

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 1

RIO DE JANEIRO, TUESDAY, May 25th, 1915

No. 21

OFFICES: 61 RUA CAMERINO.

P.O. BOX—1521

Tel. Address—"REVIEW."

Subscription £5 per annum, payable half-yearly.

Single copies supplied to subscribers only.

NOTICE.

By command of The King, all celebrations of His Majesty's birthday will be dispensed with this year, owing to the war. Flags, however, will be flown.

AGENTS:—

Rio de Janeiro—

Crashley & C., Rua do Ouvidor, No. 38.

São Paulo—

Hildebrand & Co., Rua 15 de Novembro.

London—

C. Street & Co., Ltd., 30 Cornhill, London, E.C.

New York—

C. R. Fairbanks, 68 Broad Street.

NOTES

The Emergency Issue. The statement for 22nd May is as follows:—

Received from Caixa de Amortisação	149.600:000\$
Withdrawn and burnt	10.022:551\$
Balance of authorised issue at Caixa de Amortisação	400:000\$
Loaned to banks	100.000:000\$
Interest deposited to cover expenses of issue	20:552\$
Repaid by banks on account of amort. and int.—	
Cash	4.455:956\$
Treasury bills	66.652:800\$
Interest on same	80:925\$
Expenses of issue	24:304\$
	71.213:985\$

381.257:088\$

No alterations since 14th May.

MAIL FIXTURES

FOR EUROPE.

May 26.—AMAZON, Royal Mail, for Liverpool.

June 2.—GELRIA, Holland Lloyd, for Amsterdam.

FOR RIVER PLATE AND PACIFIC.

June 2.—HOLLANDIA, Holland Lloyd, for River Plate.

„ 3.—ORIANA, P.S.N.C., for River Plate.

„ 8.—ARAGUAYA, Royal Mail, for River Plate.

FOR THE UNITED STATES.

June 8.—VERDI, Lamport and Holt, for New York.

NOTICE TO BRITISH SUBJECTS.

New Passport Regulations. — All British Passports issued prior to 5th August, 1914, will become invalid upon 1st August, 1915. Holders of such passports can exchange same for fresh Passports.

Passports issued after 1st August, 1915, which will be valid for two years only, must bear, in each instance, a photograph of the person to whom issued. Duplicate of photograph must be lodged with the office issuing the Passport.

Only wife, and children under sixteen years of age, may be included on holder's Passport. In such cases, photograph of the wife also must be furnished, in duplicate. In case of children over sixteen years of age separate Passport must be obtained in each case. British Consulate General, Rio de Janeiro, 18th April, 1915.

The S. Paulo Railway. The year 1913 was a bad one for foreign investors everywhere, nor could even the S. Paulo Railway expect to escape the effects of the ante-bellum financial crisis that followed the Balkan war, nor its accentuation afterwards by the war.

Everything dropped here and pretty well all the world over and if the S. Paulo Railway got off with a reduction of 4 per cent. in its ordinary dividend, it may think itself particularly fortunate. What the future has in store, who can tell? Exchange did not drop as the prophets (myself included) imagined in consequence of the issue of 250,000 contos. But will it not do so if, as appears, a great deal more paper money will have to be issued for different purposes? Moreover, though the coming crop will be a good one, how much of it is likely to be marketed should the four or five million bags wanted by Germany, Austria and Belgium be cut off at the source and, if that happens, what is going to become of exchange?

It is quite certain that Great Britain this time means business and will do its utmost to stop supplies of coffee or anything else reaching the enemy. In such case there will be an enormous surplus of coffee, a big fall of prices and consequently of exchange and trouble for railways and everyone else in this country, unless Government makes up its mind to interfere and buy up surplus stocks betimes and hold them over until after the war.

British Guns. "The Wall Street Journal" reports an American business man, returned to the States after visiting several European countries, as saying:—"When the world really learns the truth it will be astonished at the money, the men and the guns that the British Empire is putting into the field against Germany. The Krupps have no monopoly of big guns. The English works that have turned out the 15-inch guns for the British Navy have adapted their machinery to the turning out of these tremendous

weapons of war for service in the field. I saw the English in the north of France moving on spider wheels 15 inch guns 60ft. long. These guns surpass anything possessed by any other Power.

The following from an exchange is news to us and interesting:—The sinking of the Lusitania and other such actions on a minor scale by German submarines, is already creating such a feeling of rage in the hearts of British sailors, that it seems probable that no quarter will be asked or accorded. After all, as no efforts are made to save non-combatants it is reasonable to consider that the latter have every right to do what damage they can before being sent to Davy Jones. A typical example of the spirit that has been roused was afforded by Captain Gibson, of the tug Homer, and his crew, news of which appeared in the cable columns of various morning contemporaries on Tuesday and also appears in our correspondence from London, dated 10th April. The Homer was towing the French barque General de Sonis up the English channel, when a submarine came alongside and demanded surrender. Gibson cast off the tow-ropes and turned the tug's head straight for the submarine. The latter replied by a hail of shot, but the Homer kept straight on and it was only by a quick rush that the submarine escaped. Then followed a battle which should be sung in poet's phraseology. The submarine turned and fired a torpedo at the Homer, the tug evaded it and rushed again at the armed enemy, which meanwhile had sunk too low to use her guns. For half-an-hour the silent battle of seamanship was waged and then the submarine thought discretion the better part of valour and left to seek easier prey. The Homer made her way to Bembridge torn and riddled with shot, but with the captain and crew happy at having saved their charge, for the French barque had made good her escape and later arrived at Dungeness under her own canvass. It is such men as Captain Gibson, and thank God there are many such as he, who will keep the flag flying despite all the threats, boasts and crimes of a barbaric enemy.

Financial. A scheme for funding the Bahia foreign debt, says the "Financial Times," will shortly be published as revenues have been much effected by the war, not to mention revolutions and other extravagances.

—"The Financial Post" of Canada, quotes Mr. D. B. Hanna, one of the company's directors, as stating that the quarterly dividend record will be unbroken. Current earnings are equal to 8 per cent. against 6 per cent. dividend paid.

Brazil Railway. Traffic returns are now resumed. Gross earnings, February, 3,018,000\$, aggregate from 1st January 6,116,000\$. Last published returns for November, 1914, show gross earnings 2,973,000\$.

COMPARISON OF BRITISH AND GERMAN TRADE WITH BRAZIL IN 1914.

IMPORTS.

	Germany	Gt. Britain
I.—Live Animals, of all kinds	40,896	396,974
II.—Raw and Improved materials—		
Cotton, in yarn, thread, etc.	488,819	6,036,178
Hair, skins and feathers	318,384	145,321
Cane, bamboo, etc.	105,186	9,286
Lead, tin and zinc and amalgams	251,878	630,902
Copper and amalgams	387,959	697,613
Animal by-products	181,889	76,496
Iron and steel in bars, sheets, etc.	928,642	1,432,538
Jute, raw and in yarn	8,875	3,934,462
Wool, raw and in yarn	235,262	252,970
Linen, raw and in thread	59,611	162,072

Lumber, sawn or unsawn	205,325	122,254
Materials for manufacture of perfumery, paints, colours and dyes	1,389,734	2,294,211
Metalloids, aluminium, antimony, sulphur	76,375	79,160
Gold, silver and platinum	13,584	2,289
Straw, esparta and other filaments	49,608	6,001
Plants and their derivatives (chiefly malt)	1,487,460	31,722
Stone, earth, etc., including coal and cement (coal, tons, 7,322, 1,266,579; cement, 78,442, 39,347)	4,346,078	43,853,919
Hides and skins	1,697,021	602,815
Silk	305,639	70,206
Pitch, vegetable oils, rosin, etc.	269,450	104,232
Total Class II	12,806,679	60,544,656

