

# EXHIBITION

## Revelations of the city: Governador Valadares in various epochs



### Presentation:

This photographic exhibition aims to reveal the city of Governador Valadares, in its various epochs. From this perspective, its history gains multiple angles, coming from different senses expressed in each of its protagonists, ranging from rich farmers, prestigious politicians, traditional families to everyday characters, and ordinary people who also worked to erect this city.

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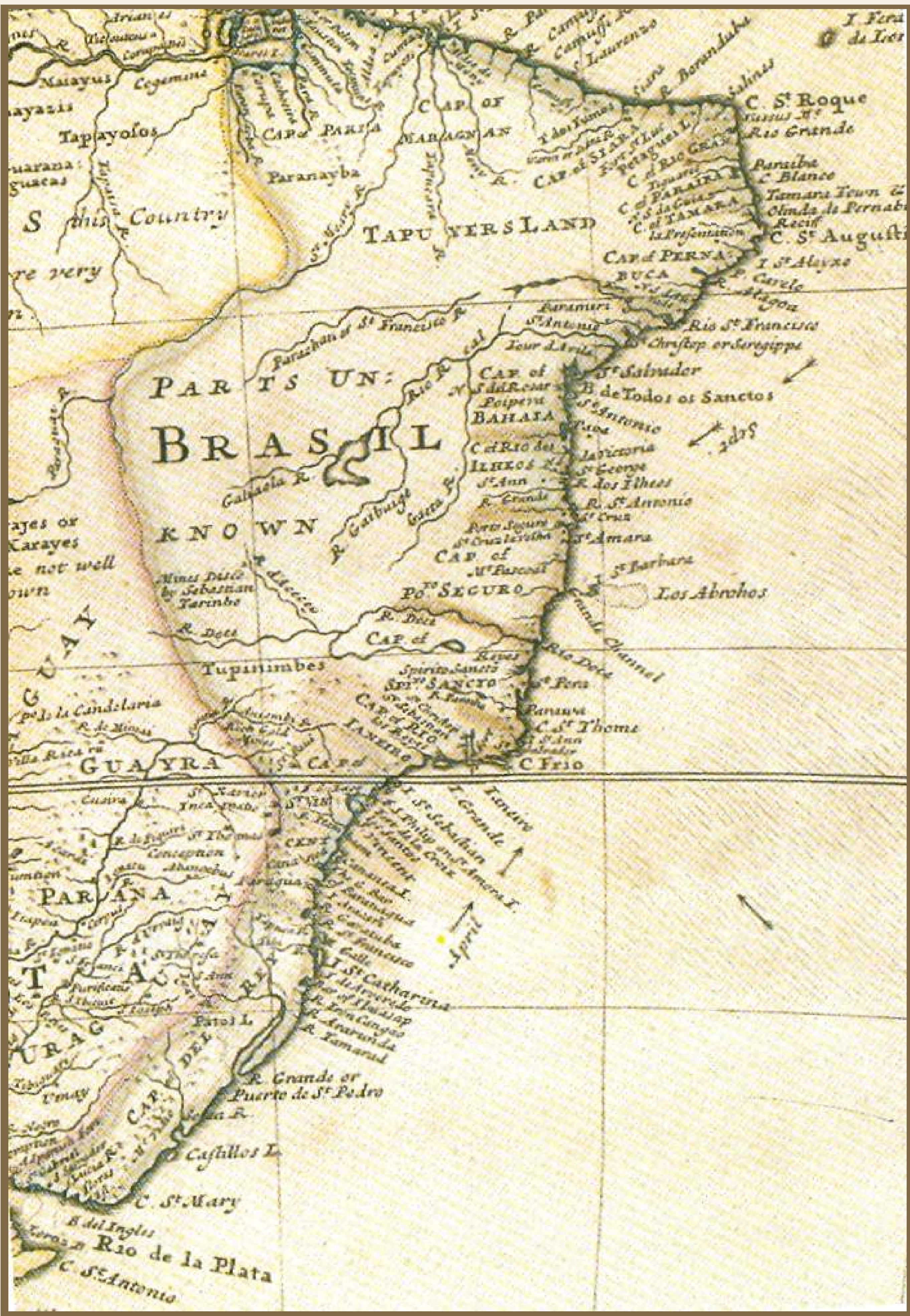


# The Doce river and the forest

The great charm of this region of Brazil lies in the immense virgin forests that cover, with unparalleled grandeur, almost the entire area bathed by the Doce River and its many tributaries. On both banks of the river, and for most of its course, these beautiful forests, abundant in a hundred species of the finest wood, reach the water's edge, forming an almost impenetrable wall of the most splendidly natural tropical vegetation that can be imagined. [...] There is no doubt that the future wealth of this region of Brazil lies in the immense reserve of the valuable woods that its virgin forests contain (William John Steains, portrayal at the end of the 19th century).



Lithograph of the Doce River by the geologist Charles F. Hartt, in 1860  
Source: TEIXEIRA, Romeu do N. O Vale do Rio Doce. Rio de Janeiro: Cia. Vale do Rio Doce, 2003.



18th century map of South America by Charles Sunderland.  
Source: TEIXEIRA, Romeu do N. O Vale do Rio Doce. Rio de Janeiro: Cia. Vale do Rio Doce, 2003.



Landscape of the Mountain Range Mantiqueira - in the center of the photo the forest where one found the headsprings of the Doce River  
Source: TEIXEIRA, Romeu do N. O Vale do Rio Doce. Rio de Janeiro: Cia. Vale do Rio Doce, 2003.



Partial view of the Doce River at the edge of the city of Governador Valadares: 1940s  
Collection: Petronilho Alcântara



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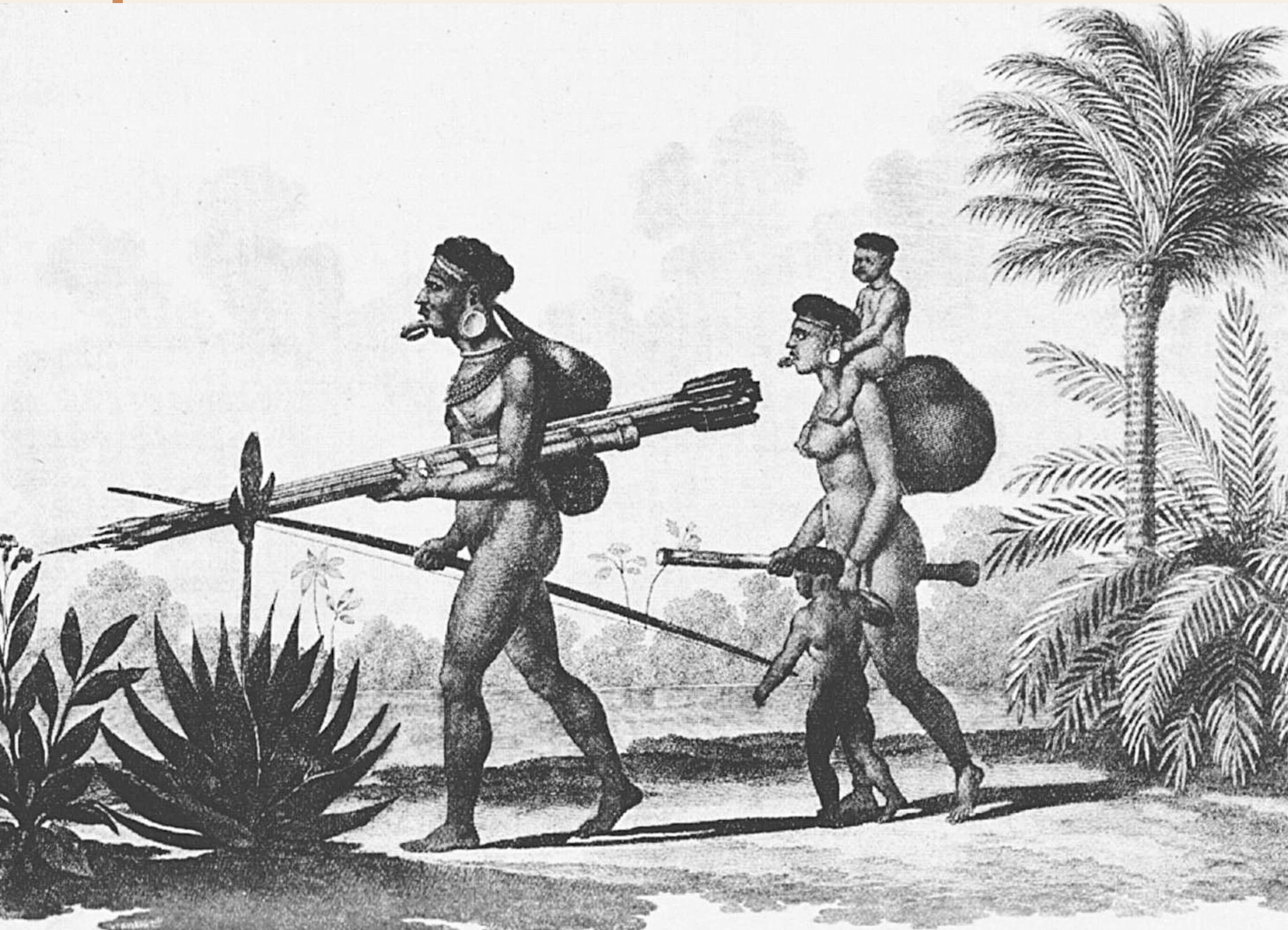


