

Expansion and Modernization of Postal Services in Santa Catarina (1930–1945)

Expansão e modernização dos serviços postais em Santa Catarina (1930–1945)¹

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Resumo

Podemos observar que no Brasil, e por extensão em Santa Catarina, durante os anos de 1930 a 1945, ocorreu uma *expansão restritiva* e a *modernização localizada* dos serviços postais. Foi *restritiva* porque houve crescimento no movimento postal, combinando momentos de retração e expansão, e *localizada* porque observamos avanços em alguns serviços (correios aéreos e construção de novas sedes). Ambas, *expansão restritiva* e *modernização localizada*, estão associadas ao desempenho da economia, à modernização do Estado. Nesse artigo iremos analisar esses dois movimentos nos serviços postais em Santa Catarina, que se combinavam e permitiram a expansão e a modernização dos correios.

Palavras-chave: serviços postais; modernização; Santa Catarina; Estado.

Abstract

We can observe that in Brazil, and by extension in Santa Catarina, during the years 1930 to 1945, there was a restrictive expansion and localized modernization of postal services. It was restrictive because there was growth in postal activity, combining periods of contraction and expansion, and localized because advancements in certain services (airmail and the construction of new headquarters) were observed. Both restrictive expansion and localized modernization are associated with economic performance and state modernization. In this article, we will analyze these two movements in postal services in Santa Catarina, which are combined to enable the expansion and modernization of the postal system.

Keywords: postal services; modernization; Santa Catarina; state

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Centralization of communications

Postal services have always been considered strategic in the history of various civilizations and in the formation of empires in the conquest of territories, political domination and the spread of the civilizing process. Transmitting messages is an ancient act that has adapted to the material and socio-spatial conditions of each era and region. The postal routes of the vast Mongol Empire – the Yam, formed by several stations that allowed couriers to take turns, providing them with shelter, protection and horses – enabled communication between Beijing and Constantinople, covering approximately 9,200 kilometers, and maintained the Pax Mongólica. In the Wars of Independence of Spanish America, communication between Simón Bolívar and Francisco de Paula Santander during the Southern Campaign was carried out by couriers who, on horseback, crossed plains, moorlands and mountain ranges, from Lima to Bogotá, covering approximately 2,800 kilometers. On September 7, 1822, the State Council's messenger delivered to D. Pedro de Alcântara the message from José Bonifácio informing him of the order issued from Lisbon, which demanded the return of the Prince Regent to the Court. From Rio de Janeiro to São Paulo, on the banks of the Ipiranga River, the route traveled was approximately 600 kilometers. Whether in times of war or for the maintenance of peace, postal services have helped to write the history of civilizations and nations.

Whether writing history in “great heroic events” or transmitting everyday messages, postal services become relevant within the national objectives set by the State. A service that cannot stop, even when facing hostilities or following winding paths. Over the centuries, the exchange of messages has been expanding extensively. The expansion of electric telegraphy in the 19th century, of telephony in the 20th century, and of the Internet in the 21st century did not displace the post office from the national communications system but merely reconfigured its services by expanding the delivery of parcels. Another relevant highlight of the postal service is its long history of financial deficit, whose revenues rarely covered expenses, even so investments in the expansion of new postal lines and the opening of agencies were not obstructed. However, in times of internal and external conflicts and economic crisis, a slowdown in postal movement and a reduction in state investments can be observed. This was the case with postal and telegraph services in Brazil between 1930 and 1945, when the effects of the

Great Depression (1930-1933), the Constitutional Revolution (1932) and World War II (1939-1945) were felt.

In order to observe the instability of the national and Santa Catarina postal movement between 1930 and 1945, I selected some indicators that reveal the effects of economic and war events on the Post and Telegraph Department. To this end, I present data from 1925 to 1950, which reveal the slowdown in the early 1930s and the slow growth during the World War II. We can follow the financial trajectory of the DGC (1925-1931), the RGT (1925-1931) and the DCT (1932-1950) (Table 1), which provides us with a broader view of the period analyzed. We can observe the initial performance of the 1930s, compared with the last years of the previous decade, and the years from 1946 to 1950, which reveal the immediate performance after the end of World War II.

Table 1: Financial Performance of the Brazilian Post and Telegraph Department - 1925-1950 (Brazilian currency: Réis up to 1941, Cr\$ post-1941)

Year	Income			Expenses	Result
	Post offices	Telegraphs	Total	Total	
1925	31,173:208\$375	36,924:963\$959	68,098:172\$334	81,442:802\$910	-13,344:630\$576
1926	33,246:562\$988	32,666:273\$419	65,912:836\$407	90,185:037\$347	-24,272:200\$940
1927	35,678:865\$488	35,271:170\$074	70,950,035\$562	111,339:024\$604	-40,388:989\$042
1928	54,167:289\$298	35,782:877\$857	89,950:167\$155	116,026:950\$560	-26,076:783\$405
1929	58,217:850\$312	33,823:858\$440	92,041:708\$752	127,921:768\$757	-35,880:060\$005
1930	46,187:984\$002	30,969:751\$555	77,157:735\$557	105,467:000\$000	-28,309:264\$443
1931	37,969:197\$101	30,979:288\$966	68,948:486\$067	109,703:607\$457	-40,755:121\$390
1932	37,435:456\$300	31,674:031\$129	69,109:487\$429	111,325:106\$724	-47,405,931\$315
1933 (Jan/33-Mar/34)	53,989:726\$700	33,038:152\$800	87,027:879\$500	140,939:629\$400	-53,911,749\$900
1934 (Apr/34- Dec/34)	40,954:422\$500	25,305:186\$000	66,259:608\$500	86,788:520\$600	-20,528,912\$100
1935	58,607:012\$000	29,258:968\$300	87,865:980\$300	124,636:352\$600	-36,770,372\$300
1936	76,466:486\$900	32,315:345\$700	108,781:832\$600	143,071:596\$600	-34,289,764\$000
1937	80,207:744\$800	49,572:305\$700	129,780:050\$500	174,999:831\$600	-45,219,781\$100
1938	105,229:269\$200	43,764:011\$200	148,993:280\$400	176,646:639\$500	-27,653,359\$100
1939	109,470:588\$300	48,823:937\$700	158,294:526\$000	163,844:175\$900	-5,549,649\$900
1940	92,577:318\$500	54,234:307\$100	146,811:625\$600	177,534:998\$000	-30,723,372\$400

continue

conclusion

Year	Income			Expenses	Result
	Post offices	Telegraphs	Total	Total	
1941	122,286:355\$700	63,784:680\$600	186,071:036\$300	186,730:443\$600	-659,407\$300
1942			201,261,000.00	183,422,000.00	-17,839,000.00
1943			245,622,000.00	192,876,000.00	-52,746,000.00
1944			278,542,000.00	288,361,000.00	9,819,000.00
1945			332,868,000.00	297,695,000.00	-35,173,000.00
1946			393,297,000.00	546,474,000.00	-153,177,000.00
1947			432,303,000.00	594,097,000.00	-161,794,000.00
1948			454,974,000.00	617,238,000.00	-162,264,000.00
1949			586,702,000.00	957,749,000.00	-371,047,000.00
1950			617,927,000.00	971,496,000.00	-353,569,000.00

