part of its territory in the zone best fitted for the growth of civilization and the development of commerce and industry. North America has also deeper inlets, more and better harbors, and is nearer to the great seaports of Europe and the civilization of that continent.

Another great difference between the two continents of the Western Hemisphere is in the methods of travel and of carrying freight. There are few railroads in South America, but fortunately it is well supplied with large navigable rivers. In many parts of the continent these are the only highways over the plains. The products of the inland regions are shipped down the streams by the steamers that carry provisions up to the scattered

towns and cities on the banks. In the mountains there are a few railroads that wind in and out among the high peaks, up to some of the mining centers. Most of the people who live in the highlands travel on foot or on muleback and carry their provisions on mules and llamas. The llama is the most useful animal in South America. We shall see hundreds of them on the high plateaus, feeding on the scanty grass or plodding in caravans along the rough, stony trails.

In the more progressive countries of South America, such as Chile, Brazil, and the Argentine Republic, some of the larger cities are very beautiful and have all the conveniences to which we are accustomed in the United

Figure 2—A little stream flows through the narrow street and serves as a sewer and garbage pail for the houses on either side.

States. In other places we shall see strange sights. Notice in Figure 2 the little stream that flows along the middle of the narrow street and serves as a sewer and garbage pail for the houses on either side.

Most of the people who live in North America belong to the white race. In South America the majority of the people are blacks and South American Indians. South America is the nearest continent to the United States, yet few of our countrymen live there. There are many Englishmen and Germans who live in the different countries and who carry on many of the industries and much of the commerce. In recent years people both in the United States and South America have thought that there should be a closer union of the nations of the Western Hemisphere. Meetings, called Pan-American congresses, where delegates from different nations come together, have been held from year to year in various cities. Topics of common interest have been discussed, treaties made, and plans formed by which the nations of North America and South America may be more closely united.

You have all heard of the Monroe Doctrine, made years ago by President Monroe when the United States was much stronger than any of the other nations on this side of the world. The United States felt it to be its duty to defend these weaker countries from any European power which might desire some of their territory. Today some of the South American countries are rich and strong and do not like the idea of having the United States think of itself as their protector. Pan-Americanism, the union of all countries of the

Western Hemisphere for their common interest and protection, is beginning to take the place of the Monroe Doctrine. A closer relationship, increased trade, and a greater feeling of friendliness among all countries of the Western Hemisphere will doubtless be the future result of Pan-Americanism.

In the older cities of South America we shall find barred windows in the houses such as you see in Figure 3. We should not enjoy looking through these heavy bars into the streets as much as the ladies of these countries do. Neither should we like the idea of having the markets on the ground in the open squares and

Figure 3—We should not like the idea of the markets along the streets where the fruits and vegetables are so near the feet of the passers-by.

along the streets, where the fruits and vegetables are so near the feet of the passers-by.

Figure 4—The ruins in South America tell us of ancient cities, important industries, and civilized peoples who lived and worked there centuries ago.

Among the interesting sights of South America are the ancient ruins that exist there. The flights of rocky steps, the giant columns, the huge stones fitted so closely together that a knife cannot be inserted in the cracks, and the stone-terraced fields all tell us of ancient cities, important industries, and civilized peoples who lived and worked on the high, cold plateau of South America long before the earliest Spanish explorer ventured across the wide ocean to the shores of the New World.

Most of South America lies south of the equator,

and therefore the seasons are the opposite of ours. When the sun is far to the south of us, shining low at noonday and giving us but little heat during our winter season, it is high in the sky and giving summer heat to the people living south of the equator. It would seem odd, would it not, to celebrate Christmas in the summer time with firecrackers and rockets and pinwheels and to enjoy the Fourth of July in the cold weather with winter sports?

You will be interested in the animals of South America, for many of them are different from those that live in our country. The birds and butterflies are more brilliant, and the snakes and crocodiles are larger. There are bright-colored parrots and chattering monkeys. There are turtles so large and heavy that you could not lift one from the ground. You might enjoy its eggs for dinner, however, as much as the South American Indians do. There are ants of all sizes and kinds, large and small, black and brown, those that bite and sting and those that are harmless. One variety, a white ant, builds mounds fifteen or twenty feet high, the skyscrapers of the ant world. Another kind travels in armies of many thousands. They clean the leaves and fruit from every bush and tree in their route, and all the larger animals make haste to get out of their way.

There are other animals whose names perhaps you have never heard before. Among these are the tapir, which looks something like our common hog and is one of the largest animals found in South America. The jaguar is a relative of the tiger and almost as dangerous. The sloth, rightly named, is the slowest creature that

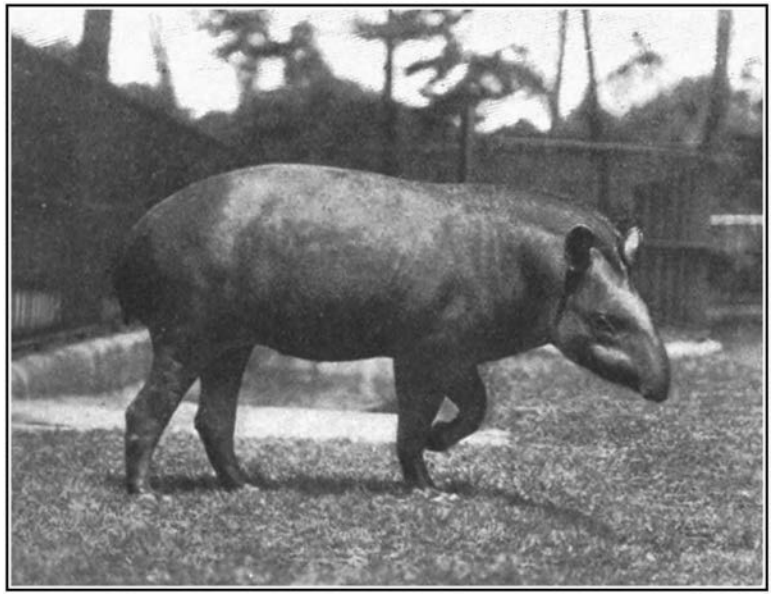


Figure 5—The tapir looks something like our common hog and is one of the largest animals found in South America.

lives; it will hang all day upside down on the limb of a big tree or, if it moves at all, it moves so slowly that it falls asleep between steps. There is also the ant bear, three or four feet long, with shaggy gray fur, which lives in the deep woods and feeds on ants. Besides these there are the cousins in the highlands: the llama, without which the South American Indians would find it hard to live; the alpaca, valuable for its fine long wool; and the vicuña, with an even silkier, softer coat.

In order to see all the interesting sights of South America we must make up our minds for a long, hard trip. We shall find the climate of the tropical plains hotter than it is in any part of the United States. When we are in the highlands we shall be too cold to be comfortable, but we shall find no stoves in the houses to

warm ourselves by. Though the temperature sometimes goes below the freezing point, the South American Indians of the highlands usually go barefooted.

In order to get from the coast onto the high plateau between the mountains we shall travel higher than the top of the highest peak in the United States. In the thin air at this great height we shall probably suffer from mountain sickness. We shall be dizzy and faint and breathless, or perhaps have what seems like a severe attack of seasickness. On the long, hot river trips the flies, mosquitoes, and other insect pests will annoy us night and day, and we may have to find our way through jungles and forests and swamps where few white men have ever been before.

Not all of the trip will be full of such hardships.

Figure 6—The sloth likes to hang all day upside down on the limb of a big tree.

Figure 7—Not all of the trip will be full of hardships, for we can visit large cities with all modern conveniences.

For a part of the time we can travel in trains and steamers as well equipped and as comfortable as any in the United States; we can stop at hotels as fine as any in our great cities; we can loiter in parks more beautiful perhaps than any that our country can boast of, and shop in stores as modern as any in our large centers.

Whether a trip through South America be hard or easy, it will in any case be a profitable one. Our relations with our southern neighbor will in the future be much closer than they have been in the past. The cutting of the canal across the Isthmus of Panama has brought the countries on the west coast of South America thousands of miles nearer to our Atlantic and Gulf ports, nearer even than the seaports of Europe are. These western South American countries have great riches as yet undeveloped. In the mountains there are stores of minerals as yet untouched—tin, copper, silver, gold, and iron. There are rich pastures where today few or no cattle feed. There are millions of rubber trees as yet untapped, and vast areas where the soil and climate

are well suited for the production of cocoa, coffee, sugar, and other products which we need to import in large quantities.

In the past, England and Germany have controlled most of the commerce and many of the industries of South America. These European countries are exhausted by the great war. For many years they will have little money to invest in foreign lands, and fewer men to spare from their own factories and farms to build up industries in other continents. The United States has today a great opportunity in this southern land. The people there are more ready than at any time in the past to buy what we have to sell and to send us large quantities of their productions. It is well for us to learn all that we can about this rich southern continent, which in the future may be more closely bound to us in trade and commerce than any other grand division of the world.

TOPICS FOR STUDY

Be able to spell and pronounce the following names. Locate each Place and tell what was said of it in the chapter.

Chile
Brazil
Bolivia
Peru
Ecuador
Argentine Republic
England
Germany
United States
Canada
Alaska
Torrid zone
Temperate zone
Equator

Atlantic Ocean
Antarctic Ocean
Lake Erie
Isthmus of Panama
Great Western plains
Mississippi River
Amazon River
Andes Mountains
Brazilian Mountains
Rocky Mountains
Appalachian Mountains
Valparaiso
Pernambuco
New York

CHAPTER II

COLOMBIA AND THE CITY OF BOGOTA

The northern shores of South America washed by the Caribbean Sea used to be called the Spanish Main. From these northern ports, especially from those of Panama and Colombia, Spanish ships laden with treasures of gold, silver, and pearls sailed on long voyages to the mother country. In their home towns the sailors told wonderful stories of the new lands across the water where the temples were roofed with gold and the rulers ate from gold and silver dishes. Sometimes the ships were not so fortunate as to reach Spain with their treasure, but were pursued and captured by pirates of other nations, who sank the vessels, killed the crew, and divided the booty among themselves.