III.—Manufactures :—

Cottongoods, including piece goods	4,184,001	13,043,795
Aluminium	43,067	15,920
Arms and ammunition	17,187,062	366,499
Rubber manufactures	675,599	704,111
Hair, skins and feathers	184,245	66,662
Cane, bamboo, etc.	28,884	7,182
Carts, carriages and motor cars, including big rolling stock	890,262	2,291,611
Lead, tin, zinc, etc.	271,142	148,508
Copper	1,501,562	1,339,995
Iron and steel, including wire, rails, pipes and construction materials	11,020,572	14,372,149
Musical instruments	1,113,418	40,723
Surgical instruments	284,930	128,268
Mathematical and physical instruments ...	370,057	99,521
Woolen manufactures	1,040,589	2,407,796
Linen manufactures	158,388	1,494,939
Jute manufactures, including Hessians ...	123,808	295,013
China and earthenware, including bottles, pipes and sanitary requisites	2,098,126	1,976,252
Tools and machinery, including appliances of all kinds	10,721,839	17,540,777
Manufactures of wood, including furniture	527,785	431,942
Mother o' Pearl, coral, etc.	8,691	1,653
Nickel	1,771	30,009
Gold, silver and platinum	8,095,612	4,314
Straw, esparto, piassava, etc.	93,059	466,010
Paper, books, etc.	3,954,663	690,514
Stone, etc., including pipes, earthenware, tiles, etc.	421,462	1,280,311
Skins and hides, including boots	396,371	575,724
Perfumeries, colours, paints and inks	398,368	923,349
Drugs and chemicals, including manures ...	2,608,703	3,503,983
Silk	205,431	99,105
Sundries	4,062,258	3,971,688
Total Class III	72,671,725	68,338,323

IV.—Alimentary products and fodder:—

Beer, wine and other liquids	344,049	858,932
Cereals, including rice and flour	278,201	177,131
Preserves and extracts, including cod fish and hams	342,764	2,858,555
Table fruits	36,847	73,903
Vegetables	11,433	1,761
Milk, butter and cheese	199,853	84,161
Sundries, including potatoes, tea and salt.	524,908	1,216,084
Forage	248	3,676
Total class IV	1,738,303	5,274,203

V.—Gold and silver notes and coin	—	347,010
Total Five Classes	87,257,603	134,554,154

Imports from Great Britain into Brazil, exclusive of specie, exceeded those from Germany to this country in 1914 by 47,296,551\$ or 54.5 per cent. But for the war during the last five months of the year the proportion of imports from Germany would have been much larger.

We publish the above summary as an indication of the lines in which German trade competes with British and in the hope that British manufacturers will find means of competing more successfully in future in lines like cement, manufactures of rubber, china and earthenware, paper, tools and even cotton piece goods, in which our supremacy in this country was being rapidly undermined.

We had intended to publish a detailed list, but found it to exceed the limits of our Review and have consequently forwarded it to the British Board of Trade for publication and comment.

COFFEE AND EXCHANGE.

It is certain that unless some of the next coffee crop can be taken off the market there will, if the war continues for another year, as seems highly probable, be a big slump in both the price of coffee and in exchange.

The Visible Supply on 30th June next should be about 9,000,000 bags and production for 1915-16 at least 19,000,000 bags, making the total available for the world's consumption 28,000,000 bags. In 1912 consumption was 18,000,000 bags, inclusive of 3,490,000 for Germany, Austria and Belgium. There is every reason to expect that these three countries will in future receive little if any coffee from Brazil so long as the war lasts and, consequently, that the world's consumption will be reduced to only 14,510,000 bags and the visible supply on 30th June next year be consequently raised from nine to 13½ million bags.

Unless producers can be put in a position to carry the increase of stocks without unduly sacrificing their produce, the competition to place so enormous a quantity could not fail to force prices down to a level ruinous for coffee interests and absolutely destructive of exchange.

It is clear that planters are incapable of such an effort and must sell at any price from hand to mouth to keep plantations going unless assistance is quickly forthcoming.

From outsiders nothing can be expected, but rather the contrary, seeing that Americans are more interested than anyone in a further fall of prices. It is, therefore, on the initiative of the State of S. Paulo that the Brazilian coffee and exchange markets can alone rely on for the supply of produce bills continuing on a scale adequate to maintain foreign exchanges on even their actual reduced level.

If coffee falls, exchange follows. Let there be no doubt of that. For years coffee has furnished 60 per cent. of all produce bills and it is coffee that now, in the absence of finance bills, controls foreign exchanges.

Valorisation was, from the producers' point of view, so successful that there seems no reason why, with the experience gained, under proper direction, a fresh scheme under purely national auspices should not be equally successful.

A fall of exchange only prejudices planting interests when the decline in sterling value approximates to or exceeds the depreciation of the currency, that is when the extra price received by way of depreciation of the currency is offset by a fall of sterling prices, such as would certainly occur should production next season largely exceed demand. The lower prices fall, the lower would exchange fall too, without advantage to anyone, except consumers.

Everyone else, planters and carriers, would suffer and only foreigners get the advantage by buying up at bed rock prices the excess of production we were unable to provide for.

A further fall of exchange must likewise add enormously to the embarrassments of the Federal and other Governments with obligations to meet abroad, and if only for this reason any scheme that can prevent further depreciation of the currency merits serious consideration.

Proposals for issuing paper money ad libitum like that now before Congress, without any simultaneous provision for its withdrawal should be rejected and the principle adhered to that no

issue should be authorised unaccompanied by provisions for its redemption within a reasonable period—as soon as the conditions which gave rise to it are normalised—say five years after the termination of the war.

Proposals to issue apolices to buy up paper money are simply ludicrous and require no comment.

Whatever issues may be made and for whatsoever object, unless measures are simultaneously adopted for their redemption, it is not inconceivable that affairs in this country may reach such a pitch as to make foreign intervention in some shape almost unavoidable.

Why not then take the bull by the horns and resolve for ourselves to provide the resources indispensable for not only redeeming further issues of paper money, but of meeting the service of the Federal, State and Municipal debts now in abeyance, out of revenue in the only way possible—by taxation.

It is, of course, argued that the resources of taxation are exhausted. But that is far in fact from being the case and in the income tax and taxation of property the Government could probably find enough and to spare to set things right if only it had the will.

To further tax imports or exports would be clearly counteractive. The truth is that the governing classes want to have their cake and eat it too. To tax other people, but to exempt the only considerable element of national wealth not already overtaxed.

The war has so upset Brazilian economy as to make issues of paper money to replace the usual sources of credit absolutely unavoidable. Without them we can neither pay back debts nor even pay our way, much less provide against further depreciation of the currency.

But better so even than to urge the country on this rake's progress by advocating a policy that would ultimately entail the gravest international complications.

Remember what came of unlimited issues of assignats by France and in our own history in 1897, when the depreciation of the currency absorbed the whole of the resources required for the service of the foreign debt!

Returning to the specific proposal for issuing paper money for purchase of coffee and maintenance of exchange, it remains to be seen how this should be accomplished.

To maintain exchange during the season ending 30th June coffee bills to the value of some £26,000,000 were requisite. For the previous season, with exchange ruling 16d., their value was £40,000,000.

What we have to consider is the fact that with the service of the foreign debt largely reduced by the funding operation, shrinkage of dividends, etc., between July, 1914, and June, 1915, we have succeeded in keeping exchange pretty steady with a supply of only £26,000,000 coffee bills.

The problem is, therefore, how can this minimum supply of coffee bills be guaranteed in view of the almost certain depreciation of coffee and consequent fall of exchange?

Up to the close of the current crop some 12,887,000 bags of Brazilian coffee will have been exported and put into consumption.

Supposing that, with the exception of Germany, Austria and Belgium, consumption next season continued on a similar scale and that, deducting 4,000,000 bags for the above three countries, there would remain only 8,887,300 bags for exportation, which would require at £2 18s. 8d. per bag f.o.b., an advance of 19s. 8d. or 48.7 per cent., in order to yield £26,000,000, when the price of good average Santos would consequently have to be raised from 4\$100 per 10 kilos to 6\$100 and Santos No. 6. the basis, from 4\$600 to 6\$900 per 10 kilos.

By withdrawing coffee from the market directly prices fall below a fixed price, not only would consumers be obliged to pay the price demanded, but the supply of bills would be ample to maintain exchange and probably raise it over the rate of 13d.

If fortunately the war should end quickly and the conditions of consumption be normalised, it might be unnecessary to buy any coffee at all. But should the war and the interruption to consumption continue, the question would have to be faced how the issue of paper money it involved should be redeemed.

The purchase of 3,500,000 bags at £2 18s. 8d. and 13d. exchange would require about 210,000,000\$, which would have to be repaid say, five years after the termination of the war by means of the

surtax and sale of the purchased coffee, at the rate of 42,000:000\$ or, say, 700,000 bags per annum.

Doubts are expressed whether on the re-establishment of peace there would be a general revival of trade in view of the enormous destruction of capital that has taken place. But, however some other branches of trade may be effected, it may be pretty certainly concluded that coffee will be in as great or greater demand than ever, seeing how depleted invisible stocks in Germany, Austria, Belgium, Turkey and Russia must actually be and the necessity of at once replacing them.

The success of valorisation depends, of course, on the volume not only of this, but of successive crops. This is certain to be a relatively big one, but, reasoning from analogy, there is every reason to expect that the average during the next 5 or 6 years will be smaller and so enable Brazil to dispose of the surplus the war, not over-production, has brought about, as she did that of 1906-07.