Source: DGC reports, 1926-1931; RGT reports, 1925-1931; DCT reports, 1932-1941; Statistical Yearbook of Brazil, 1945-1951.

With the expansion of the data, we can see that, in both sectors (Table 1) there was a drop in both revenue and expenditure between 1930 and 1935, compared to the period from 1925 to 1929, which was in an upward financial movement. The total revenue of 1929, which reached 92,041:708\$752, was surpassed only in 1936, when it reached the figure of 108,781:832\$600. The second half of the 1930s presented more favorable results, with a growth trajectory, but then, during World War II, the growth rate slowed again. The years after 1945 saw a resumption of growth for the DCT, which reflected on its financial performance with an increase in revenue and expenditure.

Table 2: Operational Performance of the Brazilian Post and Telegraph Department
- 1925-1950

Year	Post offices	Mail posted	Telegrams sent (thousands)
1925	4,210	1,746,162	7,610
1926	4,230	1,860,813	7,408
1927	4,290	1,911,629	7,543
1928	4,538	2,151,792	6,453
1929	4,692	2,105,213	6,015
1930	4,756	1,909,312	5,537
1931	4,670	1,821,014	7,107

continue

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Year	Post offices	Mail posted	Telegrams sent (thousands)
1932	4,638	1,402,780	8,078
1933	4,632	1,708,448	8,556
1934	4,613	1,834,337	8,872
1935	4,602	2,553,888	9,870
1936	4,626	2,555,395	10,470
1937	4,722	2,307,623	10,604
1938	4,726	3,003,919	10,859
1939	4,688	3,141,107	10,712
1940		3,063,000	12,392
1941		2,961,000	13,109
1942		2,733,000	15,437
1943		3,021,000	18,142
1944	4,420	3,959,000	21,234
1945	4,440	4,923,000	25,131
1946	4,420	7,450,000	27,837
1947	4,440	7,740,000	29,467
1948	4,439	9,687,000	30,562
1949	4,473	8,398,000	26,577
1950	4,449	9,118,000	28,265

Source: DGC reports, 1926–1931; RGT reports, 1925–1931; DCT reports, 1932–1941; Statistical Yearbook of Brazil, 1945–1951.

Analyzing the operational performance of Brazil's postal and telegraph services (Table 2) the same trajectory as the financial results was observed. The amount of mail sent grew between 1925 and 1929 and stabilized with a downward trend in the early 1930s. Regarding telegrams sent, the movement between 1925 and 1931 was stable, with a very slow growth rate until 1939. The second half of the 1940s saw a steady increase in the number of telegrams sent. However, when looking at the number of post offices available throughout the country, over the 26 years analyzed, there was a long stabilization, with 4,210 offices in 1925, 4,756 in 1930, 4,440 in 1945 and 4,449 in 1950. Throughout the period, the average annual growth rate of telegrams sent was 8.17%, and that of mail sent was 5.88%. Until 1939, the average annual growth rate of new office openings was 0.79%, and between 1944 and 1950 it was 0.11%. In short, during the years 1930 to 1945, the DCT had an average performance, with

moments of cooling off and slow resumption of growth. This result is directly related to the internal and external events that interfered with the flow of communications, which did not prevent postal and telegraph services from following a path of modernization nor did they overshadow their relevance as a strategic sector for the formation of the national economic system.

The 1930s were marked by the advancement of national and international airmail services provided by Syndicato Condor, Panair do Brasil, Aeropostale, Varig, Vasp and Zappelin. By the middle of the decade, all Brazilian states were served by airmail, and their respective capitals were connected to the main cities in the interior. The work of the National Airmail Service was remarkable. It was created in 1931 and in just four years already covered the entire national territory. International agreements were also expanded, and Brazil reaffirmed its position in international conventions. The number of agencies did not increase, but new and modern headquarters were built in the capitals and some in the interior, replacing rented buildings with "nationally owned" ones. Finally, we highlight the creation of the School for the Improvement of Post and Telegraph Services, by means of Decree No. 24,156, of April 23, 1934 (REPORTS OF THE DEPARTMENT OF POST AND TELEGRAPH (DCT), 1932-1935). The postal movement returned to normal as the end of World War II approached, beginning a trajectory of growth in 1945, and some works which had started before the war were only inaugurated after the armistice.

Therefore, in Brazil, from 1930 to 1945, there was a *restrictive expansion* and *localized modernization* of the postal service. It was *restrictive* because, on average, there was growth in postal traffic, combining periods of contraction and expansion, and *localized* because advances in some services (airmail and construction of new headquarters) were observed. Both, *restrictive expansion* and *localized modernization*, are associated with the performance of the economy and the modernization of the State. During this period, according to Cardoso de Mello (1987), given the technical and financial restrictions of the Brazilian economy, restricted industrialization occurred, whose pace of accumulation began to be commanded by the most dynamic sectors of industry. According to Draibe (1985), there was a process of centralization of the functions of the public sector and greater politicization of the social and economic spheres, allowing the State to create a more solid institutional robustness, necessary for the processes of industrialization and modernization of Brazilian society.