Partial view of the Doce River at the edge of the city of Governador Valadares: 1940s  
Collection: Petronilho Alcântara

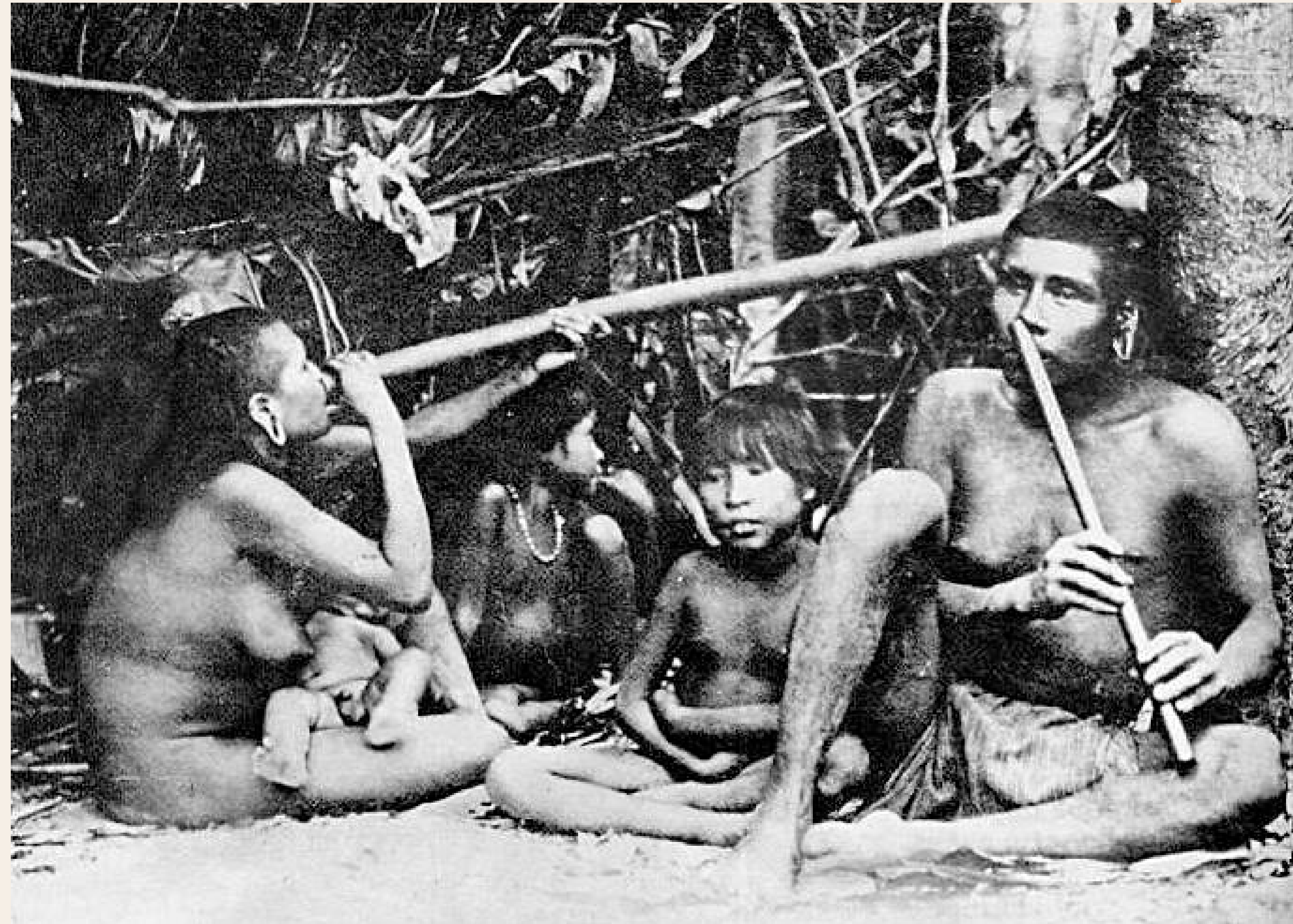


# The first inhabitants of the Doce River

The Borun or Botucudo inhabited Watu (wide river), which now is known as Doce River. The name botucudo was a Portuguese word for botoque, a little wooden disc Indians used on the lips and/or earlobes. Indians call this wooden disc imató. Men Gutkrak were different from the Nak-Nanuk, these ones used the imató only on the earlobes. Unlike the Nak-Nanuk, the men Gutkrak used the imató only on the earlobes.



Nak-Nanuk family on a travel



Gutkrak Family (Krenak) with flutes

The first picture The Nak-Nanuk on a travel was printed in the book of the German Prince Maximilian de Wied-Neuwied. He lived for a while with the Botucudo in 1815 (Viagem ao Brasil. Belo Horizonte/São Paulo, Itatiaia/EDUSP, 1989). Other images are Walter Garder's pictures (1911). Source: Revista do Museu Paulista, São Paulo.



Captain Muim, standing on the left.



Krenak young female Indians and their imatos

Captain Muim was the son of the Indian leader Krenak (*Cabeça na terra* – Head in Earth). In the early twentieth century Krenak left Pancas River (in Brazilian State of Espírito Santo) with part of Gutrak nation. These people refused to have contact with the Brazilian Government Indian Protection Service (SPI). They went up the Doce River and settled near the Eme River, which nowadays belongs to the municipality of Resplendor (Minas Gerais Brazilian State). Later, his son Muim agrees with the contact with the Government Service and was followed by the majority of his people, resulting in a negotiation with the Service and originating the indigenous territory reserve of Resplendor. At the end of his life, 'the old' Krenak retreated himself with some followers at a place called Cuparaque (Painted jaguar). Soon after his death, the Cuparaque massacre happened and some of the survivors sought protection under Captain Muim. Since the 1930s the Botucudo from the Doce River became known as Krenak.