London and Brazilian Bank, Limited. Annual General Meeting, 21st April, 1915. The forty-fourth annual ordinary general meeting of the shareholders of this company was held on 21st April, 1915, at the offices of the Bank, Tokenhouse Yard, London, E.C., under the presidency of Mr. John Beaton, the Chairman of the Company.

The Secretary (Mr. A. W. Saunders) having read the notice convening the meeting, and the Auditors' Report,

The Chairman, who was received with cheers, said: Ladies and gentlemen, I am sure that not one of us who were here twelve months ago anticipated that our meeting to-day would be held under such an altered condition of things as now exists in Europe. I will, however, refer in the first place to the severe commercial crises that developed simultaneously in Brazil and the Argentine Republic as far back as the month of June, 1913. I gave you some details of them at our last meeting, and I also mentioned the exceptional anxieties they had caused us. Those anxieties, I am sorry to say, were maintained even in a greater degree during the whole of the year we have now under review, for the crises proved to be far more severe and of much longer duration than was anticipated. This prolonged commercial depression, with its accompanying failures, trade embarrassments, and great scarcity of money, will doubtless be recorded as a very calamitous period in the mercantile history of the two countries. When referring to these troubles last year I remarked that it was possible for this bank, with its large and important business in Brazil and Argentina, to come scathless through such an ordeal. I can only now add thereto that the ordeal increased in severity during the subsequent twelve months, and proved far more costly to us than it had been in its earlier period. You will, however, have learnt from our report that, notwithstanding the large provision that was required for bad and doubtful debts, your directors have the satisfaction of being able to declare the same rate of dividend that you have received for some years past and, in addition, the payment of a bonus of three per cent. Then, you will, I am sure, be pleased to hear that the out-turn of our business for the year ended last January was a profit sufficient in itself to meet the provision for bad and doubtful debts, heavy as it was, and the payment of the proposed dividend and bonus. (Applause.) As regards bad and doubtful debts, I always consider the doubtful debts of great consequence, for they represent a variety of claims and require constant watchfulness, and in some cases over a long period. As you can imagine, we have just now an unusual number of these outstanding, and we therefore sent special instructions to our managers to consider them carefully and to make ample provision for them, and I quite believe they have done so. However, at a time like the present, it must be very reassuring to us all that, in addition to our inner reserve, we carry forward the large sum of £296,000. (Applause.) Ladies and gentlemen, I am sure that you will easily understand that the anxieties to which I alluded in my opening remarks were further increased last August, when our country, in fulfilment of its long-standing guarantee of the neutrality of Belgium, decided to take part in the European war which is now raging and of a magnitude hitherto unknown. This decision caused a world-wide effect on business; indeed, it created a position of affairs of which no living soul had had any experience.

Fears were at first entertained of its consequences in this centre of finance, seeing that a large part of the commercial and financial business of this country is of an international character. These fears, however, were quickly dispelled by the prompt measures adopted by the Government in combination with the Bank of England. Our commerce is now, as you know, following its usual course, being subject only to the restrictions, obligations, and risks of war time. The war has naturally had its effect in both Brazil and Argentina. As regards Argentina, I am glad to say that, according to the last advices, a revival of confidence is showing itself. It will, however, be some time, I think, before the country recovers from its present impecunious position, although the war has created a great demand for its products, and at high prices. The country has such a variety of valuable exports that two or three years of fair weather crops would ensure the return of its former prosperity. It will doubtless interest you to know that the value of the total Argentine exports this year will, according to an estimate I have received from Buenos Aires, amount to 120 millions sterling. As regards Brazilian finance, to which I referred at some length last year, it is evidently in a state of transition, the country having now to rely on its own resources for a solution of its financial difficulties instead of on foreign loans. The Government is therefore meeting its financial requirements by the imposition of new taxes, the instituting of all round economies, and the issue of internal loans. Thus, it has recently issued locally one-year 5 per cent. Treasury gold bonds for 50,000 contos and like 6 per cent. currency bonds for 100,000 contos—together, say, about £8,500,000. It also proposes to ask Congress on its meeting next month to sanction an issue of 300,000 contos of paper money. This issue seems to be unavoidable under existing circumstances, and is generally considered desirable. The funding loan that was issued here last October was, I remember, strongly advocated as part of an alternative plan to the colossal foreign loan that was in contemplation, and the negotiations for which were luckily stopped by the outbreak of hostilities in Europe. I am sure that every friend and well-wisher of Brazil—and I see many present in this room—must sympathise with the new President, Dr. Wenceslau Braz, and wish him every success in his task of restoring the old sound financial policy and control out of the financial chaos that existed apparently when he assumed office last November. Two illustrations will suffice to show you the state of things with which His Excellency has been confronted. Soon after his installation it transpired that his predecessor had left him debts of about 300,000 contos to settle; that is about £16,000,000. Then, the ex-Minister of Finance, Dr. Rivadavia Corrêa, in a statement he recently issued, explained that the proceeds of the foreign loan of 1913 for £11,000,000, which was issued, according to the prospectus, for certain specified purposes, "was applied almost exclusively to meet expenditure abroad in consequence of the failure of the Bank of Brazil to remit the product of gold sales." The gold sale is a token of payment of Custom House dues, and of which that bank has the monopoly of issue. On the outbreak of hostilities in Europe the Brazilian Government decreed a moratorium for a month, but which was extended for a long period. Without any wish to be hypercritical, some of its provisions might, I think, have been advantageously less drastic, particularly as regards the settlement of sterling bills, which I know deterred further shipments from this side. Then, the Government appears to have taken power to allow special retirements from the Bureau of Conversion, although closed to the public, and this power was exercised in favour of the Government Bank. This means, in plain English, that the public were unable to cash gold notes, whilst the Government Bank is allowed to do so and to export gold. It is certainly an illogical procedure, for if it is essential to keep the Bureau closed in order to keep the stock of gold in the country, it ought to apply to all with no exception. I am sorry to inform you that the war had a very adverse effect last year on the trade of Brazil. It is much to be regretted, and is very inopportune, when the new administration has so many financial difficulties to contend with. The published statistics show the heavy reduction of £50,000,000 in the imports and exports compared with the preceding year 1913, and that a large proportion of that reduction—namely, £35,675,000, occurred in the last five months of the year. The exports, however, exceeded the imports to the extent of £11,000,000, which is

a satisfactory feature. The exchange has flattened to 12 5-8d., helped, doubtless, by speculation, but the new coffee crop, will soon be coming into sight with its supporting value.

Now with respect to our balance sheet, which you have before you, it shows a large contraction in our business, its total being £19,507,000 against £22,312,000 last year, a reduction of 13 per cent. This decrease, however, was largely our own cautious doing on the commencement of the existing war. The current accounts and deposits standing at £8,359,000 are less by £379,000, or only 4½ per cent. The bills payable are also less by £937,000, say, 20 per cent., whilst the bills for collection show the great contraction of trade in the large decrease of about 27 per cent. On the assets side the cash at £5,432,000 is an increase of no less than 41½ per cent. The bills receivable are less by 24½ per cent., and the bills discounted and loans by 19½ per cent. The bank premises are only £19,000 less after writing them down £40,000, voted at our last meeting, the difference of £21,000 being the final payments on account of the new premises at Pernambuco and the extension of the Rio branch building. The charges show a reduction of £5,896 owing to a lower exchange. The available balance is £483,940 8s. 10d. We paid an interim dividend of 12s. per share amounting to £75,000 in October last, and we now recommend a further payment of 12s. per share, making a dividend at the rate of 12 per cent. per annum. We also recommend the payment of a bonus of 6s. per share, thus making a total distribution of 15 per cent., free of income tax, for the year. I understand that a feeling prevails amongst shareholders generally in favour of receiving their dividends less tax; if that is so, I can only say that we will consider the alteration. We must all regret the reduction of the bonus on this occasion, but in view of the great war which is now being fought out and the unsettled financial position in the two countries in which our business is chiefly centred, I am sure you will agree with us that it is wise to husband our resources. (Applause.) The above payments will absorb £187,500, leaving a balance of £296,440, which we recommend should be carried forward. You will have noticed from our report that we have formed the staff pension and benevolent fund into a Trust, and that the amount of the fund no longer appears in the balance sheet as a liability of the bank. We have had this alteration in view for some little time past, it also having been suggested from your side. I think it is quite the right thing to do to have it kept quite separate. It will interest you to know that 51 members of our staff have volunteered for military service. (Applause.) Of course we keep their positions open for them and pay the married men, of which I am glad to say there are very few, their full salary, and the other members of the staff who are serving, and have people dependent upon them, will receive an increase; the members of the European branches will receive half salaries, and those from Brazil will receive a quarter of their salaries. I now propose:—“That the Report and Accounts of the Directors, now read, be received and adopted, and that in accordance with the recommendation of the Directors a dividend of 12s. per share (free of income tax), making with the interim dividend of 12s. per share, paid in October last, a dividend for the year at the rate of 12 per cent. per annum (free of income tax) on the paid up capital of the Bank, be declared, and also that in accordance with such recommendation a bonus of 6s. per share, or 3 per cent. (free of income tax) on the paid-up capital, be declared, such dividend and bonus to be payable on and after Saturday, the 24th April, 1915.”