Transports and communications in Santa Catarina

Between 1930 and 1945, the economy and society of Santa Catarina underwent structural changes that would be consolidated in the following decades. During that period, the growth pattern of the economy of Santa Catarina was still based on small-scale commercial production and mineral and plant extraction. A pattern inherited from previous decades was present but a new pattern was being formed that would shape future decades. Regional specializations gained greater scope and new industrial activities emerged. In the south of Santa Catarina, coal mining activities were boosted by policies to protect and promote the consumption of domestic coal, and construction began on units of the Companhia Siderúrgica Nacional. In the Itajaí Valley, the textile and clothing industry expanded its production, and some brands conquered the national market. The dynamic and diversified economy of Joinville, taking advantage of the effects of the yerba mate complex, saw the emergence of small mechanical workshops that would later become steel and metallurgical plants. On the Serrando plateau, where livestock farming activities still persisted, some timber activities and small pulp and paper factories emerged. On the northern plateau, the yerba mate complex stagnated, without penalizing the region, which found its new source of accumulation in timber activities. In the greater western part of Santa Catarina, the unfolding of accumulation driven by the extraction and commercialization of timber generated a fragmented economic base from which several activities emerged linked to the commercialization of agricultural production and food processing. On the coast, fishing activities, which were growing slowly, and ports were the anchors for the growth of Laguna, Imbituba, Itajaí and São Francisco do Sul. Excluding the extraction of timber and yerba mate, the property regime based on small-scale commodity production with a slow and continuous accumulation rate predominated in the other activities (GOULARTI FILHO, 2016).

This panorama reveals the embryonic material bases of an economy with regional specialization and productive diversification. Even with the predominance of specific sectors in each region, it was possible to identify within them the emergence of other activities that would boost the regional economies of Santa Catarina in the 1950s and 1960s.

Until 1930, the transportation and communications system in Santa Catarina was formed by the combination of geoeconomic layers, which allowed the formation of various flows, promoting regional integration,

demographic expansion and the development of commercial exchanges. There were three railroads: the Dona Tereza Cristina Railroad, in the south, which passed through Laguna, Tubarão, Urussanga, Criciúma and Araranguá; the Santa Catarina Railroad, which had stations in Blumenau, Indaial, Ibirama and Rio do Sul; and the São Paulo-Rio Grande Railroad, which crossed the Peixe River Valley, with a branch line between São Francisco do Sul and Porto União. The main roads in Santa Catarina had already abandoned the old constraints of slowness and began to take on the characteristics of highways. In 1927, the first State Highway Plan was presented within an integrationist logic that formed an articulated system. Highlights include the Lages Road, the Dona Francisca Road, the Coastal Road, the Blumenau to Curitibanos Road, the Tubarão Road and the Campos Novos Roads heading west. Regarding river navigation, given the irregular hydrological regime in the Santa Catarina territory, this type of transport did not develop much, only in small navigable stretches close to the coast, with the longest route being between Itajaí and Blumenau, in addition to some stretches of the Negro and Iguaçu rivers on the border with Paraná (GOULARTI FILHO, 2013).

The expansion of postal lines in Santa Catarina followed the same path as the expansion of the interior and the definition of the territory. From the coast to the interior, passing through the colonial areas, heading towards the northern mountain plateau until its definitive extension towards the great west. There is a close relationship between the use of the means of transportation available by couriers and the speed of delivery of postal packages. Initially, horseback transport was used, covering short and long distances; however, with the advent of modern transport, the list of means of transport used by the post office included railways and navigation. From the 1920s onwards, the proliferation of the road system and the use of automobiles directly impacted the services of postal agents with the formation of vehicle fleets for the delivery of packages. Finally, the advent of aviation further accelerated the delivery of packages with the use of air postal services. In Santa Catarina, between 1927 and 1930, postal services were provided by Syndicato Condor, Aeropostale and NYRBA. There is a link between the modernization of means of transportation and the improvement of postal services. When new transport modalities were introduced in a given region, they soon began to be used by the postal service, transforming transport and communications into a unit of regional integration (Goularti Filho, 2017; Mazon, Goularti Filho, 2020).

Looking at the first three decades of the 20th century, we have two periods in which there was a more significant growth in the number of post offices and telegraph stations opened: between 1902 and 1906 and between 1927 and 1930. Both periods coincide with the presence of a politician from Santa Catarina in charge of the Ministry of Transport and Public Works, namely, Lauro Müller (1902-1906) and Victor Konder (1926-1930). When Victor Konder was minister, his brother Adolfo Konder was governor of Santa Catarina. In the 1920s, at the same time that there was a rapid expansion of postal lines and the telegraph network in Santa Catarina, private telephone services were already in operation in the main cities of the state. In 1930, almost the entire territory of Santa Catarina was being served by telegraph stations and post offices, and a continuous movement of accelerated expansion of the physical structure (lines and offices) was observed, which resulted in the coastalization and interiorization of post offices and telegraphs in Santa Catarina.

Telephone services arrived in Santa Catarina in 1907, in the city of Joinville, through the firm Grossenbacher & Trinks, which created the Empresa Telefônica Joinvillense, when a manual switchboard with 60 telephone sets was inaugurated. Florianópolis was the second city to be served by telephone services through the same company from Joinville, in 1909, when it installed a manual switchboard and 100 sets. It then reached the cities of São José, Blumenau, Itajaí and Gaspar, which inaugurated the services in 1913, and Laguna, in 1918. On September 21, 1927, State Law No. 1,578 was approved, which authorized the executive to grant the privilege for a company to operate intercity telephone services throughout the territory of Barreira Verde for 35 years. In the same year, 1927, the Companhia Telefônica Catarinense (CTC) was established, which became the provider of telephone services in Santa Catarina until the 1960s. The first CTC telephone line was inaugurated between Florianópolis and Tijucas, passing through São José, on May 13, 1928. In October 1928, the lines from Florianópolis to Blumenau were inaugurated, passing through the cities of Itajaí and Gaspar. Towards the south, Imbituba and Paulo Lopes were connected, which was a section of the line coming from Laguna. In September, CTC achieved its greatest goal and integrated Joinville with Florianópolis, passing through Blumenau (Goularti Filho, 2018).

The economy growth pattern in Santa Catarina throughout the late 19th and early 20th centuries was driven by small-scale commodity production, which had a low capacity for accumulation and limited power to drive structural changes. The result of this combination affected the transportation and communications system. This did not prevent Santa Catarina from

reaching the end of the 1920s with a more cohesive and widespread regional economic system.

Restrictive expansion

The performance of the postal service in Santa Catarina between 1930 and 1945, to a large extent, followed the same trajectory as that of the postal service at the national level. There are four important indicators that reveal the postal service performance in the state (Table 3): a) post offices; b) postal lines; c) workers; and d) mail sent. The data presented were obtained from reports by the DGT and DCT between 1930 and 1941. For the period 1942 to 1945, estimates were made for the number of posts and mail sent, based on the annual growth of national postal services available in the Statistical Yearbook of Brazil. For the other indicators (postal lines and workers in the posts), no estimates were made, since these values were not available for the national sum.