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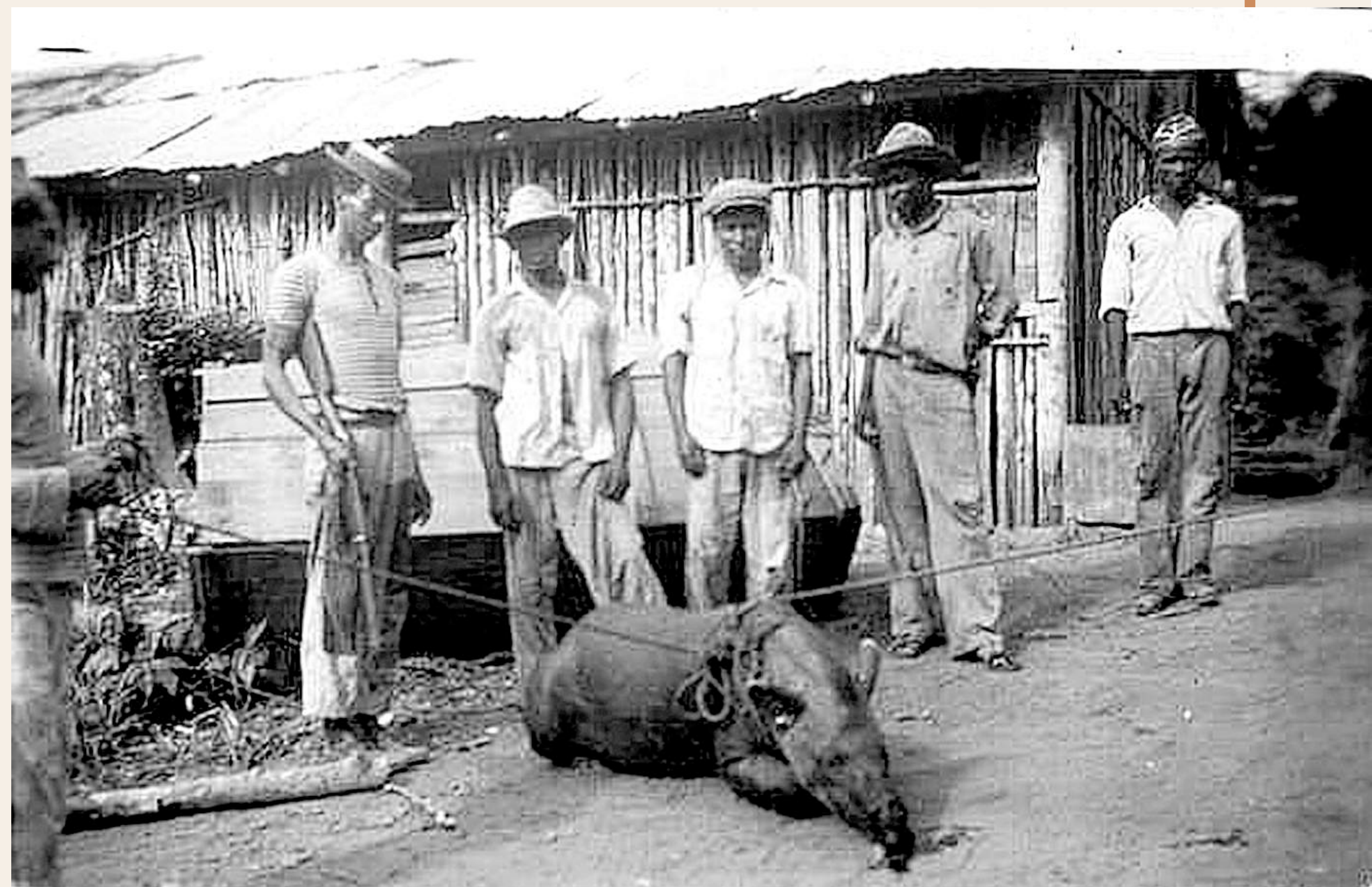


# Figueira between the 19<sup>th</sup> century and beginning of the 20<sup>th</sup> century

Figueira village, District and later, Governador Valadares municipality had its origins in 1818 as a military headquarter of the 6th Military Division of Minas Gerais State of Doce River. At its beginning, the village received the name of Dom Manoel, but was also popularly known as Figueira (Fig tree). In 1882 the village became a district of Peçanha municipality. In the first decade of the twentieth century there were no roads around, only some tracks in the forest and the communication was made by canoes up and down the Doce River and its tributaries.



Port of canoes with several pirogas (wooden canoes)  
Collection: CEDAC



Hunters display a tapir they captured.  
Collection: CEDAC

The cargo transportation was done by donkey troops and canoes. Figueira District was isolated and the access to it was hard. Sometimes there was lack of food and people had to leave the village. From time to time, some people came from Peçanha (municipality nearby) for hunting. All changed in 1910 when the bridge over the Doce River was accomplished and the Figueira Railway Station was inaugurated: than Railroad Vitória-Diamantina, nowadays Vitoria-Minas Railway. In 1911, the geographer Alvaro da Silveira visited the region and took some pictures, which were printed in the book *Memorias Chorographicas*, in 1922.



Bridge over the Doce River.  
Collection: CEDAC



Figueira village, in 1911.  
Collection: CEDAC

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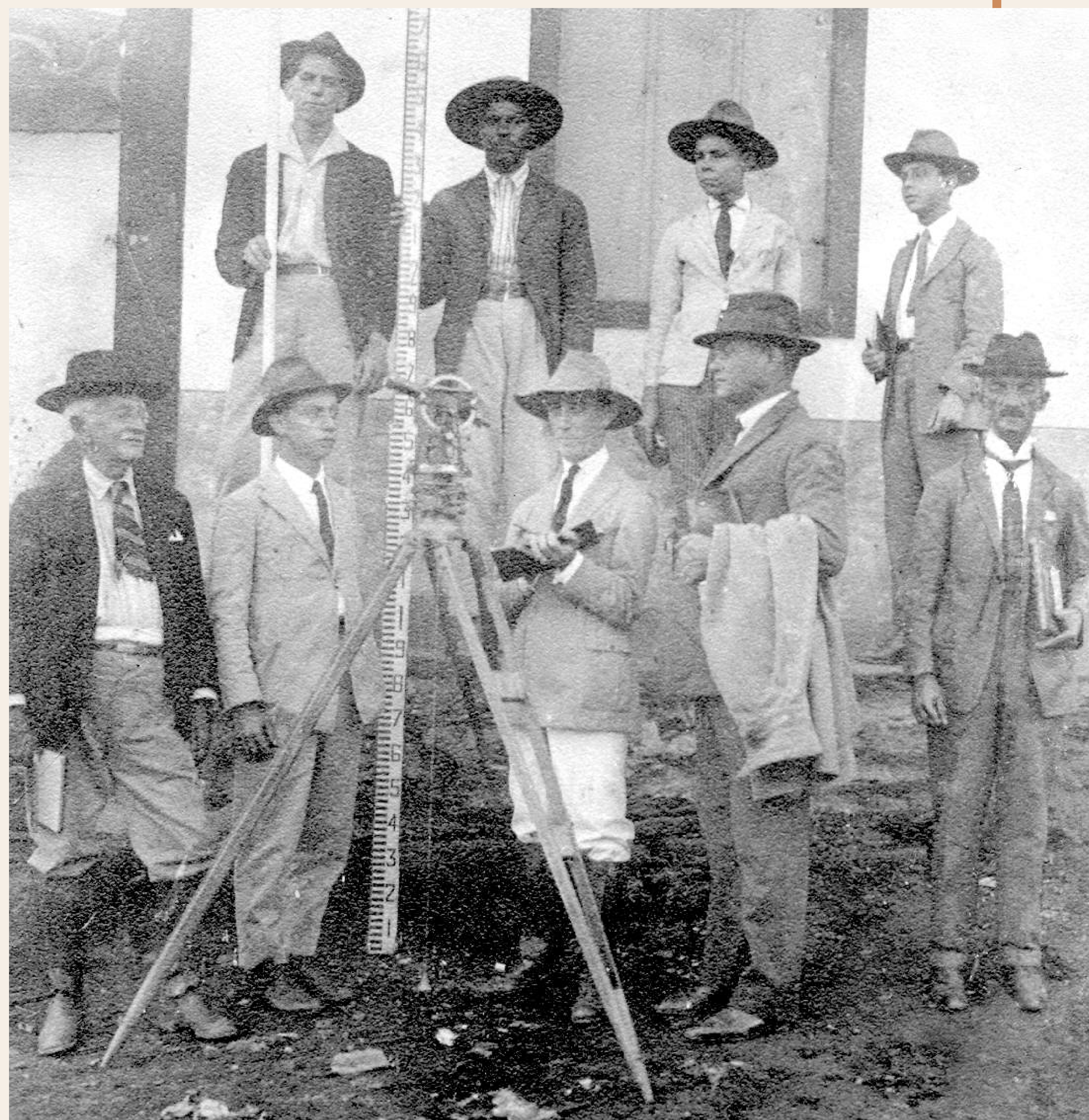
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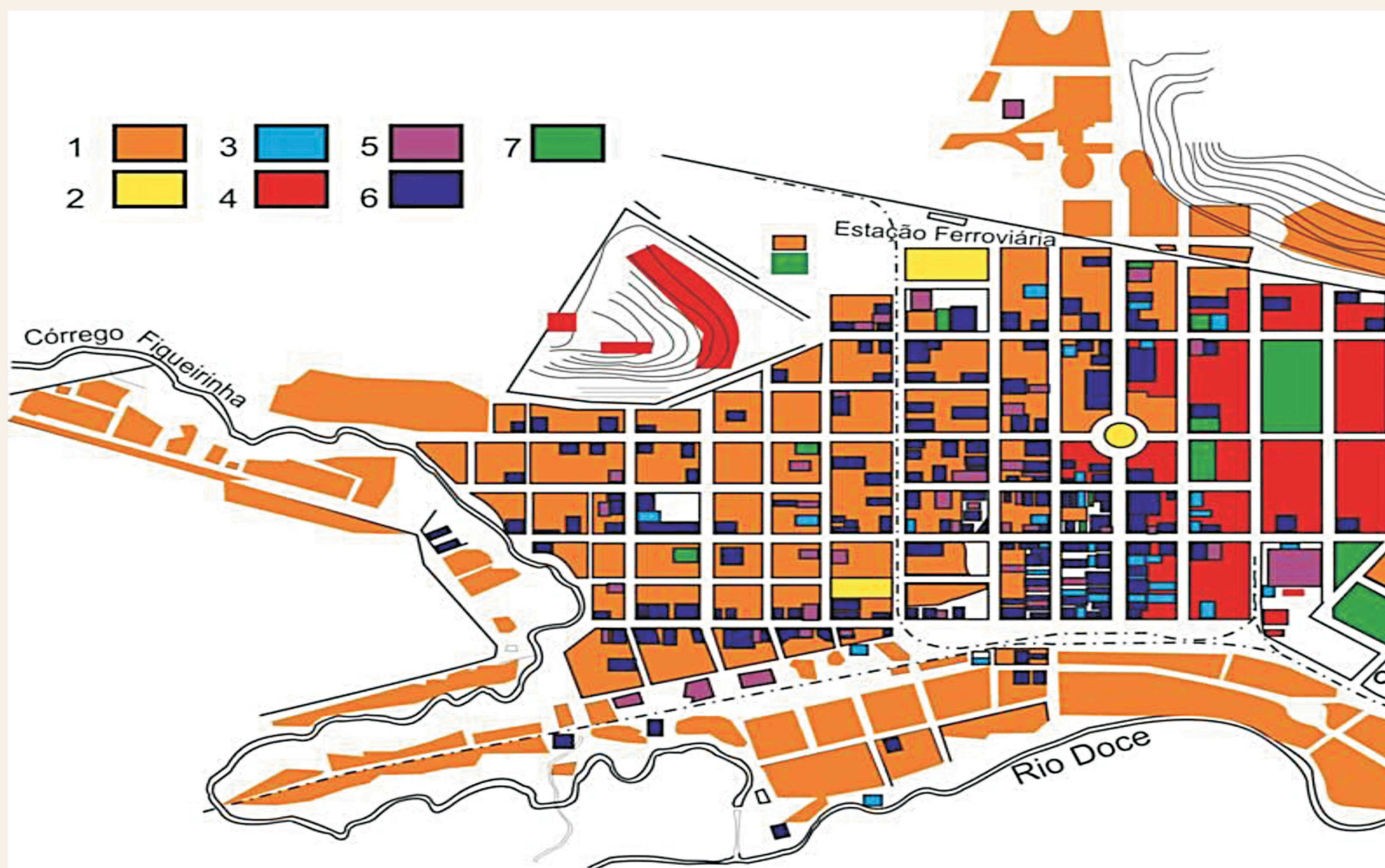