Mr. W. Douro Hoare (Deputy-Chairman) seconded the motion, which was carried unanimously.

The Chairman next proposed the re-election of Dr. W. Douro Hoare.

This was seconded by Mr. C. Seymour Grenfell and carried unanimously.

The Chairman, in proposing the re-election of Mr. Charles E. Johnston as a Director of the Bank, said that if that gentleman had been present he would have appeared in karki. For some time he had been doing very good service in the 5th City of London Battalion (London Rifle Brigade).

Mr. Grenfell seconded the motion, which was carried unanimously.

The retiring Auditors, Messrs. Gérard van de Linde and Son having been re-appointed, on the motion of Mr. W. M. Webster, seconded by Mr. W. H. Bilton,

The Chairman said: The next resolution is one that claims the hearty recognition of the shareholders. It is the usual vote of thanks to the staff, but it must appeal to us all very particularly on this occasion, as the past year has been a very trying one to all concerned. With so many absentees on military service the routine work has fallen heavily on the remainder of the staff, and this means so much more in the tropics than in Europe. As I have often before stated, no bank could have a more devoted staff than the London and Brazilian Bank. Whether it is our very able general manager, Mr. Benn, or his brother managers and other colleagues, here and at the branches, including Mr. Richardson, the indefatigable head of the Inspection Department, all of them deserve the best thanks of the shareholders. I therefore have great pleasure in proposing “That the best thanks of this meeting be given to the managers, the secretary and all other members of the staff of the Bank for their zealous and faithful services during the past year.”

Mr. Webster seconded the motion, which was unanimously agreed to.

Mr. W. T. Ewer, in proposing a vote of thanks to the Chairman and Directors, remarked that those gentlemen deserved the thanks of the shareholders more than usual on the present occasion, as the year had been one of great trial and difficulty.

The resolution was seconded and carried unanimously.

The Chairman, in acknowledging the compliment, said that it was quite true that their anxieties had been very great and, he was afraid, would continue. Affairs in Brazil were not looking very rosy, although it was hoped there was a gleam of sunshine.

The proceedings then terminated.

London and Brazilian Bank (1862). Capital (incd. '12): £2,500,000 in £20 shares, £10 paid. Capital paid up thus £1,250,000. No notes issued. Year ends 31st January. Meetings: April. Divs. (taxes free): Ap., O. Head office: 7 Tokenhouse Yard, E.C., with 18 branches, Rio, Santos, and other Brazilian centres and B. Aires, Rosario, Montevideo, Lisbon, Oporto, Paris and New York.

	Net profit £	To res., etc. £	Div %	Fwd. £	B/s. total £
1909-10	240,019	Nil	17	209,071	15,791,218
1910-11	272,688	Nil	17	269,750	18,355,117
1911-12	308,219	50,000	17*	269,978	20,440,664
1912-13	378,616	100,000	20	273,593	22,307,654
1913-14	341,562	40,000	20	290,155	22,312,586
1914-15	193,786	Nil	15	206,440	19,507,871

* Not including special "Jubilee" bonus 10s. per share. Previous divs: 10 per cent. '03 and '04, 12½ per cent. '05, 15 per cent. '06 to '09. Reserve account 31 January, '15, £1,400,000. Shareholders: 2,710.

City of Santos Improvements. At the thirty-fourth annual general meeting of the shareholders of the City of Santos Improvements Company, Ltd., lately held at River Plate House, Finsbury Circus, E.C., Mr. D. M. Fox (the Chairman) presided.

The Secretary (Mr. E. H. Sulman) having read the notice convening the meeting and the report of the auditors,

The Chairman said: Gentlemen.—Before moving the adoption of the report and statement of accounts for the past year, which no doubt you will allow us to take as read, I should like to make a few remarks thereon and briefly deal with some matters of interest to you as affecting the working of your company during the year under review. First of all it is impossible for any of us not to be deeply conscious of the striking contrast in the circumstances under which we now meet and those under which we had the pleasure of meeting you a year ago. We were then full of well-grounded confidence in the progressive increase in the results of the working of the company's several undertakings—a progress to which we had become accustomed for so many years in succession. It is true that last April we were then somewhat anxious as to the financial position of Brazil, but those best qualified to form an opinion were full of confidence that the trouble "would be short-

lived." Indeed, our own returns up to the end of July showed a satisfactory increase in the revenue when exchange remained at the official rate of 16d. per milreis, and there was every prospect of financial assistance to the Republic in the shape of a loan on terms practically agreed upon, which would have enabled the country to recover itself. I need scarcely remind you that all these expectations were completely upset by the declaration of war early in August last. The loan was out of the question, exchange dropped as low as 10d. or thereabouts, the export and import trade was paralysed, and the busy quays of Santos were almost denuded of shipping, except a few interned vessels. But it is surely quite unnecessary thus to dwell upon the disastrous and world-wide effects of this stupendous war upon such an important commercial centre as the City and Port of Santos.

It will, however, give you some idea of the effects of the war on the foreign trade of Santos—the seaport of the rich and prosperous State of S. Paulo, and the largest coffee shipping port in the world—if I quote some very interesting statistics from the "Journal of Trade and Finance," published in Rio de Janeiro, showing the comparative values of the import and export trade of Santos for the twelve months, January to December, in 1913 and 1914. These values reduced to sterling were as follows:—

	1913	1914
Imports	£18,206,879	£8,511,686
Exports	32,685,423	21,566,728
	£50,892,302	£30,078,414

During the twelve months, January to December, the foreign trade of the State of S. Paulo underwent the terrible shrinkage in sterling of £20,813,888 as compared with 1913, or 40.9 per cent. You will readily comprehend that a contraction of foreign trade on such a scale, aggravated by the suspension of foreign credit that followed the declaration of war, could not fail to have a paralysing influence on the economic and financial position of such a commercial and industrial centre as Santos, affecting the everyday life of the inhabitants by limiting their spending powers.

The accounts now submitted to you plainly show what the effect has been upon the revenue of the company and, with your permission, I will now turn to them and offer such comments thereon as may seem to be called for. You will note that the revenue in Santos (after making full provision for bad debts and depreciation) amounts to £101,106, as against £108,323 in the previous year, showing a decrease of £7,217, or, say, 6.66 per cent. This decrease is attributable mainly to the low average rate of exchange £2,289 is in respect of the loan of £91,000 shown in last year's accounts and paid off out of the recent issue of capital; third, the expenses of issue of capital—namely £50,000 Five per Cent. Tramways Debentures and £175,000 Ordinary shares—amount together to £7,951, expenditure which will not recur. The Board have considered it advisable to write off the whole of this amount at once, rather than leave the burden wholly or in part on the revenue for the current year. As before stated, we have, therefore, a net revenue in London of £82,239 9s. 7d. to which must be added £6,529 8s. 11d. brought forward from last year, making a total of £88,768 18s. 6d. After providing for all prior charges, as set forth in the net revenue account, we have a final balance of £30,628 1s. 10d. to deal with, as against £49,529 8s. 11d. It is, of course, most unfortunate that the present setback should have occurred so soon after the issue of the new capital, as the full return thereon under existing conditions, must, I fear, be deferred for some time.