Regarding the number of letters sent by the post office in Santa Catarina, the period can be divided into four moments: a) stagnation – 1930-1932; b) resumption of growth – 1933-1937; c) stagnation – 1938-1943; and d) resumption of growth – 1944-1945. However, such movement was not the same in the number of branches in operation, postal lines in circulation and workers available at the branches (workers in the Administration located in Florianópolis were excluded). Overall, a movement of retraction can be observed in the number of lines and workers and stagnation at the branches (Table 3). The retraction and stagnation in these two services did not influence the volume of letters sent, which followed a hesitant trajectory, but with an upward trend. In 1930, there were 198 agencies in operation, with 281 employees who handled 6,155,784 items of mail. After ten years, the number of agencies was almost the same, 197, and the number of workers had fallen to approximately 270. However, the volume of mail sent increased to 19,264,860. Working conditions stagnated, but the volume of tasks performed more than tripled. Therefore, in Santa Catarina, productivity was gained by increasing labor exploitation.

Table 3: Operational performance of post offices in Santa Catarina (1930-1945)

Year	Post offices	Postal lines	Worker(s) in the post offices	Mail posted
1930	198	146	281	6,155,784
1931	198	131	281	5,420,018
1932	197	133	277	6,062,801
1933	196	133	277	8,430,480
1934	195	125	276	8,901,626
1935	195	124	278	10,631,790
1936	195	131	278	13,610,346
1937	198	134	280	15,207,355
1938	197	118	280	19,510,868
1939	190	117	269	19,756,117
1940	197	115		19,264,860
1941	197			18,623,327
1942	197			17,189,312
1943	197			19,000,699
1944	197			24,900,287
1945	197			30,963,404

Source: DGC reports, 1930-1931; DCT reports, 1932-1941; Statistical Yearbook of Brazil, 1941-1945.

Remark: For the period between 1941 and 1945, estimates were made based on the performance of national post offices.

By analyzing in detail the number of postal lines in circulation, the technological transition is observed alongside the intensification of the work of couriers that increased productivity gains. This structural change occurred in the 1930s, when the so-called “road era” began and the railway branches of the Dona Tereza Cristina Railway and the Santa Catarina Railway were built (Table 4). In 1930, 402 kilometers of postal line were covered by motor vehicles, increasing to 1,220 in 1940, revealing the improvement of Santa Catarina’s roads and the increase in the number of vehicles in transit. There was also an increase in the use of rail transport in 1934, when it went from 900 annual trips to 1,337, stabilizing until the end of the period.

Table 4: Postal lines in Santa Catarina 1930-1940

Year	Operators	Railroad		Horseback		On foot		By river		Carriage (Carts)		Automobile	
		Km	Trips	Km	Trips	Km	trips	Km	trips	Km	Trip	Km	Trip
1930	158	941	837	3,017	5,867	151	10,384	121	476	612	5,438	402	1,436
1931	141	823	1,918	2,879	6,066	110	12,467	11	411	571	11,956	534	2,004
1932	142	900	1,942	2,879	6,066	130	12,258	12	730	558	11,800	535	2,001
1933	140	900	1,942	2,705	5,778	130	12,258			721	12,004	300	2,526
1934	134	1,337	4,223	2,428	5,429	168	12,477	81	1,085	399	11,603	1,003	2,137
1935	130	1,337	4,535	2,393	5,064	167	11,835	81	1,085	399	11,603	1,003	2,137
1936	143	1,337	4,223	2,354	5,377	169	11,767	11	720	380	7,819	1,055	2,137
1937	151	1,336	2,410	2,264	4,724	45	5,664	106	1,138	355	7,741	1,027	3,945
1938	151	1,355	2,655	2,121	5,704	23	10,500			327	10,813	1,374	4,377
1939	133	1,355	2,655	2,181	6,644	30	10,864			341	10,554	1,374	4,377
1940	133	1,355	2,470	2,213	5,784	29	10,293			348	11,034	1,220	4,456

Source: DGC reports, 1930-1931; DCT reports, 1932-1941.

On the other hand, there was a continuous decline in the number of trips made by couriers on foot, on horseback or in carts. In the first category, there was a significant drop from 151 kilometers traveled in 1930 to 29 in 1940; in the second category, on horseback, the drop was smaller, from 3,017 kilometers to 2,213; and, finally, in the use of carts to transport mailbags, 612 kilometers were traveled in 1930 and 348 in 1940. However, when analyzing the number of trips made in each category, little change was observed, with brief moments of reversal of the trend, but then it returned to the previous level. More kilometers were traveled due to the use of automobiles and better use of Santa Catarina's railways. However, the number of drivers continued to decline throughout the decade. This reality reinforces the argument that the gain in productivity of the DCT in Santa Catarina was obtained with the modernization of some postal lines and with work intensification, that is, greater exploitation of workers.

The argument presented above, which is surely just a reflection of the national movement, is confirmed by the number of workers in the agencies located in the interior. The Santa Catarina Post Office Administration was located in Florianópolis; and the post offices were located in the interior of the state. The number of workers in the administration was only found for 1930 and 1931, when 144 workers were registered in both years. The series from

1930 to 1939 shows the number of workers only for the agencies and shows that there was little change in 10 years. To complete the series up to 1945, the newspapers *O Estado* (SC) and *Diário de Notícias* (RJ) were surveyed for public calls for DCT positions in Santa Catarina between 1940 and 1945. There are records of three open calls – 1940, 1943 and 1944 – related to selection tests for technician in the areas of telegraphy and radiotelegraphy. Since no new agencies were opened between 1940 and 1945, we can infer that during this period there was little change in the number of postal workers in Santa Catarina. However, according to the data collected (Table 3), the postal activity increased, once again reinforcing the argument that there was greater labor exploitation at the DCT during the Vargas Era.

In addition to the more extensive use of motor vehicles by the postal service in the 1930s, the airlines that transported mailbags and made stops in Santa Catarina, such as Syndicato Condor, Aerolloyd Iguassu, Panair do Brasil, Aeropostale and Vasp, are also worthy of note. Even with stops in Joinville, São Francisco do Sul, Blumenau, Itajaí and Laguna, the city of Florianópolis concentrated the largest air mail movement, around 77.0% of the total mailbags sent and received in the 1930s. The total mailbags received and sent in the capital of Santa Catarina was found by searching two different sources (Table 5): a) reports from the DGC and DCT for the years 1930 and 1940; and b) Statistical Yearbooks of Brazil for 1941 to 1945. From 1941 onwards, the IBGE began to use a methodology different from the one used by DCT to calculate the weight of mailbags, causing a statistical discontinuity. Even with this change, it is possible to identify in the historical series available (Table 5) that the use of airlines followed an unstable growth trajectory, similar to that observed regarding the use of automobiles.