# The first signs of urbanization

The small Figueira welcome very well a proposal of urban tracing in 1915, when still it was district of Peçanha. The team in charge of the work was hired by the Council of Peçanha municipality. This ensured the present central area tracing until today. The service was performed by the railway engineers under the supervision of Olímpio de Caldas Freitas, who get some help from the carpenter José Serra Lima de Oliveira. The latter was afterwards named the official responsible for monitoring the achievement of the urban design.



Team in charge of carrying out the urban layout of Figueira



Urban layout of Governador Valadares.

Source: Changed data from Strauch (1958) apud GUIMARÃES, C. M. 2009, p. 54.

Map legends: 1. poor and working class dwellings; 2. squares; 3. retail trade and food items; 4. middle and high class dwellings; 5. industries; 6. Commerce and manufactured goods; 7. Public and administrative services, schools, and so on.

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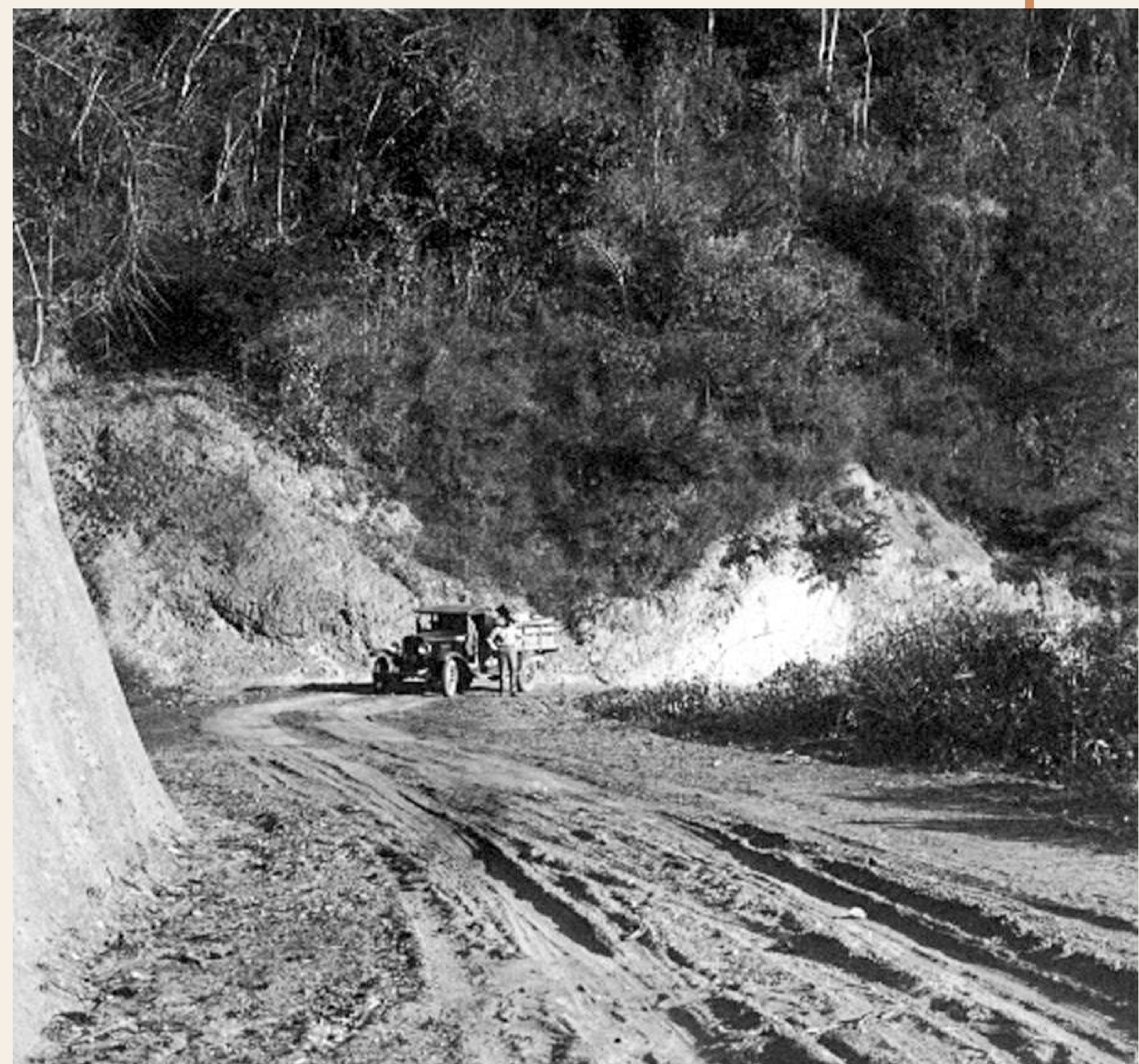
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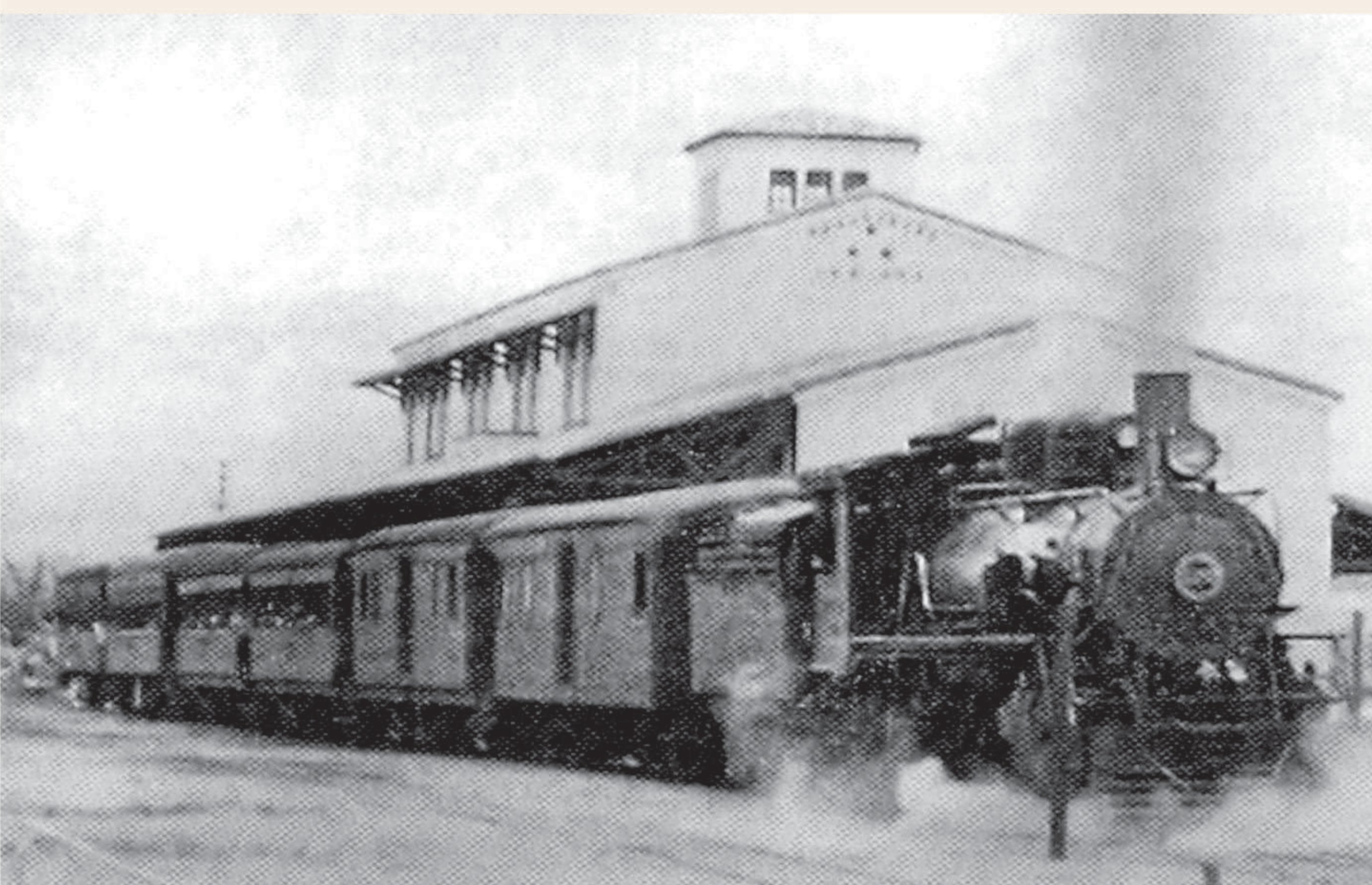
# The Road and the Growth of Livestock