The gold and silver came chiefly from Colombia, then called New Granada, and from Peru and Bolivia, farther south. Thousands of South American Indians dug and delved in the mines to obtain the riches for their conquerors. Other Indians, footsore and weary, traveled over steep mountain trails and through hot valleys to bring the treasure to the seaports on the


CARIBBEAN SEA
MAIN
Barranquilla
Savanilla
Cartagena
Maracaibo
Lake Maracaibo
Colon
Panama Canal
Isthmus of Panama
PANAMA
VENEZUELA
Cauca R.
Magdalena R.
Apure R.
Medellin
BOGOTA
Meta R.
Orinoco R.
Buenaventura
COLOMBIA
Cali
Guaviare R.
Esmeraldas
EQUATOR
QUITO
Mt. Cotopaxi
Mt. Chimborazo
Yapura R.
Putumayo R.
Napo R.
Riobamba
Guayaquil
ECUADOR
Gulf of Guayaquil
Cuenca
Loja
PACIFIC OCEAN
PERU
BRAZIL
COLOMBIA, ECUADOR, AND PANAMA
SCALE OF MILES
0 50 100 150 200 250 300

Spanish Main. On the coast of Colombia we shall see old forts and prisons and ruins of fortifications which, if they could speak, could tell us many a thrilling tale of these wild days of savage fighting, of horrible torture, and of long years of hopeless imprisonment.

Colombia is only about half as far from New York as London is, yet many people in the United States know very little about the country. Perhaps you do not realize how large it is. Place a map of it on one of the United States made on the same scale, with the southern point of Colombia touching the border of Mexico. The narrow northern portion of Colombia will reach to the southern boundary of Montana, and its widest part will stretch from Great Salt Lake to Omaha, Nebraska. The entire country would cover the four states of Utah, Colorado, Arizona, and New Mexico.

All of this large area lies in the torrid zone, but by looking at a map you will see that some parts of it must be much cooler than others because they are higher. The Andes Highland, which stretches along the entire western coast of South America, divides Colombia into three regions. On the low, hot coast strip we shall find tropical forests and dense jungles, cocoa plantations and fields of sugar cane. Higher on the plateau, between the mountain ranges, the climate is delightfully cool and pleasant. Here are located most of the cities and towns, and here most of the people live and work. On the eastern slopes of the Andes, well watered by many large branches of the Orinoco and Amazon rivers, are pastures of rich grass, tropical forests of valuable hard woods, and thousands of rubber trees. Like similar

Figure 8—The homes of the natives in this backward country are rather rustic.

riches in eastern Ecuador, Peru, and Bolivia, these resources are as yet little known and used, and this part of the country is waiting for railroads, capitalists, and settlers.

Colombia is favored by having two front doors opening toward the ocean, one on the Caribbean Sea and one on the Pacific, and there are good harbors on both waters. The most important port on the Pacific Ocean is Buenaventura. This is the doorway through which we should enter the country if we were approaching it from the Pacific side.

One of the oldest ports on the Caribbean is Cartagena. As we enter the harbor of this ancient city we see on either side gray old forts built by the Spaniards hundreds of years ago. Down by the water are great moss-grown buildings as old as the forts. Behind these, rising from a mass of low white buildings with red-tiled roofs, are towers and steeples of ancient cathedrals standing out against a background of hills and cliffs. Around the city is a massive stone wall thirty feet high and many yards thick. Underground passages connect the town with the old forts on the hills and on the shore. It gives one a creepy feeling to walk through one of these dark, damp passages. Voices have a hollow sound, and the echoes make it seem as if the tunnel were still peopled with Spanish soldiers. We can imagine these stern warriors leading their prisoners, closely bound, through the dark passages lighted only by flaring

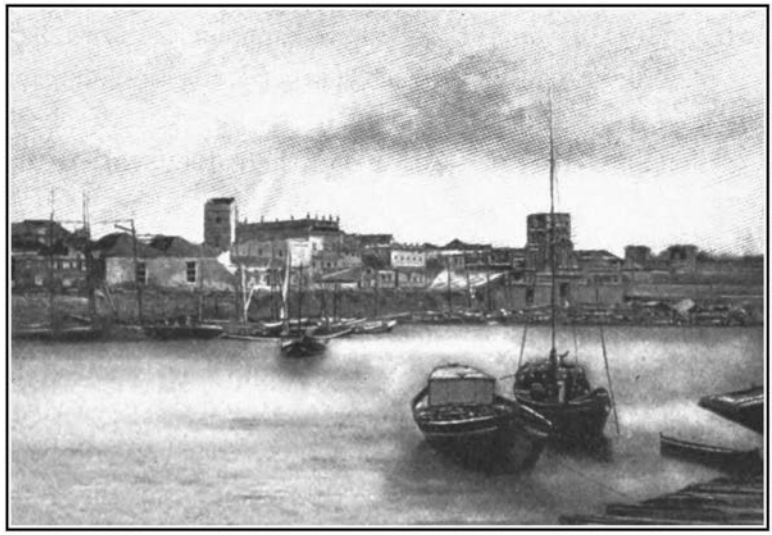


Figure 9—One of the oldest ports on the Caribbean Sea is Cartagena.

torches and reëchoing to the tramp of heavy feet and the rattling of chains and swords. We can imagine also the despair of the prisoner, who knew that his captors were taking him to one of the dark dungeons under the old forts, where the waters of the bay rippled above his head. Here in the gloomy, filthy place he might live for years; indeed, many of the prisoners confined in these damp dungeons never again saw the light of day.

Interesting though the old city of Cartagena is, our best way of getting into Colombia is through another port a little farther to the east. This is the town of Savanilla, or little Savannah. Not so many years ago, if we had visited Colombia, we should have anchored out in the bay and have come ashore in smaller boats. Now a fine iron pier nearly a mile long stretches from the railroad station out into the water where it is deep enough for large vessels to dock.

Our first impressions of Colombia are not very pleasant, for the train which we take at the wharf runs through a low, flat, swampy jungle, and we are glad that the town of Barranquilla, the place where we shall leave the train for a river boat, is only fifteen miles away.

Perhaps you are wondering why we do not continue our trip by train. There are very few railroads in Colombia, and if we depended on them we could visit only a small part of the country. To reach many of the places which we wish to see we must travel either by river or by roads so narrow and trails so steep that we shall feel safer on a sure-footed mule than on our own feet. It is difficult and expensive to build railroads in Colombia. Much of the country is covered by ranges of

mountains and by tropical forests and jungles. There are several short railroads which connect the seaports with towns a little way inland, and others which stretch from the rivers to the capital, Bogota, and some other inland cities, but as yet there is nothing like a continuous route through the country.

The little railroad from the port of Savanilla extends only to Barranquilla on the Magdalena River. This river is the chief highway of the country, and most of the commerce with the coast and with other countries is carried on its waters. A large sand bar at its mouth makes it unsafe for vessels to enter it from the Caribbean Sea. This is the reason that we took a train for Barranquilla and transferred to a river boat there. The Magdalena is a broad stream navigable for steamers for six hundred miles. At this point the course is blocked by rapids, but beyond them smaller boats can sail for two hundred miles farther.

We are glad that the steamer is waiting at the wharf of Barranquilla, for we have no desire to stop long here. We are not yet used to the tropical sun, which blazes so fiercely in the lowlands of northern and central South America. People at Barranquilla tell us that the temperature never goes below eighty degrees at any season of the year, and during some of the time it is much higher. Notwithstanding its heat, Barranquilla is an important commercial city, and two thirds of all the exports and imports of Colombia pass through it. It has electric cars and lights, a good water supply, some large business houses, and very pleasant residences built in the higher parts of the town away from the water.

Figure 10—The tropical sun blazes fiercely down on the wide unshaded streets of Barranquilla.

The Magdalena is one of the important rivers of South America. Its source is about a thousand miles away to the south, nearly under the equator, and it flows entirely through Colombia. Backward and undeveloped as the interior of Colombia is, it would be much worse off if it were not for this long navigable stream. The only means of getting from the Caribbean Sea into the central part of the country is by a sail of a week or more up the wide, muddy, winding Magdalena. How hot it is! The mosquitoes are very thick, and it is fortunate that we brought plenty of netting to protect us at night from the troublesome pests. They are not only annoying, but people have learned that they carry germs of malaria and yellow fever. Drain the low, swampy region of Colombia, get rid of the mosquitoes, clean up the cities and towns and supply them with plenty of pure water, and it will be found that the white man can live here in the torrid zone and keep in good health. As we visit the different cities of South America we shall see what

has been done to make them comfortable and healthfuL

The Magdalena is so wide near its mouth that it seems as if we were sailing on a large lake. On either side the broad valley stretches for miles until it is lost in the hazy distance. Parts of it are low and swampy, and parts are covered with green grass where many cattle are feeding. Farther up we come to the jungles and forests. Now we stop at a small village. Most of the blacks who live here are down at the wharf to see the boat come in or to help unload the boxes of cloth, bags of grain and other foods, and iron tools and machinery which the people of a country where little manufacturing is done need to import. A boat coming down the river will take on the bags of coffee and cocoa beans, the hides, and the sugar that are piled on the wharf.