Table 5: Airmail received and sent via Florianópolis 1930-1945

Year	Airmail (bags) received	Airmail (bags) sent	Total
1930	2,398	2,984	5,382
1931	2,884	3,732	6,616
1932	4,370	4,510	8,880
1933	5,287	5,811	11,098
1934	8,051	7,861	15,912
1935	5,144	5,342	10,486
1936	5,520	5,081	10,601

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1937	6,920	6,481	13,401
1938	7,222	6,632	13,854
1939	5,742	3,742	9,484
1940	6,544	6,708	13,252
1941	2,946	1,783	4,729
1942	3,762	1,651	5,413
1943	3,370	2,073	5,443
1944	3,625	2,565	6,190
1945	3,881	2,493	6,374

Source: DGC reports, 1930-1931; DCT reports, 1932-1941; Statistical Yearbook of Brazil, 1941-1945.

Remark: The mail bags received in 1944 are presented based on estimates.

For a more detailed look at the postal activity in the 1930s in Santa Catarina, at the agencies in the interior and at the administration located in the capital (Table 6) the evolution of the mail and mailbags sent and distributed is shown below. To a large extent, the mail and mailbag movement followed a trajectory that alternated between stagnation and growth. However, the most striking fact is that the postal activity in the interior was around three times greater than that in the capital, revealing, in a certain way, the presence of important cities in the interior, such as Criciúma, Blumenau, Joinville and Lages.

Table 6: Mail and mailbag movement in Santa Catarina 1930-1939

Year	Venue	Mail		Mailbags	
		Posted and received	Distributed and sent	Posted and received	Distributed and sent
1930	Administration	250,541	285,715	46,884	65,074
	Agencies	5,905,243	6,997,945	177,340	167,945
	Total	6,155,784	7,283,660	224,224	233,019
1931	Administration	333,081	319,738	53,983	75,305
	Agencies	5,086,937	6,024,528	221,836	213,816
	Total	5,420,018	6,344,266	275,819	289,121
1932	Administration	1,160,054	1,248,970	58,659	57,395
	Agencies	4,902,747	5,512,068	165,546	161,259
	Total	6,062,801	6,761,038	224,205	218,654

continue

conclusion

Year	Venue	Mail		Mailbags	
		Posted and received	Distributed and sent	Posted and received	Distributed and sent
1933	Administration	2,535,362		76,527	
	Agencies	5,895,118		243,438	
	Total	8,430,480		319,965	
1934	Administration	2,532,892	2,794,626	85,741	104,707
	Agencies	6,368,734	6,440,181	396,220	322,003
	Total	8,901,626	9,234,807	481,961	426,710
1935	Administration	3,651,559	4,274,433	174,249	218,315
	Agencies	6,980,231	7,554,254	429,921	521,172
	Total	10,631,790	11,828,687	604,170	739,487
1936	Administration	3,075,103	3,766,493	141,389	184,777
	Agencies	10,535,243	13,147,336	326,198	661,078
	Total	13,610,346	16,913,829	467,587	845,855
1937	Administration		3,641,266		208,602
	Agencies		11,804,664		476,123
	Total	15,207,355	15,445,930		684,725
1938	Total	19,510,868	24,023,227		
1939	Total	19,756,117	24,419,411		

Source: DGC reports, 1930–1931; DCT reports, 1932–1941.

Throughout the 19th and 20th centuries, the post office ceased to provide only mail delivery services and became an agency with multiple public interests, providing a variety of services. Also in the 19th century, it began to provide payment services for national and international money orders through transfers between agents. In the interior of the country, in small towns and cities, the post office was responsible for monetizing the region, acting as receivers and payers of debts and “issuers” of currency through transfers. In some cases, in the interior, the financial movement carried out at post offices was greater than the budget of the municipal government. Adding the financial movement (national and international money orders) to the expenses incurred by the post office, we will see that the total amount is very significant when compared to some expenses incurred by the state government.

The movement of national postal orders issued, paid and refunded and the payment of premiums between 1930 and 1940 can be seen below (Table 7). Contrary to the indicators analyzed above, despite the instability of the decade, the trajectory of postal orders and premiums increased, both in the administration in Florianópolis and in the agencies located in the cities of the interior of Santa Catarina, with a 16.24% average annual growth in values and 11.30% in quantity. As in the indicators analyzed, the agencies concentrated a greater movement of national orders than the administration.

Table 7: Movement of national postal orders and premiums in Santa Catarina 1930-1940

Year	Venue	Issued		Premium	Paid		Reimbursement	
		Number	Value		Number	Value	Number	Value
1930	Administration	1,567	271:011\$100	2:660\$700	1,766	291:130\$000	4	1:365\$000
	Agencies	6,260	1.007:075\$100	12:625\$800	2,381	376:359\$300	21	3:789\$400
1931	Administration	1,700	325:715\$800	2:889\$900	1,895	308:668\$400	3	140\$000
	Agencies	7,095	1.255:098\$700	14:892\$100	2,478	366:008\$400	33	2:943\$700
1932	Administration	1,665	425:027\$800	3:085\$700	2,055	328:999\$900	1	745\$000
	Agencies	7,828	1.219:548\$000	15:067\$200	2,803	422:108\$100	16	1:164\$200
1933	Administration	1,804	396:398\$600	3:235\$200	2,098	330:887\$100	5	373:500
	Agencies	8,878	1.285:612\$400	16:239\$400	2,357	504:473\$800	39	3:203\$100
1934	Administration	2,000	450:013\$400	3:460\$300	2,358	410:814\$000	12	2:982\$900
	Agencies	10,325	1.768:129\$400	20:587\$300	3,795	608:836\$900	38	4:813\$500
1935	Administration	2,335	715:246\$700	4:156\$600	2,536	531:165\$200	4	589:000
	Agencies	11,371	2.349:487\$600	25:072\$500	4,194	742:211\$500	39	3:096\$500
1936	Administration	2,880	638:130\$500	5:546\$400	2,705	766:418\$200	6	3:127\$000
	Agencies	13,451	3.056:929\$100	30:491\$500	4,569	1.082:599\$700	53	6:142\$100
1937	Administration	4,145	1.010:905\$300	8:055\$800	3,018	999:913\$400	11	3:630\$500
	Agencies	16,132	3.601:689\$800	35:430\$100	5,387	1.336:933\$100	60	9:108\$900
1938	Administration	3,707	791:272\$800	7:123\$400	4,985	1.030:358\$500	55	6:446\$300
	Agencies	15,829	3.845:030\$000	24:533\$300	1,959	304:662\$100	24	4:056\$200
1939	Administration	4,750	957:658\$800	8:554\$800	3,454	1.350:981\$800	9	958:900
	Agencies	17,328	4.592:073\$560	25:156\$400	6,290	1.166:000\$000	59	6:134\$000
1940	Administration	5,869	1.040:241\$300	9:869\$200	4,076	1.552:283\$500	22	5:905\$5000
	Agencies	17,630	4.031:179\$000	27:438\$700	6,291	1.310:297\$900	70	7:236\$300