Romans knew the strategical meaning of the roads and history always endorses this. The changes in Governador Valadares can not be understood without this aspect. The years 1930s proved to be promising to Governador Valadares. Opening of the federal road Figueira-Teófilo Otoni, by the German engineer Guilherme Giesbrecht, improve the trade opportunities and through this route, cattle ranching in the region expanded from 1934 on. Soon after, the road reaches Itambacuri (a town near Figueira).



Opening of the road Figueira-Teófilo Otoni in 1934  
Collection: Museu da Cidade

Even with the progress in the transportations facilities and arrival of the train track at the beginning of the century and the roads, the district of Figueira still used animal traction. The ox carts circulated along Minas Gerais avenue, the main one at that time and today.



Train at the station, Figueira, s / d.  
SANTOS, Parajara dos. 100 anos de fotografia.



Herd in Minas Gerais Avenue, 1929.  
Collection: Museu da Cidade

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# Figueira: urban and countryside



View of Figueira from the hill of the Saint Antony Cathedral. The railway track line was located where one get Brazil Avenue today.  
View of Prudente de Moraes street whose name was at that time Direita street. (1930s). Documental collection: Museu da Cidade

Despite the effort to implement an urban plan, not all areas of the district were framed, as was the case of the São Raimundo neighborhood, considered Rural Zone (countryside) in the 1930s. The layout of the future city was going at slow pace and relied on the restless work of Serra Lima. In the urban perimeter the train track line meandered the center of the District, which already showed considerable growth.



A view of the present São Raimundo neighborhood, in the 1930s.  
Documental collection: Museu da Cidade

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# The first commercial enterprises

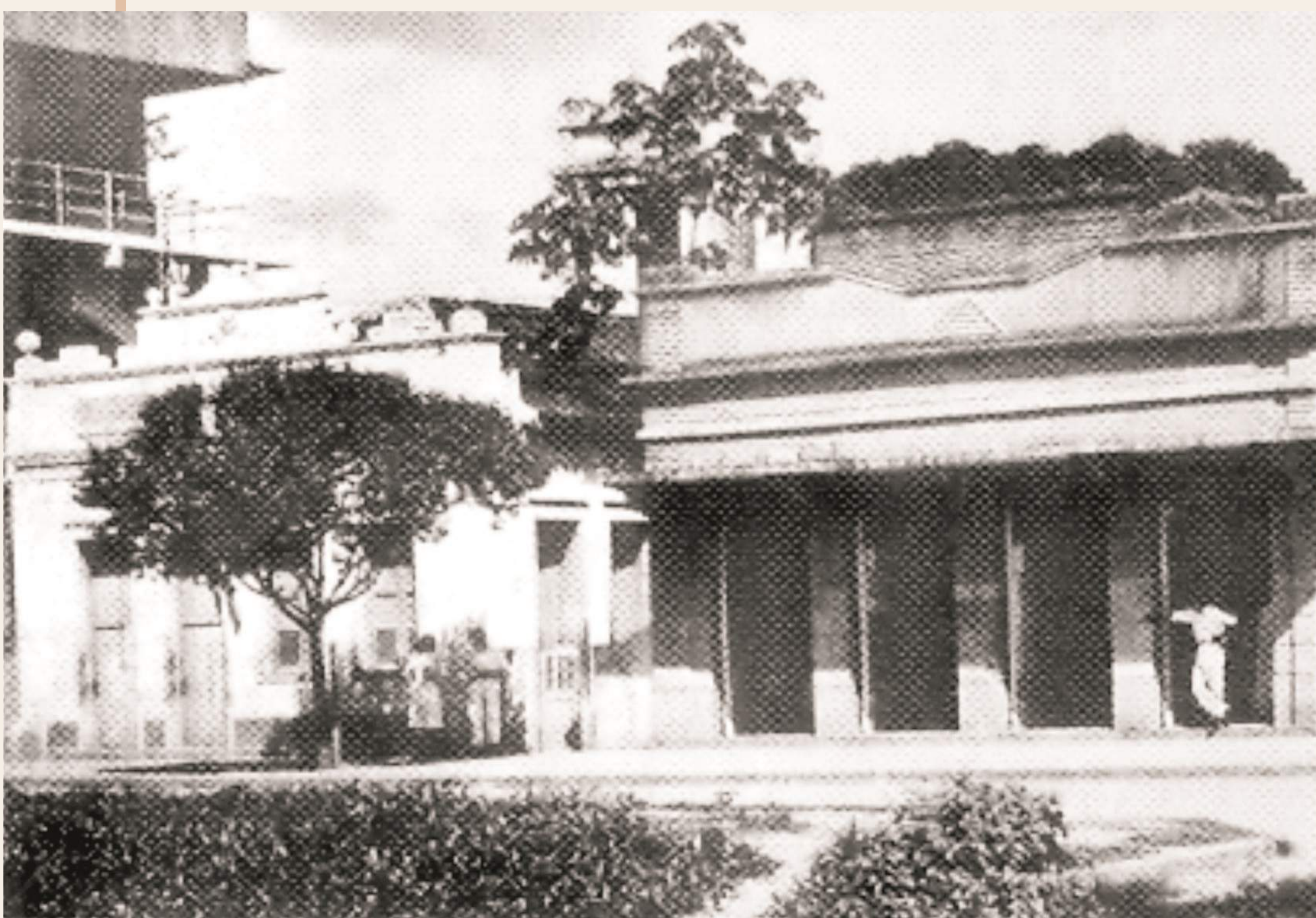
Figueira District had a network of commerce that grew substantially in the first decades of the 20th century. Local entrepreneurs created the Commercial Association after emancipation in 1939.