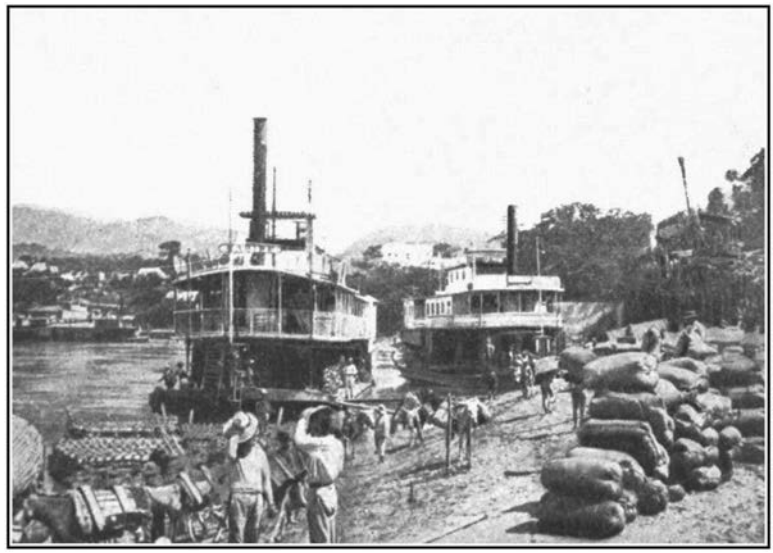


Figure 11—A boat coming down the river will take on the bags of coffee and cocoa beans piled on the wharf.

The inhabitants of these river towns live in primitive conditions. The houses are rough wooden huts with thatched roofs and dirt floors. Some of the towns appear to be new ones. Here the houses are better, the trade greater, and a larger proportion of white men are in the crowd at the wharf.

During the rainy season much of this plain is flooded, the people go about in boats, and the cattle are driven to the higher pastures. When the water has lowered again the whole valley has received a coating of mud. Thus the soil grows richer year by year. When the flood subsides the Magdalena may perhaps plow its way through the softened earth in a new channel, and villages which a short time before stood on the banks may be some distance away. This shifting of the course of the river makes it difficult for pilots to find the channel. Sometimes it is near one bank and sometimes near the other. Navigation is often hindered, and trips upstream may take one week or two, the time depending on the condition of the river.

See those islands floating in the water. They are made of driftwood and plants worn away from the banks which have been undermined. Such islands sometimes lodge and block the current. The water swirling around them digs out the bank still further and, when the barrier is removed, the trees and plants thus torn up float down the stream, forming new islands as they drift slowly along.

Now and then we meet rude boats partly covered with oval-shaped roofs of bamboo and thatch for the

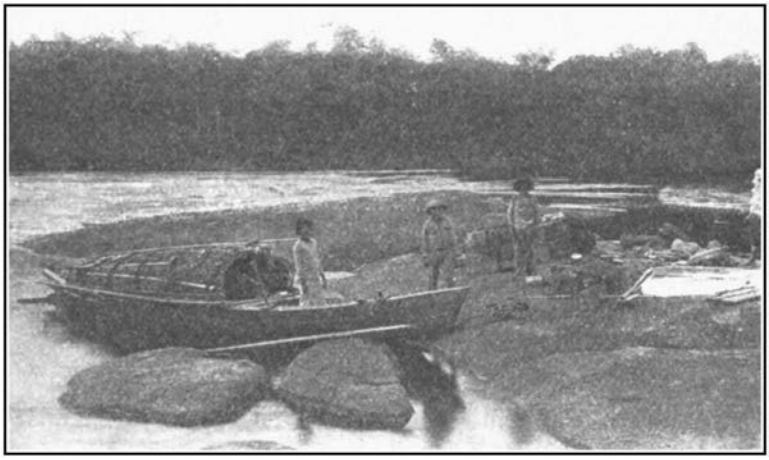


Figure 12—We meet rude boats with oval-shaped roofs of bamboo.

protection of freight and passengers against sun and rain. With long poles the blacks push these boats upstream and haul them over the rapids with ropes. In the old days, before steamers sailed on the Magdalena, all the traffic was carried on in just such boats as these, but now they are not very common except on the smaller branches of the river and in its upper course, far from the Caribbean Sea.

See this little village where our steamer is stopping. The huts are made of bamboo daubed with mud and roofed over with grass. Rough boats, most of them dugouts, are drawn up on the banks. The little wharf is crowded with people who have come down to trade with the passengers. Some of the natives have delicious-looking fruit, pineapples, bananas, and oranges, besides several kinds which we never saw before. Others carry baskets, jars, hammocks, and hats which they have made and which they offer to us at prices which seem

very low indeed. On the wharf also there are bags of coffee and cocoa beans and bundles of hides waiting for the steamer going down to the Caribbean.

As we go farther south the river becomes narrower, and the forests, higher and deeper than those in the north, come nearer to the banks. The trees, shrubs, and vines are massed so thick as to make an impassable wall. Everywhere the twining plants and lovely flowers cover the trunks, and long vines, sometimes called monkey ladders, hang down from the branches and take root in the ground. We see large alligators sunning themselves on the banks and waiting in their lazy way for their food to find its way into their open mouths. Tropical birds of brilliant plumage flit about in the trees, and monkeys chatter in the boughs.

Ever since the time when we left the Caribbean Sea there have been palm trees in sight. Some have been short and some tall, some heavy with coconuts, and some from which the natives obtain wax to make matches. They grow in clumps and solitary in green meadows, in groves by themselves and scattered among other kinds of trees, in dry places and with their roots covered with water. There is no other tree in the world which furnishes so many millions of people with the necessities of life as the palm family. From it the people of tropical lands get wood for their houses, leaves for their thatched roofs, food to eat when hungry, and refreshing drink when thirsty.

About two hundred miles up the Magdalena we come to the mouth of its largest branch, the Cauca River.

We wish that we had time for a sail up the Cauca, for it is a beautiful stream. In the upper part of its valley, where the land is higher, the climate is delightful, never too hot or too cold. The soil is very rich, and when railroads are built and settlers take up the land, they can raise great crops of sugar, cotton, wheat, corn and other products of the subtropical and temperate zones.

One writer calls Colombia the Wonderland of Opportunity. It has all the necessary resources and advantages to become an important agricultural and commercial country and to support a dense population. All kinds of food products can be easily grown—fruits, grains, and vegetables. It contains great mineral wealth. The larger part of the world's supply of emeralds—beautiful green gems more valuable than diamonds—comes from the treasures hidden in its rocks. No other country except Russia yields such quantities of platinum.

If we wish to picture Colombia as it doubtless will be sometime in the future, we must look far ahead to the time when all the undeveloped parts of the earth will yield their treasures to feed, clothe, and house its inhabitants and furnish materials for manufacture and means of transportation. Then visitors to this Southern republic will ride in comfortable trains through what is today an untraveled, unexplored region. Great sugar-cane fields will stretch over large areas, cocoa and coffee trees will be planted by the millions, grains and vegetables will grow on fertile farms on the cool plateau, vast herds of cattle will feed in the green pastures, axes will ring and saws buzz in the tropical forests, and millions of rubber trees will yield their milky juice to

the rubber gatherers. Deep shafts will be sunk in the rich iron deposits, and long trains will carry loads of coal from the mines to the steel manufactories. Mining towns will spring up near the beds of gold, silver, and copper. Stamp mills will clatter and pound as they crush the hard ore, and smelters with tall chimneys will pour out clouds of smoke into the clear air. Stores of petroleum of fine quality will furnish fuel for furnaces and engines, besides yielding quantities of gasoline, benzine, paraffin, and other by-products. Forests will furnish plenty of lumber for the cities which in future years will be found both on the low plains and on the high plateaus, where now are little villages of thatch-roofed huts.

All the necessities for such a development are close at hand. What is needed is money, laborers, good roads, railroads, tools, machinery, and a strong government to make just laws and enforce them. These things will all come in time, and the more quickly now that the Panama Canal will bring many vessels, not only from the United States but from other countries, which will use this new water route to western South America and call at Colombian ports on the way.

As we travel southward we begin to realize why very few people visit Bogota, the capital of Colombia. After spending some four or five days on the Magdalena, we leave the boat for a railroad trip around some rapids in the river. This done, we again transfer to a steamer and continue our way upstream. Again we change to a train that takes us from the low river valley up to the plateau on which Bogota is situated. It has taken us more than

a week to come from the coast of the Caribbean Sea to Bogota. In the same time we could have journeyed from New York to San Francisco and back again. The interior of Colombia will not be developed to any great extent until more railroads are built and quicker means of transportation are provided.

If we contrast Bogota with our own beautiful capital, Washington, it seems but a poor place. If we think of it in contrast with the other cities and towns that we have seen in Colombia, it is very beautiful. It is astonishing to find here, in the heart of the Andes Mountains and, as one writer says, "six hundred miles from anywhere," the capital of a great republic, a city as large as Omaha, Nebraska. It is the first large city of South America that we have visited, and it is so different from the cities of the United States that we will stay here a few days and accustom ourselves to the strange sights.

There may be some things lacking in Bogota that we are accustomed to in our own home cities, but there are two things in which no city of the world rivals this South American capital. One of these is the climate. The average temperature of the year is sixty degrees, and, though it is sometimes a little chilly, in the shade and at night, for the most part it is delightfully warm and pleasant. It seems impossible to believe that we are no farther from the equator than San Francisco is from Los Angeles, but we must remember that Bogota is between eight and nine thousand feet above sea level, which accounts for the cool, pleasant climate.

The other way in which the capital of Colombia

excels most other cities is in its wonderful scenery. In all directions but one stretches the fertile plateau encircled in the distance by lofty mountains. Green pastures, rich farming land, and blue lakes cover the high plain, which is one of the pleasantest regions of South America.

Figure 13—The capital of Colombia excels most other cities in its wonderful scenery.