Out of the available balance, namely, £30,628 1s. 10d., remaining to be dealt with, the directors have added nothing to reserve, but have set aside £4,000 to tramway renewals account, and they now recommend the payment of a final dividend of 2½ per cent. on the Ordinary share capital, making 5 per cent. for the year, less tax. This will absorb £20,000 and leave a balance of £5,628 1s. 10d. to be carried forward to the next account. The balance sheet shows that the share capital—Ordinary and Preference—has reached the sum of £1,000,000. The issues of Ordinary shares and Five per cent. Tramways Debentures were, I am pleased to say, more than fully taken up by the shareholders. On the other side of the account, the additions to capital expenditure, amounting to £126,696, are in respect of works urgently needed, notably in com-

pletion of permanent way and paving, equipment and rolling stock of the tramways, an additional 20-in. trunk water main, vertical retort installation, high-pressure gas mains—opening up new districts of supply—additional electric light and power transmission lines, etc., new workshops and foundry; also gas, water and electric meters, etc. All further expenditure on capital account has, of course, ceased, excepting on works of supreme importance which were in course of construction in July last. Stores in transit and at Santos still stand at a somewhat large total—£108,713 12s. 7d. This, however, is a reduction of just over £40,000 as compared with 1913, and will most probably be still further reduced during this year. Debtors and debit balances amount to £4,500 more than last year, which under existing circumstances is not excessive.

It will be unnecessary for me to enter into any great detail as to the working of the separate undertakings, all of which have more or less felt the effect of the depression in trade caused by the war. I should perhaps mention that the falling off in the tramway passenger and freight traffics mostly occurred in the last five months of the year. This is clearly traceable to the inactivity of the business community following the crisis, and also to the loss in passengers on what might be termed the pleasure routes to the Barra Beach. Building is practically at a standstill, with the consequent loss in revenue from the transport of materials for this purpose. The supply of water to shipping has fallen off. This was to be expected having regard to the smaller number of ships entering the port since August last. The quantity of gas delivered for consumption is almost identical with last year. Private lighting shows a reduction, but has been made up by the increase in the demand for gas for cooking and heating purposes. However, when the high pressure system of supply is complete, a still larger increase in consumption of gas for cooking purposes is confidently anticipated. We are expecting a material reduction in the cost of production of gas when the new installation of vertical retorts and coal handling plant is completed. The strictest economy is being practised in working expenses. At the same time all the company's properties are being maintained at the usual high level of efficiency, and full provision has been made for depreciation. Our relations with the State Government and with the municipalities of Santos and S. Vicente continue to be of the most cordial nature, and we are assured that both the authorities and the public are satisfied with the manner in which the various services of public utility are carried out under our able and zealous manager and his loyal staff of assistants.

It would be pleasant if I could conclude my remarks on a more cheerful note, but all I can say is I believe that things in Brazil since the war declaration in August last, which adversely affected the revenue to about £15,000, and also to the falling off in the passenger and freight traffics on the tramways and more remotely to the setback in the results of the working of the gas, water and electric light and power undertakings. As I have already told you, up to the end of July the revenue of all departments showed a normal and satisfactory increase, quite in accordance with the expectations of the Board, and we are justified in believing that but for the unprecedented and utterly unlooked-for catastrophe of August last we should have been able to pay the usual dividend on the increased Ordinary share capital and make provision for reserve and other charges. You will see that the net revenue in Santos is reduced by general expenses in London, income-tax and sundry incidental items set forth in the account, to £82,239 9s. 7d., a decrease of 16.55 per cent. as compared with 1913. These items appear to require some comment on my part:—First, the income tax shows the large increase of £2,039, due to increased assessment and a higher rate of tax; second, interest amounting to and especially in the State of S. Paulo, are looking better—that the outlook in fact is excellent for the coffee plantation industry, and that thus it may be hoped that Brazil will, before long, recover from her serious period of depression. I shall have the pleasure of moving a hearty vote of thanks to Mr. Bernard Browne and his staff in recognition of our appreciation of their faithful services to the company. I now beg to move: "That the report and statement of accounts for the year ended 31st December, 1914, be received and adopted." I will ask Mr. Henderson to second this resolution, but before putting it to the meeting if any shareholder has any question to ask I will do my best to answer them.

Mr. F. Henderson seconded the motion.

Mr. Martin Herzheim said he had been very much interested in the able remarks made by the Chairman, who had given the meeting such a good picture of what had been happening during the past fateful year. He was glad that the Chairman ended on a hopeful note, and when he (the speaker) looked at the accounts he found that, considering all the circumstances, they were really quite good. As recently as 1912 the revenue was only £92,000, which was £9,000 less than in the past unfavourable year, so that they had nothing to be particularly alarmed about.

Replying to a question put by the last speaker, the Chairman said the fixed assets were brought into the accounts in sterling, while the floating assets—the debtors in Santos and the cash balances—were valued at 14d.

The resolution was then put and carried unanimously.

The Chairman next moved: "That, after setting aside £4,000 to tramways renewal accounts, a final dividend of 2½ per cent., less tax, upon the Ordinary share capital of the company, making 5 per cent. for the year 1914, be and is hereby declared payable on the 1st May next, and that the sum of £6,628 ls. 10d. be carried forward to the next account."

Mr. H. U. Wollaston seconded the motion, which was carried unanimously.

The Chairman further moved the re-election of Mr. H. C. Wollaston, the retiring director, which was seconded by Mr. H. K. Heyland (managing director), and unanimously agreed to.

On the motion of Mr. Stanford, seconded by Mr. A. F. Phillips, Messrs. Deloitte, Plender, Griffiths and Co. were re-elected auditors.

The Chairman said he had much pleasure in proposing a hearty vote of thanks to the company's very able manager in Santos, Mr. Bernard Browne, and his staff. He remarked that they had fully appreciated the position and the necessity for making every possible effort in the direction of economy. They had succeeded in reducing the expenses considerably and deserved the warmest thanks of the shareholders for the zeal and ability with which, under difficult circumstances, they had performed the duties devolving upon them.

Mr. Herzheim seconded the vote, which was unanimously accorded.

Mr. Phillips said he did not think the shareholders would wish to part without passing a hearty vote of thanks to the Chairman and directors, as well as to the London officials, for their services during the past year. Those who were connected with foreign undertakings were aware of the great anxieties which the directors of all companies similar to their own had had to go through during the period under review, and he thought the results which had been achieved at Santos should give the shareholders every possible satisfaction.

Mr. Stanford seconded the motion, which was unanimously adopted, and, a brief acknowledgment having been made by the Chairman, the proceedings terminated.

MONEY

Rio de Janeiro, 23rd May, 1915.

Closing Rates were as follows:—

	90 days' Bank	Commercial	Sovs.
Saturday, 15th May	12 5-16	12 3-8	19\$500
Monday, May 17th	12 3-16	12¼	19\$800
Tuesday, May 18th	12 3-8	12 3-16	20\$200
Wednesday, May 19th	12 3-16	12 9-32	20\$200
Thursday, 20th May	12 3-16	12 9-32	20\$400
Friday, 21st May	12 3-16	12¼	20\$000
Saturday, 22nd May	12 9-32	12 3-8	20\$000

Latest Quotations, May 22nd:—

	1915	1914
4 per cent., 1889	48¾	71½
Funding, 1898, 5 per cent.	98	98½
Funding, 1914	76	—
1910 4 per cent.	50	69

S. Paulo, 1888	91	94
S. Paulo, 1913	97	101
Leopoldina stock	40¾	62½
S. Paulo Railway Ordinary	179	230
Traction Ordinary	52	79½
Brazil Railway Ordinary	9	23
Dumont Coffe Co., Ltd.	9¼	9¾
Consols	66½	74¾
Gold vales	14d.	
Federal Apolices or 5 per cent. Int. Bonds	830\$ to 835\$	
Treasury Bills, 19¼ to 20¼ per cent. discount.		

COFFEE

Rio de Janeiro, 22nd May, 1915.

Entries at Rio and Santos for the week ended May 20th were 127,609 bags, the same as last week. For the crop to 20th May entries at the two ports amounted to 12,230,005 bags or 862,607 bags less than last year.

For Santos alone entries to 20th May were 9,134,241 bags or 1,289,757 less than last year.

Clearances at Rio and Santos for the week ended 20th May were very small, only 74,828 bags, against 371,255 for previous week, a decrease of 296,427 bags, but only 5,850 bags less than for the corresponding week last year.

For the crop the amount cleared to 20th May was 12,010,409 bags or 6.9 per cent. less than last year, but their value £12,927,586 or 34.9 per cent. less than last year.

The average f.o.b. value of the crop to 20th May is £2 4s. per bag.

Embarques or loadings fell off considerably, being only 90,163 bags for the two ports, as against 124,827 bags for previous week and 110,368 bags for corresponding week last year.

Declared Sales were 54,731 bags or 23,174 more than for previous week, but 10,371 bags less than for corresponding week last year.

Sailed. Of the total of 82,171 bags sailed, only 11,750 bags went to the States, 50,982 to Europe, 22,096 to River Plate and 7,343 bags coastwise.

Stocks show an increase of 59,559 bags compared with last week, being 768,298 bags as against 1,138,771 on the corresponding date last year.