Source: DGC reports, 1930-1931; DCT reports, 1932-1941.

When observing the movement of international postal orders, quantity and value, it is clear that their trajectory was unstable, with 15:625\$620 being paid in 1930 and 16:831\$00 in 1939, that is, there was little change. However, in the following year, 1940, 44:357\$700 were paid. Compared to national orders, the values are much lower, but if understood as an inflow of resources from abroad via the post office, the value becomes significant.

Table 8: Movement of international postal orders payment in Santa Catarina
1930-1940

Year	Number	Value
1930	97	15:625\$620
1931	97	18:079\$160
1932	118	32:228\$350
1933	54	7:513\$900
1934	52	5:495\$100
1936	76	10:498\$200
1937	56	7:195\$000
1938	84	24:619\$100
1939	66	16:831\$000
1940	288	44:357\$700

Source: DGC reports, 1930-1931; DCT reports, 1932-1941.

Below, the total movement of national postal orders issued and paid is presented alongside premiums and refunds and international orders paid for the years 1930 and 1940 (Table 9), which was prepared based on Tables 7 and 8. Taking as reference the year 1939, which moved 8,124:349\$260, it represents 45.75% of the total collected in taxes by the 44 municipalities of Santa Catarina, which accumulated a total of 17,756:157\$500. Blumenau collected 1,561:164\$000, Florianópolis 1,936:391\$400 and Joinville 2,000:709\$500, well below the total moved by the post office in orders and premiums.

Table 9: Total movement of national and international postal orders and premiums in Santa Catarina 1930-1940

Year	Total value (issued, paid, premiums and reimbursements)	Total number (issued, premiums and reimbursements)
1930	1.981:642\$020	11,999
1931	2.294:436\$160	13,204
1932	2.447:974\$250	14,368
1933	2.547:937\$000	15,181
1934	3.275:132\$800	18,528
1935	4.371:025\$600	20,479
1936	5.599:882\$700	23,664
1937	7.012:861\$900	28,753
1938	6.038:101\$700	26,559
1939	8.124:349\$260	31,890
1940	8.081:958\$600	33,958

Source: DGC reports, 1930-1931; DCT, 1932-1941.

The financial movement of the DCT in Santa Catarina shows the evolution of revenues and expenses and the financial result (Table 10), which showed a deficit in the 16 years analyzed. The deficits were greater than the three municipal revenues presented in the paragraph above. This trajectory reveals the importance of the volume of resources moved by the post office and telegraph. Revenue was always lower than expenses and, in some years, the amount spent on personnel and materials was twice the amount collected from the services provided. The largest expense was the payroll of workers, which, again comparing with municipal finances, was greater than the tax collection of Blumenau, Joinville and Florianópolis in 1939.

Table 10: DCT financial movement in Santa Catarina 1930–1945 (currency: Réis up to 1941; Cr\$, post-1942)

Year	Income	Expense		Total expenses	Deficit
		Personnel	Material		
1930	730:773\$120	1.616:948\$749	63:528\$950	1.680:477\$699	-949:704\$579
1931	624:096\$080	1.495:802\$789	52:953\$220	1.548:756\$009	-924:659\$929
1932	1.426:266\$800	3.147:611\$100	175:289\$500	3.322:900\$600	-1.896:633\$800
1933	919:661\$600	3.626:283\$200	254:060\$400	3.880:343\$600	-2.960:682\$000
1934	1.754:933\$600	2.177:332\$900	167:759\$300	2.345:092\$200	-590:158\$600
1935	1.067:285\$900	3.198:859\$900	223:919\$400	3.422:779\$300	-2.355:493\$400
1936	1.383:682\$800	3.210:621\$600	438:375\$200	3.648:996\$800	-2.265:314\$000
1937	1.519:420\$100	2.643:000\$000	406:000\$000	3.049:000\$000	-1.529:579\$900
1938	1.943:097\$500	3.377:000\$000	839:000\$000	4.216:000\$000	-2.272:902\$500
1939	1.812:157\$500	3.424:000\$000	651:000\$000	4.075:000\$000	-2.262:422\$500
1940	1.789:323\$000			4.415:670\$000	-2.626:347\$000
1941	2.253:115\$000			4.644:401\$000	-2.391:286\$000
1942	2,245,003.00			4,565,446.00	-2,320,443.00
1943	2,739,802.00			4,800,566.00	-2,060,764.00
1944	3,106,936.00			7,177,326.00	-4,070,390.00
1945	3,712,788.00			7,409,872.00	-3,697,084.00

Source: DGC reports, 1930–1931; DCT reports, 1932–1941; Statistical Yearbook of Brazil, 1941–1945.

Remark: 1) Regarding the period between 1941 and 1945, estimates were made based on the performance of national post offices; 2) Expenses and income from 1937 onwards refer to the DCT units.

In addition to the undeniable importance of the postal service in the flow of communications and in bringing communities, peoples and nations closer together, its impact on society also extends to the economic field. Responsible for monetization in several regions in the interior of the country, the postal service is also an agent that generates income, whether through salaries or through rent payments. It also involves expenses with the running costs of the postal services, the demand for various inputs for the maintenance of the Post Offices and for the reception and dispatch of mailbags, correspondence and objects. To increase income through investments, the postal service built new post offices, renovated others and acquired installed equipment. These expenses (consumption and investment) were incurred in the cities that had post offices, whether in the capital or in the interior.