Close to Bogota on the east rise two rounded mountains, which tower two thousand feet above the city nestling at the base. On the top of each of these mountains is a large chapel which has stood for centuries gazing down on the city below. No road leads very far up the slopes, and the chapels can be reached only by some hours of hard climbing. If you are ready for a tramp, let us go a little way up one of these mountains and look down on the capital. It appears very different from a city in the United States. The streets are narrower, and some of the sidewalks are hardly wide enough for two people to walk side by side. The low buildings seem to

be all joined together, and their solid walls line the streets. We see no green lawns or lovely gardens in front of them. No chimneys rise from the red roofs, and no skyscrapers tower above the lower blocks. The streets are crowded. Everybody seems to be out for a good time, but nearly all of the people are on foot, and we see few carriages or loaded wagons. Many of the streets are covered with cobblestones, over which riding would be anything but pleasant.

Figure 14—The streets of Bogota are narrow.

Because of Spanish discoveries and explorations, all the South American countries except Brazil and Guiana were claimed by the Spanish throne and settled largely by Spaniards. Most of the cities therefore resemble those of Spain. The houses sit close to the narrow sidewalks, and a heavy door in the wall admits people to the courtyard behind. As we first walk through the streets we wonder if the people of Bogota do not like gardens and flowers and fountains and smooth green lawns. As we become better acquainted with the city we find that the gardens are behind the houses instead of in front of them, as ours usually are. Not only in

Bogota but in most cities of South America the houses are built around a square, called a patio. The gardens and flowers and fountains are in the patio, where the family can enjoy them in private, undisturbed by the passers-by.

The buildings are only one story or, in some cases, two stories high. Near the center of the city the lower floor is usually occupied by stores. In the outskirts, this part of the house, which is considered less desirable, is let to the poorer families, while the wealthier people live on the second floor. The rich and the poor thus mingle together in the same part of the city. The rooms on the lower floor have only one outer door, which opens on the street. A solid wall separates these rooms from the patio, which is used only by the family on the second floor. The best rooms of the house, the parlor and reception rooms, are on the street side of the patio; the kitchen is on the opposite side, in the rear; and the bedrooms are on the sides between. In the front rooms on the second floor there are balconies where the ladies sit and watch the sights. These balconies form a kind of roof which protects the people on the sidewalks from the sun and the rain. There are no stoves in the houses nor any method of heating any of the rooms except the kitchen, which is separated from the rooms where the family spend most of their time. In most of the houses of South America we find no way of heating the rooms, and in many cases they seem to us cold and uncomfortable.

Some of the buildings in Bogota are very old.

Among these are many convents and monasteries, which are now put to other uses. Some of them are used for schools, hotels, hospitals, barracks for the soldiers, the post office, and other departments of government.

In South America the public squares or parks in the cities are called plazas. Some of these plazas are very beautiful and are adorned with gardens, fountains, and statues, and surrounded by churches, stores, and government buildings. Many of the people go to the plazas in the evening to chat with friends, to enjoy the air, and to listen to the music of a military band.

In the central plaza of Bogota there is a statue of a man of whom we shall hear a great deal in our trip. This is Simon Bolivar, the hero who helped several of the South American republics to free themselves from Spain. Bolivia is named for him, streets and avenues in many countries bear his name, his image is stamped on pieces of money, and many plazas contain his statue.

There is none of the hustle and bustle in Bogota such as we are accustomed to in the business streets of our cities. No carts and drays rattle, no steam whistles shriek, no one talks in a loud, boisterous way. Everyone moves along quietly and leisurely. What is the use of hurrying? If things cannot be done today, tomorrow is coming; and if not tomorrow, the next day is sure to be here later. Not so much is accomplished perhaps by these dignified, polite people as by the quick, brusque business men and women in the United States, but they live quietly and happily and have time to enjoy their friends, their books, and their homes. Doubtless

these gracious people of Bogota need to rub shoulders with the hustling business men of the United States, but it will do us good also to come in touch with these charming, cultured, soft-voiced neighbors in the South.

When railroads are built between the coast and the delightful city of Bogota many American tourists will find a trip here as pleasant and restful as to any European capital. An excursion that some of these future tourists will wish to take is to the famous emerald mines seventy or eighty miles to the north of Bogota, where most of the emeralds of the world are obtained. We should find the trip today a very hard one, for we should have to go on muleback over a rough, stony trail. One of the best-known mines is in the crater of an extinct volcano. The mining is carried on just as it has been for hundreds of years. The only machinery used to get out the gems is a pickax or crowbar in the hands of a South American Indian laborer. After the rock is broken up in this way the fragments are washed by water led down a sluiceway. The water is then drawn off and the sediment searched for the precious crystals. It was in this simple way that the largest emerald ever known was found. It was a perfect six-sided crystal, two inches long, and weighed half a pound or more.

As we leave Bogota and journey down the steep slopes to the Magdalena River we ride by acres of wheat and corn, past large ranches where cattle and sheep feed in green pastures, over meadows covered with wild flowers, through tropical forests, and past villages of mud huts green with clambering vines. Always the scene before us is very beautiful. The day is a clear one,

and we can follow the windings of the river in its low valley for fifty miles or more. On the other side of the river a beautiful range of mountains rises clear and blue. Beyond them, we know, is the fertile valley of the Cauca River, the largest branch of the Magdalena, and beyond this there is another mountain range which slopes down to the Pacific.

When we were in Bogota we were between two and three hundred miles from the border of Venezuela, the country which we are to visit next. If we had attempted to reach the inhabited parts of Venezuela from the interior of Colombia our zigzag route would have measured five or six hundred miles, and the trip would have taken weeks of hard travel on muleback through deep forests and tangled jungles. Our best way is to go back to the coast of Colombia by the route which led us into the country. At Savanilla we can change to a vessel which will take us across the Caribbean Sea to the city of La Guaira, the seaport of Venezuela.

TOPICS FOR STUDY

I

1. Life on the Spanish Main.
2. Size and surface of Colombia.
3. Climate and resources of Colombia.
4. The old city of Cartagena.

5. From Savanilla to Barranquilla.

6. A trip up the Magdalena River.

7. The Magdalena and Cauca rivers.

8. Bogota, the capital.

9. Simon Bolivar.

10. The future development of Colombia.

II

1. Sketch South America. Show Colombia and the other countries spoken of in this chapter, the Andes Mountains, and the Magdalena, Orinoco, and Amazon rivers.

2. Sketch Colombia. Show mountains, two rivers, and four cities.

3. Make a sketch to show the arrangement of the rooms in a typical old Spanish house with a patio.

4. Look up the life of Simon Bolivar and tell the class something about him.

5. Make a list of the places mentioned in Topic III which you think are so important that you should always remember them.

III

Be able to spell and pronounce the following names. Locate each place and tell what was said of it in the chapter. Add other facts if possible.

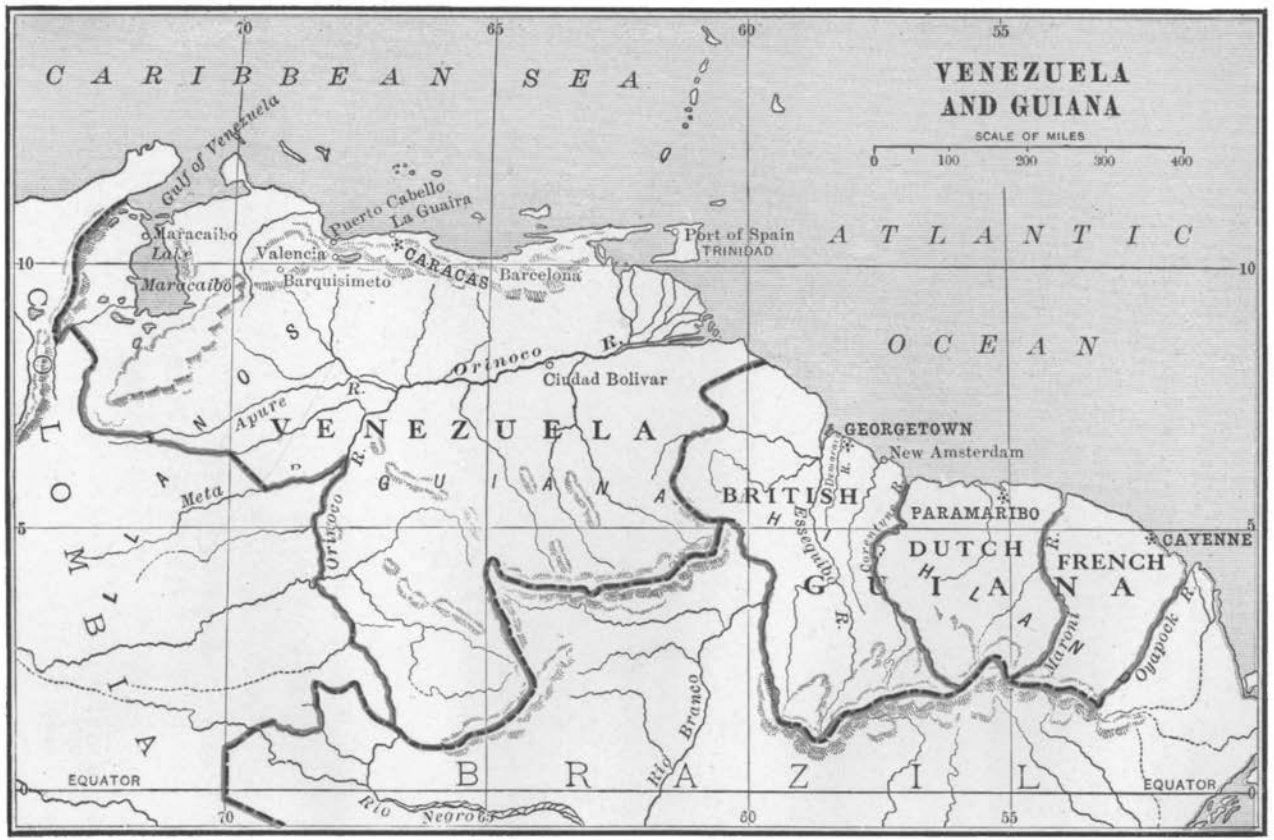
Peru
Bolivia
Ecuador
Venezuela
Brazil
Guiana
Panama
The Spanish Main
Spain
Mexico
Montana
Utah
Colorado
Arizona
New Mexico
Caribbean Sea
Panama Canal
Great Salt Lake
Orinoco River
Amazon River
Magdalena River
Cauca River
Andes Mountains
New Orleans
Los Angeles
New York
Omaha
San Francisco
Washington
Grand Rapids
London
Cartagena
Savanilla
Barranquilla
Bogota
Buenaventura
La Guaira