Prices compared with last week fell all over the line, Rio No. 7 losing 272 reis.

At New York prices relapsed: at 6.49c. July options lost 41 points; September 42 points at 6.58c. and December 39 points at 6.67c.

Coffee Market

ENTRIES.

IN BAGS OF 60 KILOS.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	May 20 1915	May 13 1915	May 21 1914	May 20 1915	May 21 1914
Central and Leopoldina Ry	64,782	51,928	25,620	2,621,767	2,308,634
Inland	3,852	5,246	980	81,476	51,558
Coastwise, discharged	1,315	920	173	68,162	82,130
Total	70,029	58,094	26,729	2,771,345	2,442,322
Transferido from Rio to Nietheroy	993	259	494	43,888	59,347
Net Entries at Rio	69,036	57,835	26,235	2,727,457	2,382,975
Nietheroy from Rio & Leopoldina	6,607	7,348	5,274	365,307	285,639
Total Rio, including Nietheroy & transit.	75,763	65,183	31,509	3,092,764	2,668,614
Total Santos	51,006	62,410	42,414	9,154,241	10,423,198
Total Rio & Santos	127,609	127,593	73,923	12,230,005	13,092,812

The coast arrivals for the week ended May 20th, 1915, were from:—

S. João da Barra.....	1.395
Total.....	1.395

The total entries by the different S. Paulo Railways for the Crop to May 20th, 1915 were as follows

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1914/1915	7,494,560	1,605,296	9,099,856	9,134,241	—
1913/1914	9,735,540	711,276	10,446,816	10,423,998	—

COFFEE SAILED.

During the week ending May 20th, 1915, were consigned to the following destinations:—

IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	11,750	9,600	6,567	19,065	—	—	36,882	3,007,418
Santos...	—	41,482	776	3,031	—	—	45,289	9,212,512
1914/1915..	11,750	50,982	7,343	22,096	—	—	82,171	12,219,930
1913/1914..	40,635	27,412	4,863	7,238	—	—	80,678	12,900,784

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

DURING THE WEEK ENDING MAY 20th, 1915.

IN BAGS OF 60 KILOS.

	May 20		May 13		Crop to May 20	
	Bags	£	Bags	£	Bags	£
Rio.....	30,315	49,447	155,486	266,254	2,798,934	4,797,357
Santos.....	44,513	65,988	215,769	484,703	9,211,475	19,470,296
Total 1914/1915..	74,828	115,435	371,255	750,957	12,010,409	24,267,653
do 1913/1914..	80,678	121,317	186,650	498,958	12,900,784	37,195,239

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1915	1915	1914	1915	1914
	May 20	May 13	May 21	May 20	May 21
Rio.....	49,034	72,213	21,096	2,767,425	2,418,753
Nietheroy.....	9,393	11,927	3,284	366,763	272,067
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit.....	58,367	84,140	24,380	3,134,188	2,690,820
Santos.....	31,796	40,687	85,985	9,196,077	10,559,737
Rio & Santos.....	90,163	124,827	110,365	12,330,265	13,250,557

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	May 20, 1915.	May 13, 1915.	May 21/1914
United States Ports	1,408,000	1,351,000	1,451,000
Havre.....	1,888,000	1,894,000	2,088,000
Both.....	3,296,000	3,245,000	4,489,000
Deliveries United States	78,000	141,000	61,000
Visible Supply at United States ports.....	1,000,700	1,784,000	1,761,000

SALES OF COFFEE.

DURING THE WEEK ENDING MAY 20th, 1915.

	May 20/1915	May 13 1915	May 21/1914
Rio.....	31,161	28,488	22,429
Santos.....	23,567	3,469	42,673
Total.....	54,728	31,957	65,102

OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO Stock on May 13th, 1914.....	80,382
Entries during week ended May 20th, 1915.....	69,036
Loaded «Embarques», for the week May 20th, 1915.....	149,395
STOCK IN RIO ON May 20th, 1915.....	49,034
STOCK IN RIO ON May 20th, 1915.....	160,364
Stock at Nietheroy and Porto da Madama on May 13th, 1915.....	22,398
« Afloat on May 20th, 1915.....	99,017
Entries at Nietheroy plus total «embarques» including transit.....	65,034
Deduct: «embarques» at Nietheroy, Porto da Madama and Vianna and sailings during the week May 20th, 1915.....	186,449
STOCK IN NICTHEROY AND AFLOAT ON May 20th, 1915.....	46,215
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON May 20th, 1915.....	140,234
SANTOS Stock on May 13th, 1915.....	240,508
Entries for week ended May 20th, 1915.....	507,590
Loaded (embarques) during same week.....	51,906
STOCK IN SANTOS ON May 20th, 1915.....	559,496
Stock in Rio and Santos on May 20th, 1915.....	31,796
do do on May 13th, 1915.....	527,700
do do on May 21st, 1914.....	768,298
	708,739
	1,138,771

COFFEE PRICE CURRENT.

DURING THE WEEK ENDING MAY 20th, 1915.

	May 14	May 15	May 17	May 18	May 19	May 20	Average.
RIO—							
Market N. 6 10 kilos	—	—	4.902	—	4.902	—	—
» N. 7	5.106	5.039	4.971	4.971	4.971	4.834	4.962
» N. 8	4.834	4.766	4.698	4.698	4.698	4.562	4.689
» N. 9	4.562	4.494	4.426	4.426	4.426	4.290	4.417
SANTOS—							
Superior per 10 kilos...	—	—	—	5.700	5.500	5.500	5.600
Good Average.....	—	—	—	4.100	4.100	4.100	4.100
N. YORK, per lb..							
Spot N. 7..... cent.	—	—	—	7 3/8	—	—	7.38
» 8..... »	—	—	—	7 1/8	—	—	7.13
Options.....							
» July..... »	6.90	6.79	6.70	6.71	6.60	6.49	6.69
» Sept..... »	6.98	6.89	6.78	6.79	6.68	6.58	6.78
» Dec..... »	7.07	6.98	6.87	6.89	6.76	6.67	6.87

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending May 20th, 1915.

—VASARI—N. York	Norton Megaw & Co.....	1,500
Ditto— "	E. B. Bacharis	750
13—DESNA—B. Aires	Hard, Rand & Co	14,445
14—SCOTTISH PRINCE—N. Orleans.....	Theodor Wille & Co.....	2,250
Ditto— "	Ornstein & Co	2,000
Ditto— "	Pinheiro & Ladeira.....	1,750
Ditto— "	Louis Boher & Co	1,000
Ditto— "	Mc. K. Schmidt & Co	500
Ditto—New York	Louis Boher & Co.....	2,000
		9,500

CURRENT COFFEE FREIGHT RATES.

(Per 1,000 kilos in fall if not otherwise stated.)

	May 15th
Alexandria	155.50 frs.
Algiers	155.50 frs.
Alicante	162.00 frs.
Almeria	162.50 frs.
Amsterdam	105/-&5%(cargo) 125/-&5%(mail)
Arzew	155.00 frs.
Ancona	167.50 frs.
Barcelona	152.50 frs.
Bergen	168/6
Beyrouth	167.50 frs.
Bilbao	155.00 frs.
Biserta	155.00 frs.
Bône	155.00 frs.
Bougie	155.00 frs.
Buenos Aires, per bag	18500
Cadiz	157.50 frs.
Casa Blanca	165.00 frs.
Cesme	149.50 frs.
Christiania	164/6
Copenhagen	162/6
Coruna	110.00 frs.
Dakar	160.00frs.
Dedeagatch	170.00 frs.
Genoa	110.00 frs.
Gibraltar	160.00frs.
Gijon	110.00 frs.
Gothenburg	125.00 frs.
Havre, per 900 kilos	110.00 frs.
Huelva	167.50 frs.
Kustendje	160.00frs.
Las Palmas	180.00 frs.
Sarache	100/-&5%(cargo) 115/-&5%(mail)
Liverpool	115/-&5%(cargo) 135/-&5%(mail)
London and options	162.50 frs.
Malaga	164/6
Malmo	155.00 frs.
Malta	125.50 frs.
Marseilles	175.00 frs.
Masagan	155.00 frs.
Mersina	143.00 frs.
Messina	175.00 frs.
Magador	163/6
Montevideo, per bag	18500.
Mostaganem	155.00 frs.
Naples	140.50 frs.
New York, per bag	\$1.00 & 5% per bag
New Orleans, per bag	\$1.00 & 6% per bag
Odessa	155.50 frs.
Oran	155.00 frs.
Palermo	143.50 frs.
Phillipville	155.00 frs.
Piræus	155.00 frs.
Port Said	160.00 frs.
Rabat	180.00 frs.
Salonica	155.00 frs.
Samsoun	167.50 frs.
Santander	110.00 frs.
Sevilla	157.50 frs.
Safi	175.00 frs.
Sffax	160.00 frs.
Stockholm	255.00 frs.
Susa	165.00 frs.
Tangier	155.00 frs.
Tunis	157.50 frs.
Valencia	75/-
Valparaiso	167.50 frs.
Varna	145.50 frs.
Venice	167.50 frs.
Vigo	110.00 frs.
Algoa Bay & Cape Town	75/-
Mossel Bay	75/-
East London	75/-
Durban	75/-
Delagoa Bay	95/-

RUBBER

Quotations for hard fine in London closed on 22nd May at 2s. 3½d. per lb. for spot, an improvement of ¼d. since previous Saturday. At Pará fina sertão closed on same date at 4\$100 per kilo, a decline of 100 reis.