To get an idea of the relevance of the expenditures made by the DCT in Santa Catarina, (Table 11) a comparison was made between the total expenditures recorded in the municipalities of Santa Catarina (a total of 44) between 1930 and 1941 and the volume of expenditures made by the DCT. On average, the DCT's expenditure represents 31.98% of the total expenditures made by the municipalities of Santa Catarina, while in 1932 and 1933 the ratio was 46.54% and 51.83%, respectively. The data speak for itself! How can we think about the dynamics of the economy of Santa Catarina in the Vargas Era without the DCT's participation in the dissemination of flows and information and in the promotion of economic growth? It is from this broader, social and economic perspective that we must think about postal services.

Table 11: Comparison between municipal expenses and DCT's expenses in Santa Catarina 1930-1941

Year	Municipal expenditure	DCT's expenditure	DCT/Municipalities
1930	6,675:000\$000	1,680:477\$699	25.17
1931	7,008:000\$000	1,548:756\$009	22.09
1932	7,138:000\$000	3,322:900\$600	46.54
1933	7,486:000\$000	3,880:343\$600	51.83
1934	8,197:000\$000	2,345:092\$200	28.61
1935	8,606:000\$000	3,422:779\$300	39.76
1936	10,025:000\$000	3,648:996\$800	36.39
1937	10,077:000\$000	3,049:000\$000	30.26
1938	14,361:000\$000	4,216:000\$000	29.36
1939	16,840:457\$300	4,075:000\$000	24.20
1940	18,126:826\$400	4,415:670\$000	24.36
1941	18,389:951\$000	4,644:401\$000	25.25

Source: DGC reports, 1930-1931; DCT reports, 1932-1941; Santa Catarina, 1937-1941.

Remark: For 1941 estimates of the DCT's expenses were made based on the performance of national post offices.

Localized Modernization

Unlike the previous two decades, during the Vargas Era, the number of agencies changed little in Santa Catarina, as shown in Table 3. Based on a survey conducted in Santa Catarina newspapers available in the Collection

of the National Library between 1930 and 1945, and in the reports of the DGC and DCT between 1930 and 1941, it was possible to identify the opening of some postal agencies in Santa Catarina between 1930 and 1934. During 1930, eleven agencies were opened in rural areas of municipalities in the interior of Santa Catarina, and all of them began their services before Getúlio Vargas took office. Since all the capitals of the municipalities in Santa Catarina had a post office, the next step in the expansion and integration of communications was to further expand the interiorization of the agencies and postal lines. After a short spell without opening agencies (the only exception was Armação, in 1931), in 1934, five post and telegraph agencies were opened (Mãe Luzia, Ponte Alta do Sul, Treze de Maio, Volta Grande and Pouso Redondo), and another seven provided only postal services (Belvederes, Benedito Novo, Laurentino, Morretes, Turvo, Vargeado and Salto Grande).

Chart 1: Post office agencies opened in Santa Catarina

Agency	Municipality	Date of opening
Ribeirão do Ouro	Brusque	25/02/1930
Pinheiro Preto	Videira	02/03/1930
Itapema	Penha	08/03/1930
Correa Pinto	Lages	15/03/1930
Taquara Verde	Porto União	15/03/1930
Catanduva	Joaçaba	10/04/1930
Aririú	Palhoça	01/06/1930
Tijuquinhas	Biguaçu	04/06/1930
Forquilhinha	Criciúma	04/06/1930
Santana do Figueiredo	Bom Retiro	15/06/1930
Lança	Porto União	01/07/1930
Armação	Itajaí	25/01/1931
Mãe Luzia	Criciúma	1934
Ponte Alta do Sul	Curitibanos	1934
Treze de Maio	Tubarão	1934
Volta Grande	Araranguá	1934
Pouso Redondo	Tubarão	1934
Belvederes	Urussanga	1934
Benedito Novo	Blumenau	1934
Laurentino	Rio do Sul	1934

continue

conclusion

Agency	Municipality	Date of opening
Morretes	Araranguá	1934
Turvo	Araranguá	1934
Vargeado	São José	1934
Salto Grande	Rio do Sul	1934

Source: DCT report, 1934; *República* Newspaper, several dates.

After the DCT creation, some agencies were suppressed and others were merged. In 1934, Mafra and Porto União were merged with Rio Negro and União da Vitória, respectively, both belonging to the state of Paraná. The agency in São Marcos do Rio Fortuna, in Tubarão, was also suppressed. In 1935, the agency in Jararaca was transferred to Santa Teresa, in São José.

In the early 1930s, the DCT in Santa Catarina owned five buildings, namely, Florianópolis, Joinville, Blumenau, Laguna and São Francisco. The others were all rented or made available by the local government. The administration building, located in the capital (Figure 2), the one in Joinville and the one in Laguna could no longer accommodate the growing increase in postal traffic. As part of the architectural renovation and urban reform movement, which abandoned the eclecticism of the 19th century and incorporated art deco, and the restructuring of postal and telegraph services, a broad project was set in motion from 1932 onwards to build new DCT headquarters in some capitals and cities in the interior (PEREIRA, 1999). In Santa Catarina, the cities of Florianópolis, Joinville and Laguna were included. The agency in Blumenau was the one in the best state of conservation and had ample facilities to carry out various postal and telegraph services (Figure 1).

Figure 1: Post office Building in Blumenau



Source: Available on the Internet (Google Images).

On April 13, 1934, a call for bids was issued for the construction of a new post office building in Florianópolis (REPÚBLICA, 03/05/1934). The selected company was Benedito Dutra & Cia Ltda., whose project was made available by the DCT within a previously defined architectural standard. On March 12, 1935, in a solemn ceremony attended by Federal Interventor Aristílio Ramos, the “cornerstone” was laid for the start of construction of the new headquarters in the capital (REPÚBLICA, 13/03/1935). The pace of construction did not follow as expected, since the new central agency was only delivered in 1945 (PEREIRA, 1999) (Figure 3).

Figure 2: First post office agency inm Florianópolis



Source: Available on the Internet (Google Images).

Figure 3: Second post office and telegraph agency in Florianópolis opened in 1945



Source: Available on the Internet (Google Images).

The new post office and telegraph building in Laguna was opened on September 20, 1935, in a ceremony attended by Governor Nereu Ramos (Figure 4). The inauguration ceremony took place as part of the festivities held to commemorate the hundredth anniversary of the Farroupilha Revolution (REPÚBLICA, 22/09/1935).