CHAPTER III

A TRIP THROUGH VENEZUELA

Venezuela is one of our nearest neighbors in South America. It is as large as all the states which lie on the western border of the Mississippi River,—Minnesota, Iowa, Missouri, Arkansas, and Louisiana,—together with Wisconsin and more than half of Illinois on the eastern side. These states are in the valley of the Mississippi, while Venezuela lies in the basin of the Orinoco—one of the three largest rivers of South America.

There is as much difference between the low tropical coast lands of Venezuela and the cool pleasant plateaus of the interior as there is between the warm, balmy climate of Louisiana and the cold, bracing air of Minnesota. The products of the different parts of Venezuela vary as much as the crops of our Gulf States do from those of the Great Lake region. Venezuela contains many mountains, some of which are so high that, in spite of the fact that the entire country lies in the torrid zone, their tops are continually covered with snow.


VENEZUELA AND GUIANA
SCALE OF MILES
0 100 200 300 400
CARIBBEAN SEA
ATLANTIC OCEAN
Gulf of Venezuela
Maracaibo
Lake Maracaibo
Valencia
Puerto Cabello
La Guaira
CARACAS
Barquisimeto
Barcelona
Port of Spain
TRINIDAD
Orinoco R.
Ciudad Bolivar
Apure R.
Meta
COLOMBIA
VENEZUELA
GUIANA
BRITISH GUIANA
GEORGETOWN
New Amsterdam
Demerara R.
Essequibo R.
Corentyn R.
PARAMARIBO
DUTCH GUIANA
CAYENNE
FRENCH GUIANA
Maroni R.
Oyapock R.
Orinoco R.
Rio Branco
Rio Negro
BRAZIL
EQUATOR
EQUATOR
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65
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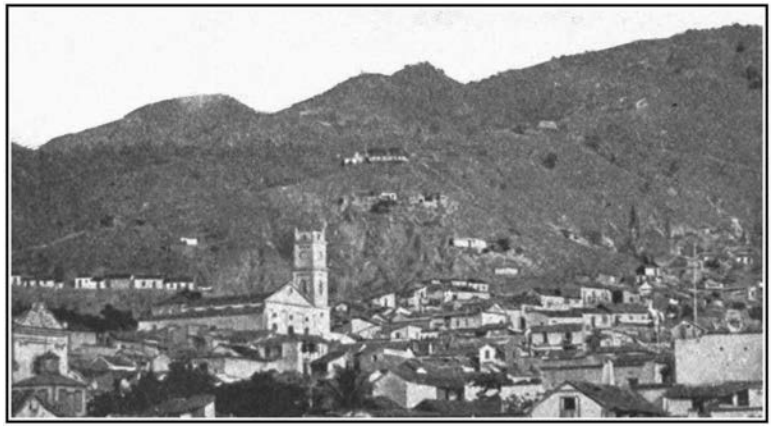

Figure 15—La Guaira looks as if it were being pushed into the sea by the high mountains behind it.

The states bordering on the Mississippi are all well developed, while in Venezuela there are large areas which are as yet entirely unexplored, and the total number of people living in the country is considerably less than the population of Missouri. Most of the people live on the coast and in the high mountain valleys. In some parts of the country you might travel for days without seeing a person, and you might explore regions where as yet no white man has ever set foot. There are large forests of valuable woods, many miles of grassy plains, and rich stores of mineral wealth. One writer on Venezuela says that of all the countries in the world this is the one for which God has done the most and man the least.

Venezuela has a coast line so long that if it were stretched out in a straight line it would reach from New York City to Great Salt Lake. On this long stretch of coast are more than thirty good harbors, at any one

of which we might land. We will go at once, however, to La Guaira, the chief commercial port of the country. The city nestles so close to the water that it looks as if it were being pushed into the sea by the high mountains which rise directly behind it. What a pretty picture it makes! In the foreground is the deep-blue Caribbean, above which gleam bright-colored houses roofed with dull-red tiles and shaded by towering palms. Directly back of the town are steep hills, and higher still, with their heads almost piercing the sky, are green, wooded mountains.

The wharves are piled high with great bags of coffee and cocoa beans, bundles of hides and skins, and quantities of rubber. Many of these goods will come to the United States, for we buy more goods from Venezuela than any other country does—nearly

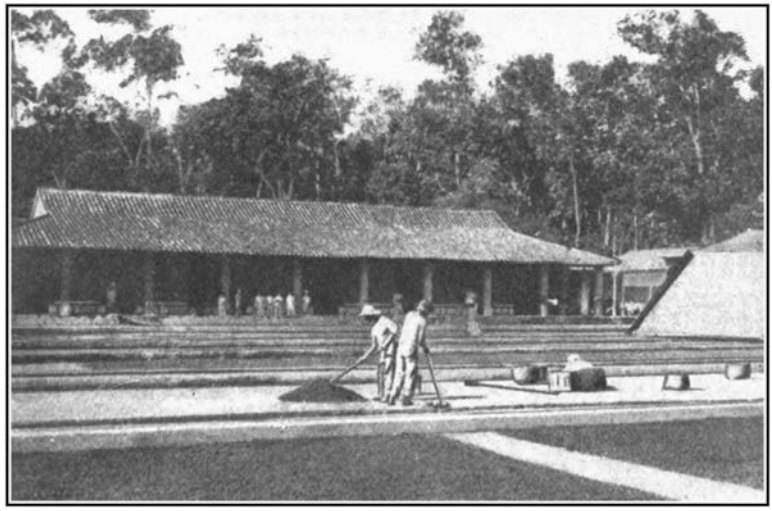

Figure 16—On the low, hot coast strip of Venezuela are large cocoa plantations, where we may see men raking up the cocoa beans in piles to dry.

as much, in fact, as all others put together. Perhaps the coffee which was on your breakfast table, the chocolate candy which you ate after dinner, the skins which were used for your shoes, or the material from which your rubbers were made came from this northern republic of South America.

If we were to journey through this low, hot coast strip of Venezuela, we should pass large plantations covered with cacao trees, which yield the beans from which cocoa and chocolate are made. These plantations thrive best along the Caribbean shore, for the cacao tree requires a warmer, more moist climate than either coffee or sugar, which are raised farther inland.

It is very hot on these cacao plantations, and perhaps even hotter in the narrow streets of La Guaira. The temperature is always high, and we wonder how the people who live here endure the heat. We are not yet used to the rays of the tropical sun, and we are glad to leave the seaport for Caracas, the capital, which is situated high in the mountains to the south.

Look carefully at a map and you will see that, besides the mountains in the southern part of Venezuela, there are in the north three ranges of the Andes system. One extends to the most northern point of South America, just west of Lake Maracaibo. Another range, east of this, stretches for some distance along the northern shore of Venezuela, while a third runs through the northern part of the country south of and parallel to the second range, leaving a long, narrow valley between the two. It is in this high valley that Caracas is situated. It is only

six miles from the coast, but we shall have to ride in the train more than three times that distance and cross the second range of mountains over a pass more than half a mile above the level of the sea before we catch a glimpse of the capital in the valley between the highlands. It is a wonderful railroad that extends between La Guaira and Caracas, as difficult to build, it seems to us, as any which cross the mountains in the United States. The tracks cling to the mountain-side, and our train creeps along precipices where we can look down for hundreds of feet into deep canyons. We curve around horseshoes so sharp that we can see across narrow gorges into the cab of the engineer.

Figure 17—The tracks cling to the mountain-side.

As we climb higher we look back on the blue Caribbean and the red-roofed, cream-white villages

nestling on the shore at the foot of mountains up which our track winds like a ribbon of steel. As we rise still higher we are wrapped in a thick, gray cloud which covers everything like a heavy mist and which leaves the rocks, trees, and the shining steel rails as wet as if a rain had fallen. We come out of the cloud just as we pass the crest of the mountains. The blue Caribbean has disappeared behind us, and now, below us to the south, we can see the beautiful valley in which the capital is situated.

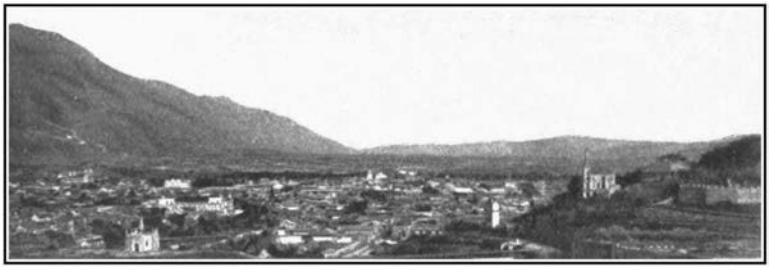

Figure 18—We look down into the beautiful valley in which Caracas is situated.