Latest Mail Quotations. Plantation crepe spot 2s. 4d. per lb., hard fine spot 2s. 6¾d. Difference now between hard fine and plantation is only 2¼d. Forward positions are creeping up. Pará market quiet.

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week ended	Receipts for Week			Total from 1st. Jan.
		Currency.	Exch.	Stamps	
1915	15th May	598.000\$	12 15/32	£ 26.3 02	£ 596,605
1914	16th "	444.000\$	15 27/32	£ 29.3 11	£ 597,503
Increase....	—	64.000\$	—	—	—
Decrease....	—	—	3 3/8	£ 2,0.9	£ 893

SHIPPING

—Brazilian rates are steady and unchanged, but business is far from brisk. We quote as follows:—B. A. to Antonina, Paranaguá, Rio Grande and San Francisco, \$5; to Santos \$5.50; to Rio \$6; to Pelotas and Porto Alegre \$8, with 50 cents extra for up-river loading.—"The Times of Argentina," 17th May.

ARRIVALS AT THE PORT OF RIO DE JANEIRO.

DURING THE WEEK ENDING MAY 20th, 1915.

May 14.—AFFINITA, Italian s.s. 2182 tons, from Bahia Blanca
14.—ITAJUBA, Brazilian s.s. 958 tons, from Pelotas
14.—VENUS, Brazilian s.s. 439 tons, from Penedo
14.—OTAWA, Norwegian s.s. 1583 tons, from Christiania
14.—ALGERIE, French s.s. 2539 tons, from Buenos Aires
14.—D. DI GENOVA, Italian s.s. 4203 tons, from Genoa
14.—COMPETIDOR, British s.s. 2215 tons, from Thomas
14.—LLAMBERIS, British s.s. 2625 tons, from New York
15.—CAMOENS, British s.s. 2640 tons, from Liverpool
15.—SATURNO, Brazilian s.s. 935 tons, from Montevideo
15.—INDIANNNA, Italian s.s. 3051 tons, from Montevideo
15.—ITAPURA, Brazilian s.s. 1179 tons, from Porto Alegre
15.—AMAZONAS, Brazilian s.s. 1230 tons, from Buenos Aires
16.—ITAPUHY, Brazilian s.s. 1230 tons, from Cabedello
16.—ITANEMA, Brazilian s.s. 555 tons, from Porto Alegre
16.—ITAPIVA, Brazilian s.s. 707 tons, from Aracaju
16.—S. PAULO, Brazilian s.s. 2213 tons, from New York
16.—BAHIA, Brazilian s.s. 2568 tons, from Manóas
16.—WACOUSTA, Norwegian s.s. 1998 tons, from Norfolk
16.—HUNGARIAN PRINCE, British s.s. 3127 tons, from New York
16.—CARANGOLA, Brazilian s.s. 258 tons, from S. J. da Barra
16.—FIDELENSE, Brazilian s.s. 259 tons, from Rio Doce
16.—TIBAGY, Brazilian s.s. 1395 tons, from Pernambuco
16.—OUSSANT, French s.s. 5319 tons, from Havre
17.—GELRIA, Dutch s.s. 8520 tons, from Amsterdam
17.—SANTOS, Brazilian s.s. 956 tons, from Paranaguá
17.—JABUARIBE, Brazilian s.s. 1003 tons, from Santos
17.—SAN ONOFRE, British s.s. 1967 tons, from Mexico
17.—IONIC, British s.s. 7826 tons, from Montevideo
17.—JUMNA, British s.s. 2693 tons, from Rosario
17.—PARAHYBA, Oriental s.s. 1940 tons, from Bahia Blanca
18.—ITAPEMA, Brazilian s.s. 825 tons, from Porto Alegre
18.—CAMPEIRO, Brazilian s.s. 1605 tons, from Bahia Blanca
18.—GILRUPY, Brazilian s.s. 221 tons, from Paranaguá
19.—ZELANDIA, Dutch s.s. 4960 tons, from Buenos Aires
19.—URANO, Brazilian s.s. 141 tons, from Santos
19.—RE VITTORIO, Italian s.s. 4353 tons, from Buenos Aires
20.—RIO PARDO, Brazilian s.s. 597 tons, from N. Orleans
20.—F. M. PENLEY, American barque, 937 tons, from Norfolk
20.—P. MAFALDA, Italian s.s. 5087 tons, from Genoa
20.—SAN MELITO, British s.s. 6303 tons, from Mexico
20.—MAYRINK, Brazilian s.s. 375 tons, from Caravellas
20.—PHILADELPHIA, Brazilian s.s. 359 tons, from Caravellas

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO

DURING THE WEEK ENDING MAY 20th, 1915.

- May 14.—D. DI GENOVA, Italian s.s. 4203 tons, for Buenos Aires
 14.—ALGERIE, French s.s. 2539 tons, for Marseilles
 14.—DENBIGHSHIRE, British s.s. 2439 tons, for Santos
 14.—AFENITA, Italian s.s. 2182 tons, for aLs Palmas
 14.—ANGOLINA, Italian s.s. 2262 tons, for Dakar
 15.—ITAUBA, Brazilian s.s. 978 tons, for Porto Alegre
 15.—DRYDEN, British s.s. 3699 tons, for Santos
 15.—TAPAJÓZ, Brazilian s.s. 2442 tons, for Santos
 15.—ITACOLÔMY, Brazilian s.s. 589 tons, for Porto Alegre
 15.—C. P. ENDICOTT, American barque, 751 tons, for Baltimore
 15.—URANO, Brazilian s.s. 141 tons, for Santos
 15.—BERNARD, British s.s. 2397 tons, for Buenos Aires
 15.—INDIANNA, Italian s.s. 3510 tons, for Genoa
 15.—TOLO, American s.s. 2502 tons, for Santa Lucia
 15.—STA. ROSALIA, American s.s. 3488 tons, for Buenos Aires
 16.—P. DE MORAES, Brazilian s.s. 597 tons, for Laguna
 16.—ITAUBA, Brazilian s.s. 717 tons, for Aracaju
 16.—ED. PIERCE, American s.s. 3228 tons, for Baltimore
 16.—RIO VERDE, British s.s. 2579 tons, for Santos
 16.—HADRIKYIAKOS, Grecian s.s. 2720 tons, for Buenos Aires
 16.—MUCURY, Brazilian s.s. 1402 tons, for Manáos
 17.—PARANA, Brazilian s.s. 2843 tons, for Buenos Aires
 17.—GELRIA, Dutch s.s. 8520 tons, for Buenos Aires
 17.—IONIC, British s.s. 7825 tons, for London
 18.—VENUS, Brazilian s.s. 439 tons, for Penédo
 18.—PYRINEUS, Brazilian s.s. 1044 tons, for Paranaguá
 18.—F. M. PENLEY, American lugger, 937 tons, for Baltimore
 18.—HUNGARIAN PRINCE, British s.s. 3128 tons, for Rosario
 18.—SAN ONOPRE, British s.s. 1967 tons, for Buenos Aires
 18.—CANOVA, British s.s. 2929 tons, for New York
 18.—ITAPURA, Brazilian s.s. 1179 tons, for Parahyba
 19.—ITAPUHY, Brazilian s.s. 1230 tons, for Porto Alegre
 19.—RE VITTORIO, Italian s.s. 4303 tons, for Genoa
 19.—ZEELANDIA, Dutch s.s. 4960 tons, for Amsterdam
 19.—JUNVA, British s.s. 2693 tons, for S. Vicente
 19.—BRAGANCA, Brazilian s.s. 751 tons, for Paysandu
 19.—BORBOREMA, Brazilian s.s. 1751 tons, for Cabedello
 19.—AMAZONAS, Brazilian s.s. 1220 tons, for Ceará
 19.—JAVARY, Brazilian s.s. 782 tons, for Porto Alegre
 19.—MOSKOW, Danish s.s. 1037 tons, for Copenhagen
 19.—SAN REMO, Norwegian s.s. 1269 tons, for Buenos Aires
 19.—MOSSORO, Brazilian s.s. 824 tons, for Amaraáo
 19.—JAGUARIBE, Brazilian s.s. 1003 tons, for Pernambuco
 19.—GURUPY, Brazilian s.s. 1221 tons, for Santos
 19.—E. STARR JONES, American barque, 787 tons, for Baltimore
 20.—ITAPURA, Brazilian s.s. 707 tons, for Porto Alegre
 20.—P. MAFALDA, Italian s.s. 5087 tons, for Buenos Aires
 20.—OUESANT, French s.s. 5319 tons, for Buenos Aires
 20.—BRATI, Brazilian s.s. 1999 tons, for Manáos
 20.—PARVIER, Argentine s.s. 673 tons, for Paranaguá
 20.—ITANEMA, Brazilian s.s. 553 tons, for Paranaguá