Drugstore Freitas, 1914  
Source: SANTOS, P. 100 Anos de Fotografias.



New Drugstore (undated)  
Source: SANTOS, P. 100 Anos de Fotografias.



People's Bazaar (Market), founded in 1925  
Source: SANTOS, P. 100 Anos de Fotografias.



Byrro and Brothers 1925 (Casa Byrro, since 1910)  
Source: SANTOS, P. 100 Anos de Fotografias.

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# The main streets of the Figueira District

In the early decades of the District, between the 1910s and 1930s, little Figueira District grew along the train tracks that surrounded it. In the dusty streets one can see kids playing, some horsemen chatting, some signs of modernity (train tracks) and even some ox herd in the center of the District.



Peçanha Street, 1928  
SANTOS, Parajara dos. 100 anos de fotografia



Prudente de Morais Street, 1936  
SANTOS, Parajara dos. 100 anos de fotografia



Train rails in the present Pioneiros Square, 1932; The Station in the background, to the right.  
SANTOS, Parajara dos. 100 anos de fotografia



Ox herd in front of the Grande Hotel under construction in 1935 (near the Station)  
SANTOS, Parajara dos. 100 anos de fotografia



Marechal Floriano Street, 1930  
SANTOS, Parajara dos. 100 anos de fotografia

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# The first Temples of Governador Valadares

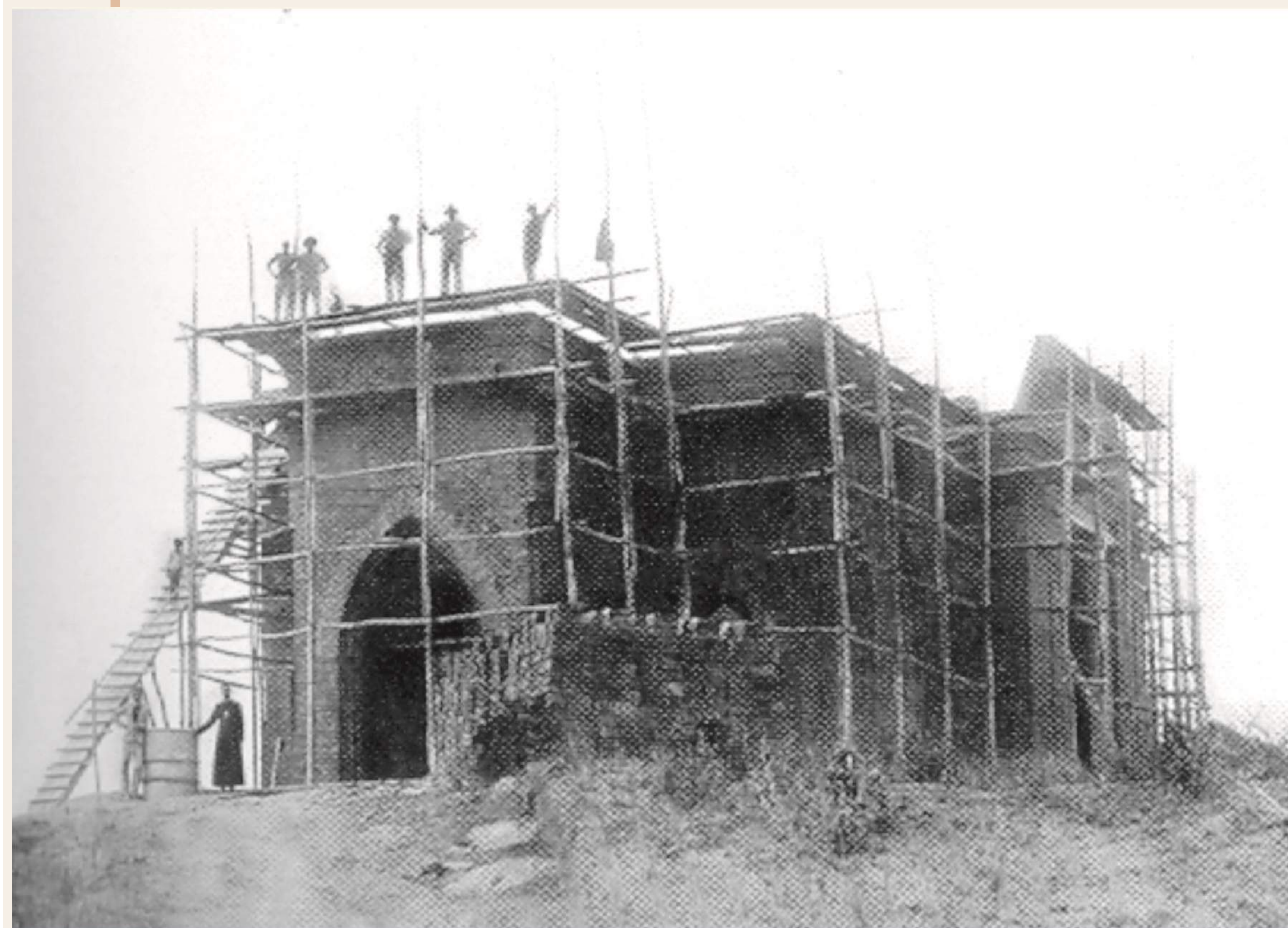
Religion and its buildings: the Capuchin friars erected a small chapel in the 1880s as a sign and point of Christian catechesis of the local natives. Later, this little chapel was shrouded in the woods. At the beginning of the 20th century, the small village of Figueira received a Temple of the Presbyterian Church, the first to be erected in Governador Valadares, in the decade of 1910. Shortly after, between 1910 and 1914, in the same place of the first Capuchin chapel another one was built and consecrated to Saint Antony; soon after this chapel became parish, under the responsibility of vicar Friar Angelico de Câmpora. Father Sady Rabelo was in charge of the parish from 1926 onwards.



Presbyterian Church (undated) Documental  
Collection: Museu da Cidade (City Museum)



Service in the First Presbyterian Church, 1938  
Source: PARAJARA, P. 100 anos de fotografia.



Saint Antony Church under construction in 1932  
Source: PARAJARA, P. 100 anos de fotografia



Saint Antony Church in 1930s  
Source: PARAJARA, P. 100 anos de fotografia

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## From Flamengo Football Club to Democrata: soccer in Figueira District and in Governador Valadares

From the very beginning of the city, soccer was popular and mobilized the working class mainly. Founded on February 13, 1932 by Chain Solomon, the Democrata team born as a dissent branch of Flamengo Football Club (a Football Club of the Brazilian Capital Rio de Janeiro) had a meaningful history. The name is suggestive, given that Getúlio Vargas (President of Brazil) ruled Brazil with authoritarianism. In Figueira District, Flamengo was led by Dona Inhazinha Rocha, who did not admit that her athletes had a normal social life, so to say. For instance, on a Carnival Saturday, some Flamengo's athletes, involved in the party, consumed a lot of alcohol before a game in Tumiritinga and was 'destroyed' by devastating defeat. By the way, Dona Inhazinha had not gone to the game, but when the team returned, she punished the athletes. This provoked the rupture that gave origin of the team Democrata Sport Club.