Figure 4: Post office and telegraph agency in Laguna, opened in 1935



Source: Author's own collection.

In Joinville, the new post and telegraph office construction began on August 24, 1935, in a “majestic” ceremony attended by the Minister of Transport and Public Works João Marques dos Reis and Governor Nereu Ramos (REPÚBLICA, 08/24/1935) (Figure 5). After a few interruptions, the construction was resumed in August 1936, under the command of engineer J. Barbosa de Moura from Joinville (O ESTADO, 08/14/1936). The new headquarters was handed over to the community on May 16, 1937. (REPÚBLICA, 18/05/1937).

Figure 5: Post office and telegraph agency in Joinville opened in 1937



Souce: available on the Internet (Google Images).

The photos show that the three agencies built in Vargas Era in Santa Catarina followed a very similar architectural style, with predominance of *art déco*. This style was used in several public buildings built in the country, thus reflecting a trend of that period. In the following decades, the *art déco* style, with *Bauhaus* inspiration, was used in other postal agencies in Santa Catarina, such as in Itajaí, Lages and Blumenau (located at XV de Novembro Street).

Regarding modernization of postal lines (Chart 2), we highlight the substitution of the use of horses with automobiles in two lines. The first, in 1930, between Herval, going past Catanduva, and reaching Xanxerê, that is, leaving from the Peixe river (midwest) towards the west of Santa Catarina, totaling 136 kilometers. The colonization of the region and the opening of new and better roads allowed the substitution of horses with trucks (buses), which speeded up and made the mail and parcel delivery more regular. The second line was opened in 1937, between Florianópolis and Laguna, using the coast road, and going past Palhoça, Paulo Lopes and Imbituba, with side lines reaching Santo Amaro da Imperatriz and Garopaba, when horses were

substituted by trucks, for over 130 kilometers. Combined with the schedule of the trains of Dona Tereza Cristina Railway, which linked Laguna and Araranguá, the post office timetable was as follows:

For the mailbags to be sent by the post office in this capital using the train to the south, the dispatch must be carried out the previous evening, thus the 4th section shall receive correspondence up to 8pm, which shall pay double fee if posted after 7pm. The distribution of mail coming from the South, shall occur in this capital on Tuesdays, Thursdays and Saturdays on the same day, with second distribution at 4pm and on the following day with first distribution at 8am of those arriving in the afternoon of Mondays, Wednesdays and Fridays. The post office truck shall arrive in Laguna daily at 11am. The mailbag transportation in the same postal lines were hired from the known companies Auto Viação Catarinense and Viação Gloria, which have been rendering relevant services to the southern population of Santa Catarina [sic]. (REPÚBLICA, 03/06/1937)

The improvement of roads in Santa Catarina, mainly from the second State Road Plan approved in 1937 onwards, and the appearance of several collective transport private companies allowed the gradual substitution of horses with buses. However, the delivery on horseback was kept for some time, mainly in the interior of the state to distribute the mailbags from the municipalities that had post offices to rural communities.

Chart 2: Postal lines created and substituted in Santa Catarina

Line	Observation	Opening date
Araranguá - Canjicas	Created	26/04/1930
Nova Veneza - Lauro Müller	Created	07/05/1930
Herval - Catanduva - Xanxerê	Substituted horses with buses	20/05/1930
Araranguá - Volta Grande	Created	15/08/1930
Urussanga - Esplanada	Substituted with railway	28/05/1931
Florianópolis - Laguna	Substituted horses with buses	03/06/1937

Source: República newspaper, several dates.

In addition to the construction of new agencies and the introduction of automobile transportation in some postal lines, we can also highlight other

modernizations: a) interiorization of the *colis postaux* service, which arrived in São Francisco do Sul in February 1930, and the teletype, made available in Joinville in September 1931; b) the acquisition of a stamp machine by the Florianópolis agency, in June 1930, which had the capacity of stamping up to 2,000 correspondences per minute; c) the introduction of new public services, with the issue of ID cards, starting in November 1931. These services and equipment were first installed and used at the administration and in the main agencies of the interior but soon were also available in most municipalities of the State.

Final Considerations

The 1930s inaugurated another phase in the Brazilian political and economic trajectory. A fast industrialization process started with the enlargement of state functions, which took over the politicization of economic relationships. Even with internal and external instability, the industrialization project followed its route, sometimes skipping phases and resuming even more complex problems. Santa Catarina incorporated the reflexes of such changes, adopted a more dynamic rhythm in regional specializations and rehearsed localized impulses of productive diversification. Small properties and extractivism still defined the growth pattern, but it was already possible to identify signs of the birth of a new pattern.

In communications, the period from 1930 to 1945 was marked by institutional reorganization, with the merge of postal and telegraph services, with the creation of the Post Office and Telegraph Department (DCT - Departamento de Correios e Telégrafos) in 1932, and the modernization of customer service. New buildings furnished with modern equipment appeared, alongside air mail delivery and the “mechanization” of some postal lines. These were the central elements of the postal service modernization, which on a smaller or larger scale, reached all states of the federation.

Considering that period, 1930-1945, the trajectory of postal services in Santa Catarina seems to have combined two simultaneous movements: *restrictive expansion* and *localized modernization*. The expansion was restrictive because there was growth in the postal movement without altering the number of workers. Therefore, productivity gains were achieved by means of work exploitation. There were moments of stagnation and growth, but on average the result was positive. Such results did not impact the finances

positively since, following its secular trajectory, accumulated continuous deficit throughout the period.

The modernization was localized because it is possible to identify advancements in certain sectors of the postal service, such as the construction of new facilities (Florianópolis, Joinville and Laguna) and the introduction of equipment to speed and facilitate everyday tasks, such as the teletype and the stamp machine. The mechanization of some lines was also noticeable, when horse transportation was substituted with automobile transportation, for example, between Herval and Xanxerê, in the west, and between Florianópolis and Laguna, on the coast. The introduction of fair lines was the great news of the 1930s. The municipalities of Joinville, São Francisco do Sul, Blumenau, Itajaí, Florianópolis and Laguna were served by the Syndicato Condor, Panair do Brasil, Aerolloyd Iguassu, Vasp and Aeropostale.

The mechanization of lines and the expansion of post offices reveal the close relationship existing between transport and communications modernization. Both constitute the sphere of circulation, which combined with the production sphere result in the totality of the capitalist production mode.

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