Caracas is larger than Savannah, Georgia, and is about as far from the equator as that city is from Philadelphia. The valley in which it lies is so high and the breezes that blow down from the mountains are so cool that the climate is never uncomfortable, and we shall enjoy a walk through the narrow streets more than we did through those of the hot seaport of La Guaira. The houses are similar to those of Bogota, one story high and made with very thick walls. These serve not only to keep out the heat but also as a protection from earthquake shocks, from which Caracas has suffered in times past.

Most of the buildings are painted in very bright colors,—blue, green, yellow, pink, and lavender,—and nearly all have roofs of red tiles. As in Bogota, we see no chimneys and no green lawns and beautiful gardens in front of the buildings, which in most cases come close to the edge of the pavements. This makes the streets appear even narrower than they really are and less attractive than those in our cities which are bordered with velvety grass and bright flowers. If we could enter the heavy street door of these houses and go out into the patios, we should find there pleasant open courts with gardens, fountains, and trees, which the people enjoy undisturbed by the passing in the street.

Figure 19—Some of the patios are very beautiful.

The streets in the business part of Caracas are lined with fine shops brilliantly illuminated by electric lights. Electric cars make it possible for the people living in the suburbs to enjoy all the conveniences of the city. The sidewalks are overhung with bright awnings and projecting red roofs and are filled with well-dressed, polite people, some of whom are intent on their business, while others are enjoying the open-air cafés.

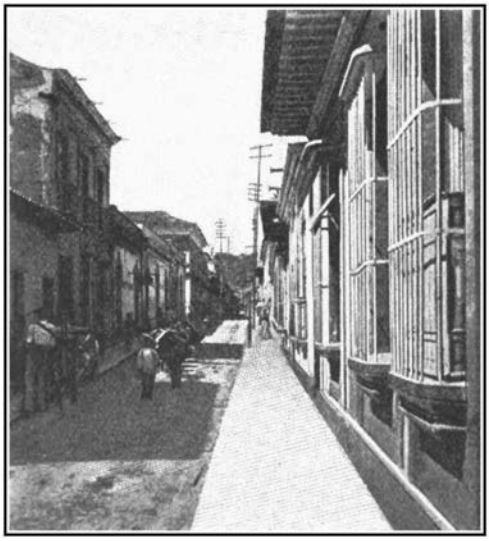

Figure 20—The houses sit close to the pavements.

Caracas has more than a dozen plazas. Many of them are beautifully laid out with gardens and fountains, and nearly every one contains a fine statue in bronze or marble of some Venezuelan hero, which gives the name to the square. This evening we will go with the crowds to the Plaza Bolivar, the largest and finest in the city. It is paved with tiles, and on festive nights hundreds of electric lights hang in festoons from the many trees. In

the month of May it appears like an enchanted flower garden with the orchids in full bloom. These orchids are spread all over the trunks of the trees—a single tree displaying as many as two hundred blossoms at a time. They are of the pale lavender variety sold at such high prices in the United States. On concert evenings, when the famous military band is playing, the effect of the electric lights through these flowering trees is very beautiful.

In the center of the square is a bronze statue of Simon Bolivar, the "George Washington of South

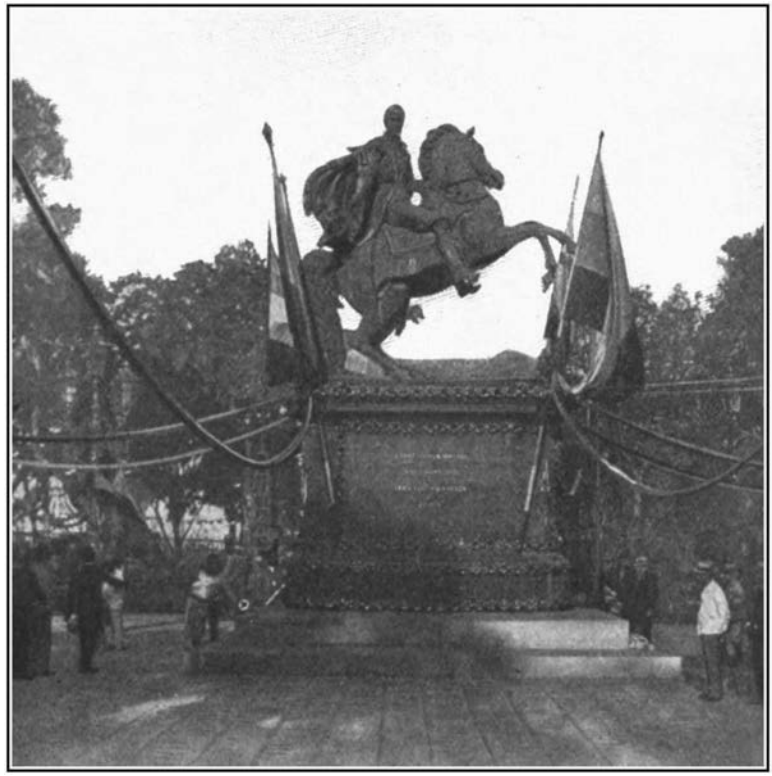

Figure 21—The statue of Bolivar in the plaza of Caracas is a very beautiful one.

America," the same hero whose statue we saw in the plaza of Bogota. Bolivar is honored as the "Father of his Country" not only in Venezuela but in Colombia, Peru, Ecuador, and Bolivia, each of which he helped to free from Spain. The statue of the hero in the plaza of Caracas is a very beautiful one, as you can see in the picture. The quiet, masterful way in which he handles his rearing horse, and the look of dignity and strength in his face, proclaim him a leader of men.

There is another plaza in Caracas, smaller than the Plaza Bolivar but which we may enjoy more. In it, shaded by lofty palms and surrounded by beautiful gardens, is a fine statue of George Washington. Simon Bolivar loved and admired our first president, and the people of Caracas were delighted to honor so distinguished a friend of their great hero. So they erected this statue and named the square the Plaza Washington. In some of the public buildings you will see the familiar pictures of "Washington Crossing the Delaware," "Washington on Horseback," and "Washington at Mt. Vernon."

On Sunday we shall enjoy going to the market, for in Caracas there is much more excitement and a greater variety of goods to be sold on that day than at any other time during the week. For miles around the city, hundreds of donkeys have been bringing to the square where the market is held all sorts of produce—loads of chickens, ducks, pigs, sheep, cheeses, vegetables, and fruit. During the night the merchants have been arranging their piles of goods, and over their little fires of charcoal the women have been making strange-looking candies, sweetmeats, and savory soups. In the

Figure 22—The people of Caracas erected this statue of George Washington in one of their plazas.

early morning the plaza and all the streets leading to it are crowded with people and donkeys. Merchants bargain over their produce, pigs and hens are killed for the Sunday dinner, and the lottery ticket venders cry to the people around to improve the last chance to purchase tickets for the great prize which is to be drawn later in the day. You can buy almost anything in the market from books and old bottles to lovely flowers and second-hand clothing. In the bird section you can have your choice of talkative parrots, lovely mocking birds, shy brown thrushes, and tiny brilliant humming

birds. Women of Afrcian descent with black skins as shiny as satin haggle over the fruit, vegetable, and meat stands, driving good bargains for the families for whom they work.

Perhaps you would like to take a ride on the electric cars out into the country around Caracas. On every hand we see the level land covered with fields of sugar cane stretching away to the mountains which surround the valley. Sugar cane is raised everywhere in Venezuela except on the highlands, where it is too cold. The fields on the plantations have roadways for the wagons which carry the cane to the place where it is to be crushed. Sugar-making in Venezuela is carried on in a very different way from what it is in the United States. Let us stop at this plantation where the farmer is crushing the cane just brought in from the fields. He puts the tall stalks between rollers which are worked by oxen. As they walk slowly round and round, the juice drips out into vessels underneath the rollers. The juice is boiled down into sirup in large caldrons over a fire made of dried cane or wood. The sirup is poured into shallow wooden troughs, where it is thoroughly stirred until it is as thick as mud. Then it is turned into cone-shaped earthen molds and allowed to harden. In Venezuelan cities we shall see on the tables white sugar such as we use; but if the people in the country regions invite us to join their simple meal, we shall find only these brown cone-shaped loaves.

On the slopes of the valley in which Caracas is situated there are rows of coffee trees. Venezuela is

one of the chief coffee-producing countries of South America, and on her plantations there are millions of trees. The soil is so rich and the climate so favorable that many more might be raised, but the average Venezuelan farmer is not very ambitious. He is poor and ignorant, unable to read and write, and lives with his large family in a tumble-down hut. He has no higher ideals than to exist undisturbed by revolutions, to earn enough to buy candles for his favorite saint, and perhaps now and then to indulge in a lottery ticket which he thinks may possibly bring him a fortune. His mean little home contains but few articles of furniture, he uses few and simple tools in cultivating his land, and the climate is so warm that he buys little clothing.

Figure 23—The Venezuelan peasant lives with his large family in a tumble-down hut.

Though the homes of the farmers are not attractive, the valley itself is lovely. It is green with vegetable gardens and has many large orchards of orange and lemon trees loaded with delicious fruit. Many of the orchards and gardens are irrigated, and by this means the farmers are able to raise crops in the dry season and thus make their farms productive during the entire year.