Picture of Figueira football team returning as champions of a championship. See the Cathedral of Saint Antony still under construction and the Ibituruna Peak covered with forests (1930s). Collection: Museu da Cidade



E.C. Democrata, 1953. Collection: CEDAC

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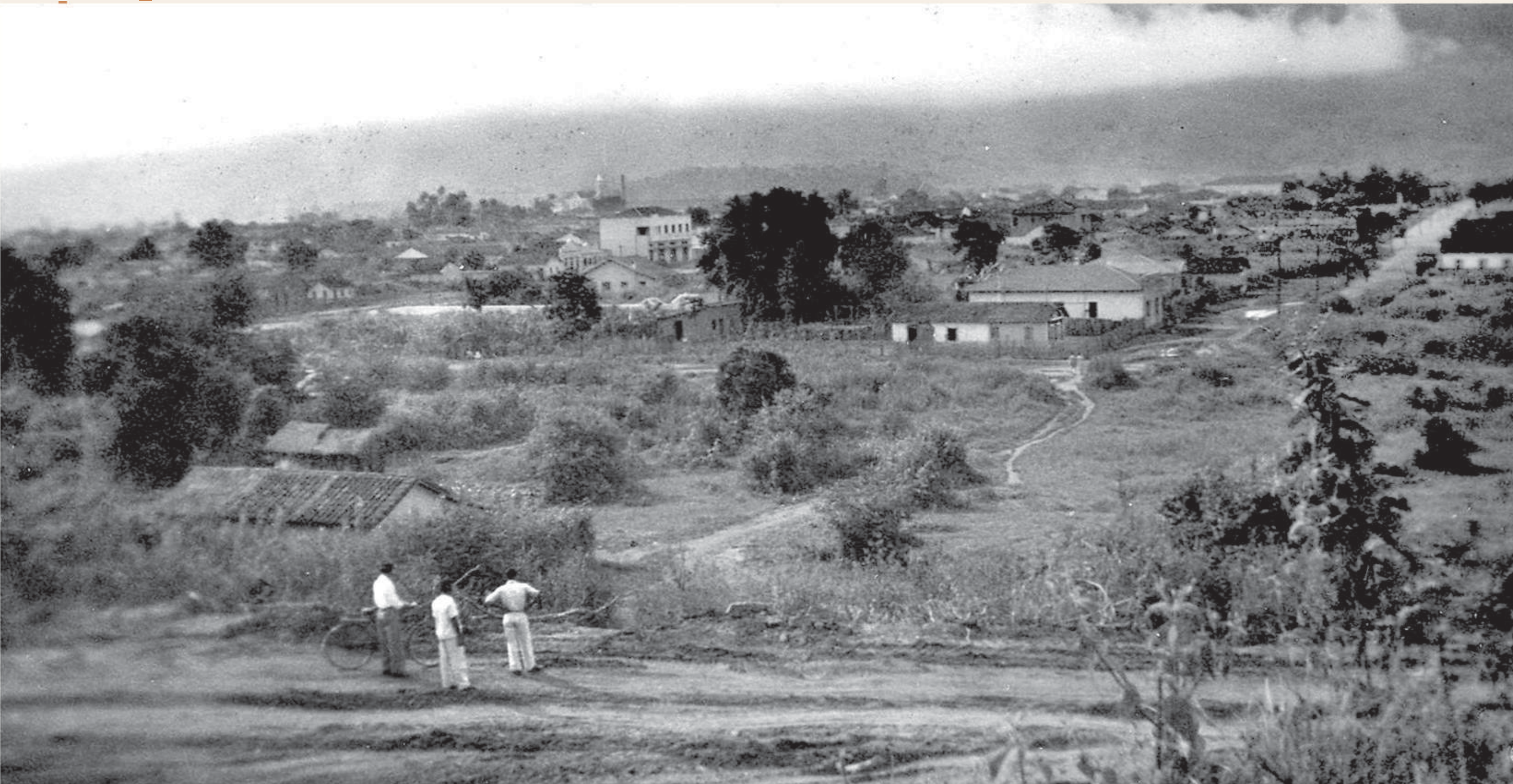
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# The development of Governador Valadares: 1940s and 1950s

Some peculiarities – strategic war materials, mica – made that Governador Valadares had a significant growth in Years of World War II. This phenomenon placed the city on world map and was a factor of intense development, as we can see in the urban layout and the emergence of new neighborhoods.



Partial view of the city in the 40's.  
Collection: Petronilho Alcântara Costa



Layout of Sete de Setembro street (foreground).  
Collection: Petronilho Alcântara

In the first picture, partial view of the center in the 1940s, from the Carapina hill. It shows the very beginning of the urbanistic plan layout and its implementation by Olímpio Caldas Freitas. He had the carpenter José Serra Lima de Oliveira as his assistant. In the second picture one can see Sete de Setembro street layout and the Sports Center, without the Colégio Estadual (State High School) at that time.



Aerial view of Araújo's Island, 1950s.  
Collection: Museu da cidade



Partial aerial view of the city, 1950s.  
Collection: Museu da cidade

Just above, on the left, one can see in this aerial partial view of the beginning of the urban layout of the Araújo's Island with the little cape where later was built Garfo Clube (Fork Club). The second image is an aerial view took by Cândia de Oliveira, 1956, with the Island Bridge in the foreground on the right. In this picture it's possible to see the train's maneuvering yard of the Vitória-Minas Railroad at that time crossing the downtown area, where we have today the bus station, the City Hall and the Pioneers Square.

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# Economic activities: 1940s and 1950s

Extraction of wood existed since the beginning of the occupation of the region. Sawmills provided a significant economic expansion of the city between the 1940s and 1960s. In the 1950's on some other economic activity caught the attention of the local investors: the boom of cattle raising, the extraction of mica and the installation of Açucareira (Doce River Sugar Company).



Sawmill, 1950s. Collection: Museu da Cidade



Wood Deposit at Dom Pedro II Street, 1948. SANTOS, P. dos. 100 anos de fotografias



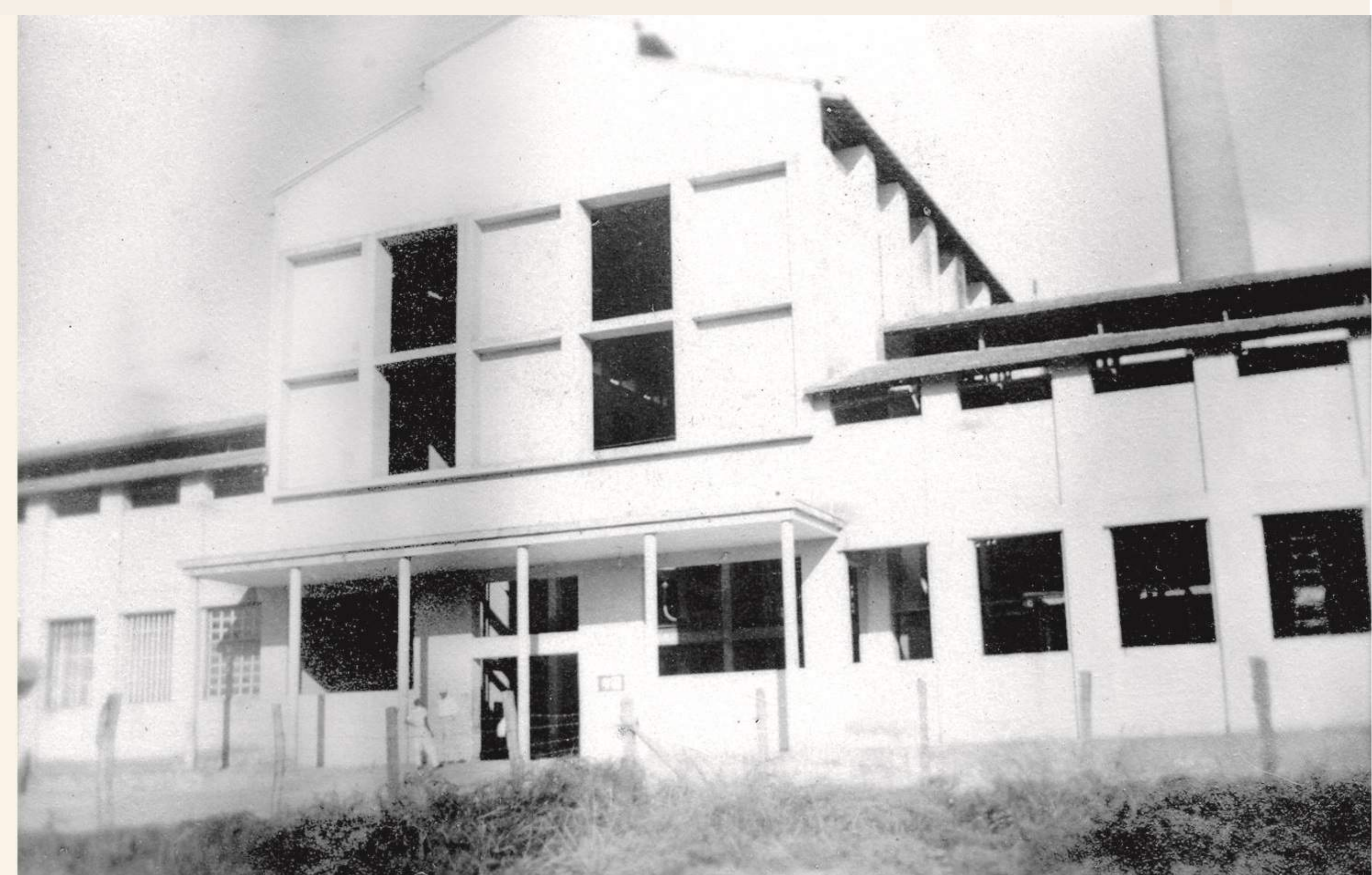
Conquista farm (Esplanadinha neighborhood), 1950 SANTOS, P. dos. 100 anos de fotografias



Esperança farm (Vila Bretas neighborhood), 1950. SANTOS, P. dos. 100 anos de fotografias



Santos Nogueira Minérios (Ore processing), 1947.SANTOS, P. dos. 100 anos de fotografias.