Most of the cities of Venezuela are located along the shore and in the high valley behind the coast mountains, and the most of the people live in these

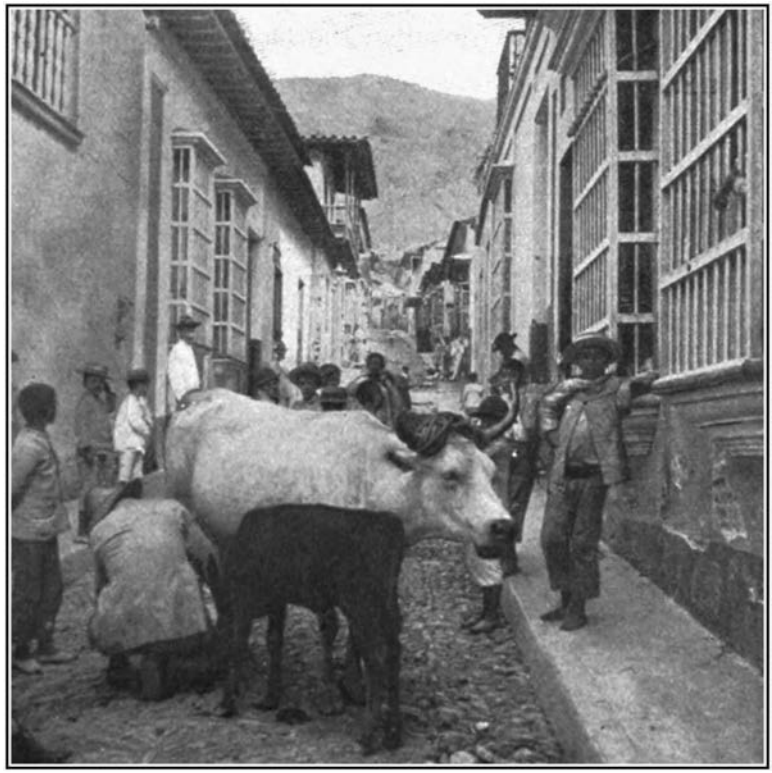

Figure 24—Some of the scenes in Venezuelan cities would seem peculiar to us.

parts of the country. Let us take a trip on the railroad which runs through the valley. We ride between fields of tall, waving sugar cane, past acres of coffee plantations, near orchards of orange and lemon trees, and through dense tropical forests where in the clearing we can see little native villages. Now and then we are in the midst of pastures of rich green grass where numbers of sleek-looking cattle are feeding. We fly in and out of scores of tunnels and finally reach Valencia, one of the important cities of Venezuela. It is delightfully situated, high enough to escape the tropical heat of the lowlands and to receive the mountain breezes. From here a railroad extends to the coast between thirty and forty miles away. The coffee, sugar, and cattle are brought to Valencia for many miles around and shipped thence to Puerto Cabello, the seaport at the end of the line.

What peculiar names some of these old Spanish cities have! The Spaniard who first sailed into the harbor of Puerto Cabello found it so well protected that he gave it the name which means "The Port of a Hair," signifying that its waters were so quiet that vessels anchored by a hair would not break their moorings. The harbor is one of the finest in the world, and the city, lying at the water's edge on a long, narrow peninsula, with mountains rising behind and a stretch of shining beach in front, is very picturesque.

In coming from Colombia we might have shortened our voyage on the Caribbean Sea by entering Venezuela through the gulf of the same name and stopping at Maracaibo. This is a commercial port important not only for the products of western Venezuela but for

eastern Colombia as well. The city is situated on the long, narrow neck of Lake Maracaibo and, with its low houses shaded by tall palms and surrounded by coconut groves, looks very attractive from the water.

Lake Maracaibo is nearly the size of Massachusetts. It is really an arm of the ocean, but it is so inclosed by land that it seems more like a huge lake, and is so called. It is everywhere deep enough to be navigated by ocean steamers, but its mouth is so blocked by sand bars as to prevent large vessels from entering.

The Gulf of Venezuela, into which Lake Maracaibo drains, was discovered by early Spanish explorers who arrived during the rainy season, when the country was flooded. Noticing the natives going around in boats and their huts raised on piles above the water, these European discoverers were reminded of Venice and its streets of water, and so called the land Venezuela, which means "little Venice," a name not at all appropriate for the most of the country.

Stretching from Lake Maracaibo over the mountains toward the upper Orinoco and the Meta rivers are immense tropical forests. Much of this region is unexplored, and we might travel through it for days at a time without seeing any sign of human life. Yet these forests will some day be of immense value to Venezuela. The tall, straight trunks will furnish quantities of splendid timber, some of it suitable for making the finest furniture. Some of the trees yield substances which are useful in the tanning of leather, in dyes, and in medicine. Scattered through the forests are thousands of rubber

trees, which will be a great source of wealth when the region is opened up to trade.

In the country immediately surrounding Lake Maracaibo we could visit rich coffee and cocoa plantations and see acres of fertile black soil covered with the huge leaves of the tobacco plant and with tall sugar cane. In the mountains are rich stores of minerals—gold, copper, lead, and coal. If Venezuela had a strong government, so that foreigners might be sure that their property would be well protected, they would be more willing to invest money in these mines, which, with modern machinery and skilled workmen, might be made to produce many times as much as they do at present.

There is another mineral which is found around Lake Maracaibo, and in greater quantities in other parts of Venezuela. This is asphalt. It is used for paving streets, spreading on roofs, making varnishes, lining cold-storage plants, calking seams of wooden vessels, in the composition of shoeblacking, and for many other purposes.

The most noted deposit of asphalt, or mineral pitch as it is sometimes called, is the famous pitch lake on the island of Trinidad, near the mouth of the Orinoco River. This lake, composed of nearly pure asphalt, is a mile and a half across. At first sight it looks like an ordinary woodland pond surrounded by green trees, but as we approach nearer, the dark color, the thick material, and the smell all tell us that it is very different from any lake that we have ever seen before. On its borders the

Figure 25—The most noted deposit of asphalt is the famous pitch lake on the island of Trinidad.

asphalt is hard enough to bear our weight, but nearer the center it is softer, and here and there are tiny pitch volcanoes, a foot or two high, in constant eruption. The workmen dig out the asphalt with pickaxes and load it onto mule carts, to be taken to the shore. In the little shipping village on the coast of Trinidad all the men are employed in some industry connected with asphalt. Some are cutting it and bringing it from the lake, some are melting it, while others are loading it onto the vessels.

A lake of asphalt, more shallow but larger in area than the one in Trinidad, is situated in the northern part of Venezuela. The asphalt obtained here is of very good quality, and has been used to protect the tunnels of the New York subway from moisture and to make some of the splendid avenues of our capital city, Washington.

When you ride on some smooth, hard city streets or see the workmen pouring the dark, molten mass onto some highway which is being improved, you will think of these curious deposits of asphalt in Venezuela and in the island at the mouth of its great river.

You remember that on the wharves at La Guaira we saw great piles of hides and skins and learned that these were among the principal exports of the country. Cattle are raised in great numbers on the llanos—those wide grassy plains which stretch for miles through the Orinoco valley. The mountainous regions of Venezuela are pleasanter and cooler than the lowlands, but we will leave them now and make our way back to La Guaira. There we will take a boat around to the mouth of the Orinoco and sail up the great river into its vast pasture lands. Nearly a thousand rivers rise within the borders of Venezuela, half of which are branches of the Orinoco. Seventy rivers which are wholly or partly within the country, if united and stretched out in a straight line, would furnish a navigable waterway long enough to reach from New York to San Francisco and back again. The Orinoco is the largest of them all, and is navigable for a distance equal to that from Chicago to New Orleans.

Rivers which carry large quantities of soil in their waters and which flow into parts of the ocean where the currents are not swift enough to sweep the deposits out to sea usually build deltas at their mouths. The great delta plain of the Orinoco begins a hundred and twenty miles from the ocean. Here the river, broadened out into a sluggish stream twelve miles wide, flows so

slowly that it begins to drop the silt which it carries. These deposits have so filled up the channel that the river has from time to time sought a new course, and now enters the ocean in many outlets. The mouths of the two outer streams are now nearly as far apart as the city of New York is from Washington, D.C. The delta plain is cut up by the numberless channels and branches into thousands of islands which are scarcely above sea level and which, during the floods of the Orinoco in the rainy season, are entirely covered with water.

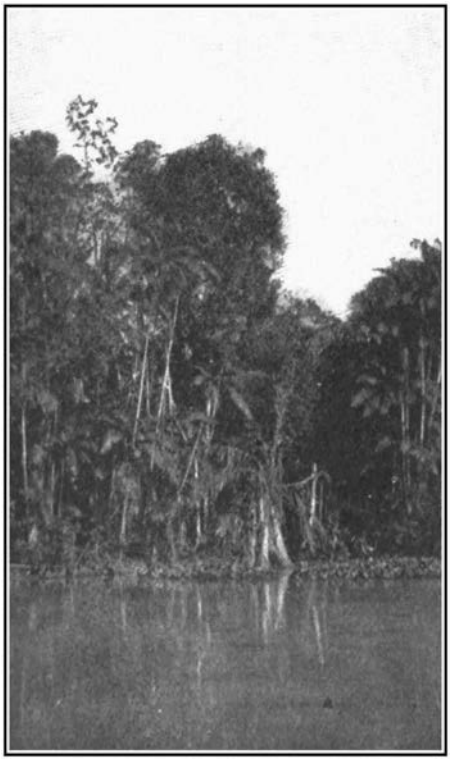

Figure 26—On the Orinoco we are shut in by the tropical forest.

Our route takes us up the most direct branch into the main river, which is bordered by the dense tropical forest. Tall trees of many kinds rear their straight gray trunks in an effort to rise higher than their fellows and so reach the sunlight. Some are covered with gorgeous flowers and look like giant bouquets. Some are festooned with a tangle of trailing vines, which hang down like

so many green ropes from branches high in the air and lose themselves in the matted growth of grass and roots underfoot. In the deep shade, where scarcely a ray of sunlight flickers, there are long-legged herons, noisy parrots, and countless other birds.