Doce River Sugar Company, 1955. SANTOS, P. dos. 100 anos de fotografias

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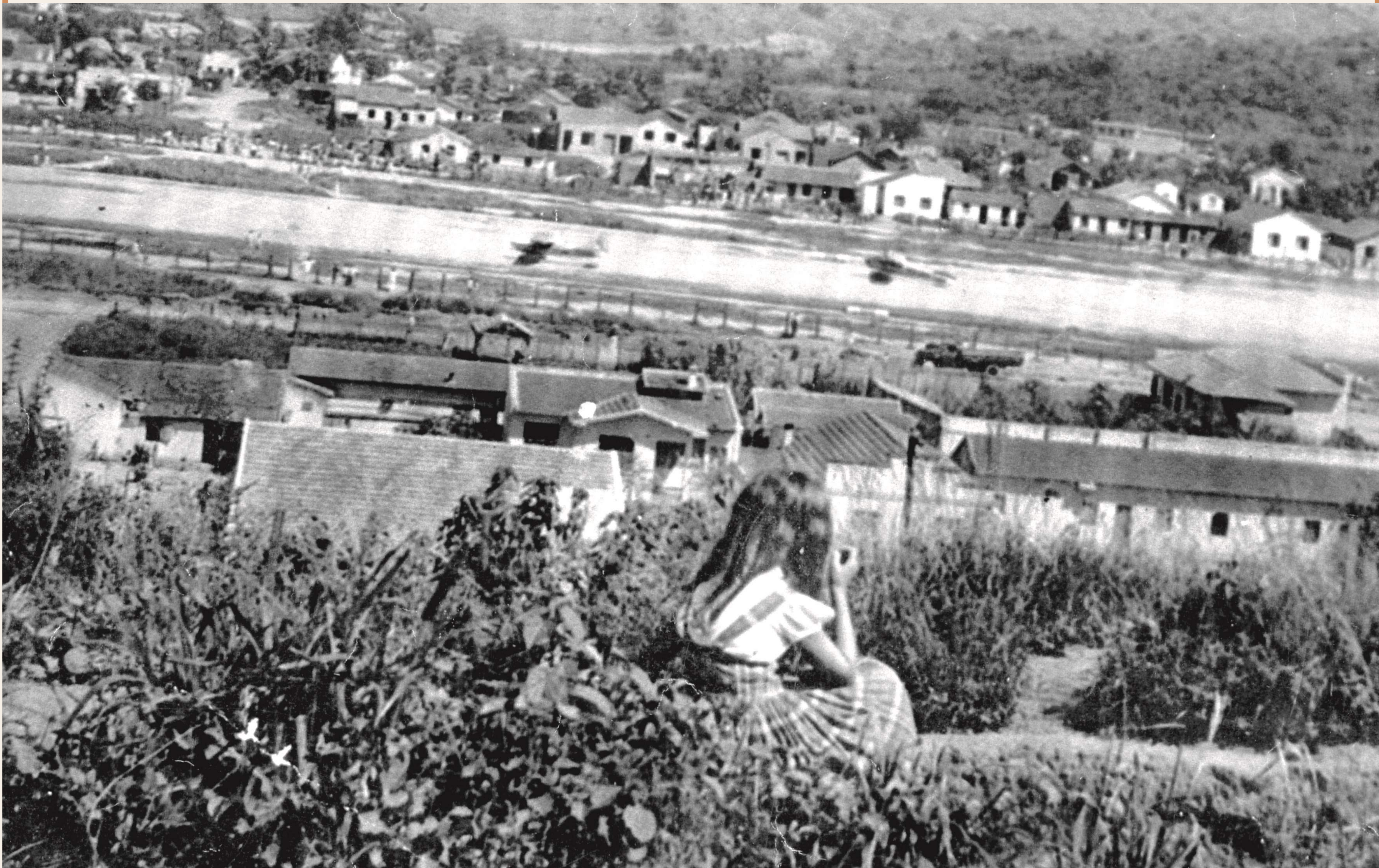
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# The airport: development support and sign of modernity

Aviation - just like the railroad in the 19<sup>th</sup> Century - is within the field of transportation, a sign par excellence of modernity. Any self-respecting city should have an airport. This also happened in Governador Valadares and left its mark until the present day.



Airport (Nossa Senhora de Lourdes neighborhood), 1950s. Collection: Museu da Cidade

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Airlines operating in Governador Valadares, 1950s. Source: Revista Acaiaca, 1951.

Horário dos aviões que saem de Valadares		
DIAS	HORÁRIO	DESTINO
DOMINGO	08,20	Belo Horizonte
	14,00	Rio de Janeiro
	16,50	Belo Horizonte
2ª. FEIRA	08,20	Belo Horizonte
	08,50	Itambacuri, Nanuque, Itabuna, Salvador
	10,05	Belo Horizonte
	10,20	Itambacuri, Jequitinhonha, Almenara, Vitória da Conquista, Ilheus e Salvador.
	16,50	Belo Horizonte
3ª. FEIRA	08,20	Belo Horizonte
	08,50	Vitória da Conquista, Salvador, Aracaju, Maceió e Recife
	11,00	Vitória
	14,30	Belo Horizonte
	16,00	Rio de Janeiro
	16,50	Belo Horizonte
4ª. FEIRA	08,20	Belo Horizonte
	08,50	Itambacuri, Nanuque, Itabuna e Salvador
	10,20	Nanuque, Jequitinhonha, Almenara, Vitória da Conquista, Jequié e Salvador
	4,00	Rio de Janeiro
	4,30	Belo Horizonte
	6,50	" "
5ª. FEIRA	08,20	Belo Horizonte
	08,50	Vitória da Conquista, Salvador, Aracaju, Maceió e Recife
	10,20	Vitória
	13,30	Belo Horizonte
	16,00	Rio de Janeiro
	16,50	Belo Horizonte
6ª. FEIRA	08,20	Belo Horizonte
	08,50	Itambacuri, Nanuque, Itabuna e Salvador
	10,20	Jequitinhonha, Pedra Azul, Vitória da Conquista, Ilheus e Salvador
	14,00	Rio de Janeiro
	16,50	Belo Horizonte
SÁBADO	08,20	Belo Horizonte
	08,50	Vitória da Conquista, Salvador, Aracaju, Maceió e Recife
	14,30	Belo Horizonte
	16,00	Rio de Janeiro
	16,50	Belo Horizonte
SÃO PAULO: Diário, via Belo Horizonte às 08,20.		

Flight Timetable on Valadarenses Guide, 1958.Collection: Univale Central Library.

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# The education and development of the city in the 1940s and 1950s

Formal education in Brazil has often lagged behind other dimensions of social life and has not always been a priority of governments. However, we can say that in Governador Valadares, for various reasons, the field of education has always deserved privileged attention. So, in 1951 the municipality had 68 municipal primary schools, 2 state schools and several private ones, besides an Elementary II School and a Teachers' School. (Revista Acaiaca, 1951, p. 40).



Clóvis Salgado Ementary School, 1950s. Collection: Museu da Cidade



Rex Institute, 1940s. Collection: Museu da Cidade



Ibituruna High School, 1940s. Collection: Museu da Cidade



Imaculada Conception High School , 1940s.Collection: Petronilho Alcântara



Nélson de Sena State School, 1940s. Collection: Museu da Cidade

Apoio:

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Revelations of the city

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