The steamer that takes us up the Orinoco is clean and comfortable. There are so many passengers on board that we wonder how all of them can find staterooms and berths for the night. When bedtime comes the problem is solved. The weather is very hot, and few of the passengers, especially those who travel second class, desire staterooms. They swing the hammocks that they have brought with them to the hooks with which the deck is supplied and are soon fast asleep. Some, not so fortunate, curl up on the floor in a corner of the deck. These poor accommodations do not trouble them, for many of the people of Venezuela know no other bed than a hammock or a mat.

A two or three days' sail up the Orinoco brings us to Ciudad Bolivar, the chief city on its banks. On landing here we are as far from the coast as St. Louis is from Chicago, yet even here the great Orinoco is four miles wide. If we should sail upstream as far again, we should find that, even at that distance from the ocean, the river is only a mile narrower than at Ciudad Bolivar. If we were here in the rainy season from May to October, when the Orinoco rises so high that it spreads out for miles over the plain, we should think that we were sailing on a vast inland sea. At this time of the year the few people who live in the lowlands go about in boats,

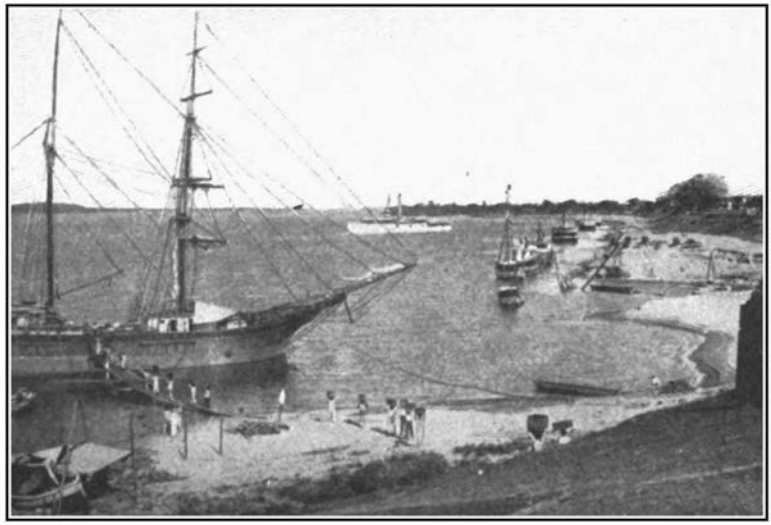

Figure 27—At Ciudad Bolivar the river is four miles wide.

and the cattle which feed on the plain have to be taken to higher pastures.

Ciudad Bolivar is an important city, for it is the only place of any size in a district covering thousands of square miles. As we approach we see on the shore great warehouses which are filled with coffee, cocoa, rubber, hides and skins, pelts of the jaguar and other wild beasts, and beautiful feathers for millinery establishments. When our ship leaves the port for its return trip it will carry besides these products considerable quantities of gold. South of the Orinoco there are rich deposits of this mineral, and Ciudad Bolivar is the place from which miners and prospectors start for the gold fields.

Coming up the Orinoco our steamer was loaded with flour, iron manufactures, wire fencing, salt, groceries, and cotton cloth. It carried also quantities

of jute bags and bagging to hold the cocoa beans and coffee berries which are exported from the country. These imports will be loaded onto smaller boats, which will sail up the Orinoco and its branches and distribute the supplies to the villages and towns scattered through the plains of Venezuela and even to parts of eastern Colombia.

The large steamers go no farther than Ciudad Bolivar, and in order to continue our trip we shall have to change to a smaller boat. While waiting here, however, we shall have opportunity to explore this Venezuelan port.

The southern bank of the Orinoco, on which Ciudad Bolivar is situated, slopes sharply up from the river so that the low, bright-colored buildings appear to rise in terraces from the water. On the crest of the slope there towers over all a great white cathedral. Near it are the public buildings of the city, inclosing a plaza. A military band plays in the evening, and hundreds of the people come here to enjoy the music, the lights, the cooler air of the night, and a social chat with friends.

How different everything seems in this Venezuelan city from a place of the same size in the United States! No chimneys rise above the red roofs, and few teams are seen in the narrow streets. All the freight is carried on the backs of donkeys or on the shoulders of blacks and South American Indians. The low houses are built around patios, and there are no front yards, green lawns, or shady piazzas. Most of the windows facing the street have heavy iron bars across them, through which we

see pretty, dark-eyed young women peeping at us as we walk along.

Continuing our journey up the Orinoco, we see few people along the banks. Once in a while we pass a small village of mud huts or a group of houses raised on piles to protect them from the floods. The roofs are made of bark or are thatched with palm leaves. Some of the houses have thatched sides, while others have no sides at all—only a roof supported by four corner posts. We can see hammocks hung from the posts and occupied by one or more members of the family, who are taking their daily siesta, or after-dinner nap.

Could you build a house without using a nail? A Venezuelan native never uses one in making his hut. The long, rope-like vines which he finds in the forest serve him just as well, perhaps better, for he would scarcely know how to use a hammer.

See that woman in the small, open hut making a hammock from the leaves of the palm tree. Several of the natives have come down to the little wharf to offer similar ones for sale to the passengers on the boat. The hammocks look strong and well made and will last a long time. Another woman, squatting in front of her hut, is grinding some grain between two stones. Down in the river another is doing the family washing. The amount of laundry work to be done is probably small, for the grown people wear very little clothing and the children none at all. Groups of shy little people with their bare brown bodies and curious eyes have gathered near the wharf to see the odd-looking strangers with

Figure 28—A Solitary Hut on the Orinoco

white skins. How simple their life is! They do not have to worry about clothing, the approach of cold weather, the danger of the crop failing, or any of the many things that trouble us. On the other hand, they have no books or papers, and could not read them if they had; they have no lamps or candles or any other means of lighting their little huts, but go to bed at dark in their hammocks.

As we have come up the river the forests have been gradually growing thinner, until they form only a fringe along the banks. Back of the woods lie immense plains covered with tall grass. These are the llanos,—some of the best pasture lands in the world,— and most of the people in this part of Venezuela are engaged in cattle raising. The llanos extend from the mountain regions

of the north to beyond the Orinoco and the Meta rivers, and cover a territory nearly as large as the New England and Middle Atlantic states. During a part of the year we might stand waist deep in the grass on these vast pasture lands, which stretch away on all sides to meet the sky, broken only here and there by clumps of trees or small groves. In another season on the selfsame spot we could see nothing as far as the eye could reach save a vast expanse of water out of which here and there rose the green tops of a few trees. The people go from place to place in boats, and the cattle have been driven to the higher land.

At present about two million cattle feed on the llanos, but the rich pastures would easily support many times that number. The beef which might be produced in Venezuela would make a valuable addition to the world's supply of meat, and the export of hides and skins might be greatly increased. Many of the people, however, raise just enough to support themselves. "What is the use?" they say, "We get a large herd of cattle and then there is a revolution. The soldiers come and take our animals and we never get any pay for them." We do not wonder at this feeling, for in the past fifty years Venezuela has had many revolutions, during each of which cattle and grain have been seized, property destroyed, men taken from their farms, and hundreds of lives lost. The chief need of Venezuela today is a strong, settled government in which the Venezuelans and the people of other nations may have confidence. With her fertile soil, deep forests, miles of grassy plains, rich stores of minerals, and enormous length of navigable

waterways a great future lies before Venezuela, a future in which we are bound to share, for Venezuela is more conveniently situated for trade with the United States than any other South American country.

TOPICS FOR STUDY

I

1. Position and size of Venezuela.
2. Surface and climate of Venezuela.
3. The coast line of Venezuela and the seaport of La Guaira.
4. Caracas, the capital.
5. Simon Bolivar and George Washington.
6. Sugar plantations and sugar making.
7. Farmers of Venezuela.
8. Coffee and cocoa.
9. Valencia and Puerto Cabello.
10. The lake and city of Maracaibo.
11. Forests of Venezuela.
12. The pitch lakes of Trinidad and Venezuela.
13. Rivers of Venezuela.
14. The Orinoco River.
15. Ciudad Bolivar.

16. Houses and villages on the Orinoco.

17. The llanos and the cattle industry.

II

1. How large is the island of Trinidad? To whom does it belong? For what products is it valuable? What other islands of the West Indies belong to the same nation?

2. Write a list of the contrasts between the Mississippi and the Orinoco valleys.

3. Write a list of any rivers of the world which have built great deltas. Locate each river.

4. Coffee, cocoa, and other products are exported in jute bags. In what country is jute produced? Where is it manufactured? Name the waters on which it has been carried to Venezuela.

5. Why is Venezuela not an appropriate name for the country we are studying?

6. Sketch a free-hand map of Venezuela. Show the boundaries, mountains, cities, rivers, and products.

7. Why is Venezuela in such a backward condition? What does she need to help in her development?

8. Name the chief crops of Venezuela.

9. Make a list of places mentioned in Topic III which you think are so important that you should always remember them.

III

Be able to spell and pronounce the following names. Locate each place and tell what was said about it in this and in any previous chapter. Add other facts if possible.

Brazil
Ecuador
Peru
Bolivia
Colombia
Andes Mountains
New England States
Middle Atlantic States
States west of the Mississippi River
States east of the Mississippi River
Isthmus of Panama
Mississippi River
Meta River
Orinoco River
Caribbean Sea
Lake Maracaibo
Great Salt Lake
Gulf of Venezuela

Llanos
Trinidad
Chicago
St. Louis
New Orleans
San Francisco
Philadelphia
Washington
New York
Savannah
Bogota
La Guaira
Ciudad Bolivar
Maracaibo
Valencia
Puerto Cabello
Caracas
Venice