- 18.—GELRIA, Dutch s.s. 8520 tons, for Buenos Aires
 18.—ZEELANDIA, Dutch s.s. 4959 tons, for Amsterdam
 18.—RE VITTORIO, Italian s.s. 4363 tons, for Genoa
 19.—GARIBALDI, Italian s.s. 3108 tons, for Buenos Aires

The Week's Official War News

May 14th, 1915.

By command of The King, all celebrations of His Majesty's birthday will be dispensed with this year, owing to the war. Flags, however, will be flown.

The following official communiqués have been received by His Majesty's Chargé d'Affaires:—

London, May 17th, 2-10 p.m.

Field Marshal commanding British Forces in France reports 16th May:—Our First Army has made a successful attack between Richebourg l'Avoue and Festubert, breaking enemy's line over the greater part of the two line front. Attack commenced at midnight south of Richebourg l'Avoue, where we carried two successive lines of German breastworks on a front of 800 yards. A mile further south another attack at dawn carried 1,200 yards of German front line trenches and pushed rapidly on, extending its success further south, by Hombing, along the German trenches. Here we have crossed the Festubert-Quinque road and advanced nearly a mile into the German line. Fighting still continues in our favour, and throughout the day our brave troops have fought splendidly. At Ypres all has been quiet for the last 48 hours and elsewhere on the front there is nothing to report.

London, May 17th, 1-45 p.m.

Following official announcement has been received from the Russian Naval Attaché:—An the 18th May the Black Sea Fleet destroyed four steamers laden with coal, two tugs and twenty sailing ships. Much damage was done during the bombardment of Fekine, Eregli and Kilemale.

London, May 17th, 4-40 p.m.

The Secretary of the Admiralty makes the following announcement:—The Zeppelin that attacked Ramsgate early this morning was chased off by Eastchurch and Westgate machines as far as the West Hinder Lightship. When off Nieuport she was attacked by eight naval machines from Dunkirk. Three machines were able to attack her at close range by fire. Flight Commander Bigsworth dropped four bombs when 200 feet above the airship. A large column of smoke was seen to come out of one of her compartments. The Zeppelin then rose to a great height, 11,000 feet, with her tail down, and is believed to be severely damaged. All our machines were exposed to a heavy fire from the Zeppelin, but there were no casualties.

London, May 18th, 10-40 a.m.

Field Marshal French reports that the First Army has gained further successes south of Richebourg l'Avoue, and all the German trenches on a front of two miles have been captured. This morning several bodies of Germans surrendered voluntarily to our troops, who continue to fight with great gallantry and determination. One of these bodies while trying to surrender was caught by German artillery fire and practically annihilated. The exact number of prisoners taken has not yet been ascertained, but 550 have been cleared to the lines of communication.

VESSELS ARRIVING AT THE PORT OF SANTOS.

DURING THE WEEK ENDING MAY 20th, 1915.

- May 12.—ITAJUBA, Brazilian s.s. 869 tons, from Pelotas
 12.—BRATSBERG, Norwegian s.s. 2418 tons, from New York
 12.—JAGUARIBE, Brazilian s.s. 1003 tons, from Parahyba
 12.—AMAZON, British s.s. 6300 tons, from Liverpool
 12.—K. EDWARD, British s.s. 2833 tons, from Liverpool
 12.—VERDIL, British s.s. 4482 tons, from New York
 12.—CHILLI, Norwegian barque, 2198 tons, from London
 13.—EARLSWOOD, British s.s. 1480 tons, from Manchester
 13.—CACHALOTE, Argentine s.s. 375 tons, from Buenos Aires
 13.—ITASSUCE, Brazilian s.s. 926 tons, from Parahyba
 13.—SIRIO, Brazilian s.s. 554 tons, from Rio
 13.—SATURNO, Brazilian s.s. 779 tons, from Rio
 14.—ITANEMA, Brazilian s.s. 515 tons, from Montevideo
 14.—ITANEMA, Brazilian s.s. 558 tons, from Porto Alegre
 14.—ITAPURA, Brazilian s.s. 926 tons, from Porto Alegre
 14.—BARCELONA, Brazilian s.s. 3663 tons, from Buenos Aires
 14.—INDIANNA, Italian s.s. 3051 tons, from Genoa
 15.—D. DI GENOVA, Italian s.s. 4203 tons, from Genoa
 15.—DENBIGHSHIRE, British s.s. 2489 tons, from Hull
 16.—DRYDEN, British s.s. 3699 tons, from Manchester
 17.—URANO, Brazilian s.s. 192 tons, from Rio
 17.—TAPAJÓZ, Brazilian s.s. 2444 tons, from New York
 18.—ZEELANDIA, Dutch s.s. 4969 tons, from Buenos Aires
 18.—GELRIA, Dutch s.s. 8520 tons, from Amsterdam
 18.—RIO VERDE, British s.s. 2579 tons, from Rio
 18.—RE VITTORIO, Italian s.s. 4362 tons, from B. Aires
 19.—GARIBALDI, Italian s.s. 3108 tons, from Genoa

VESSELS SAILING FROM THE PORT OF SANTOS

DURING THE WEEK ENDING MAY 20th, 1915.

- May 12.—AMAZON, British s.s. 6300 tons, for Buenos Aires
 12.—CANOVA, British s.s. 2929 tons, for New York
 12.—VERDIL, British s.s. 4482 tons, for Buenos Aires
 12.—ITAJUBA, Brazilian s.s. 869 tons, for Aracaju
 12.—ALAGRITA, Italian s.s. 1599 tons, for Buenos Aires
 12.—F. MATARAZZO, British s.s. 1779 tons, for Rosario
 12.—K. EDWARD, British s.s. 2832 tons, for Buenos Aires
 13.—SIRIO, Brazilian s.s. 554 tons, for Montevideo
 14.—SATURNO, Brazilian s.s. 515 tons, for Rio
 14.—AMAZONAS, Brazilian s.s. 927 tons, for Rio
 14.—ITAPURA, Brazilian s.s. 926 tons, for Rio
 14.—ITANEMA, Brazilian s.s. 558 tons, for Rio
 14.—ITASSUCE, Brazilian s.s. 926 tons, for Porto Alegre
 14.—ASSU, Brazilian s.s. 779 tons, for Porto Alegre
 14.—INDIANNA, Italian s.s. 3051 tons, for Genoa
 14.—BARCELONA, Spanish s.s. 3663 tons, for Buenos Aires
 15.—D. DI GENOVA, Italian s.s. 4203 tons, for Paranaguá
 15.—CACHALOTE, Argentine s.s. 375 tons, for Rio Grande
 15.—OLDFIELD GRANGE, British s.s. 2489 tons, for Rio Grande
 15.—BRATSBERG, Norwegian s.s. 2418 tons, for Manáos
 17.—JAGUARIBE, Brazilian s.s. 1003 tons, for Manáos
 17.—DENBIGHSHIRE, British s.s. 2489 tons, for Buenos Aires
 17.—URANO, Brazilian s.s. 192 tons, for Rio

London, May 18th, 1-30 p.m.

Following is a summary of Russian official communiqués from May 13th to 19th:—In region of Shavli fighting develops and we continue to press Germans closely and are throwing them back.

In sector between Opatow on left bank of Vistula and whole Galician front great masses of troops attacked our positions, the region north and south of Przemysl being the centre of their efforts. On the left bank of the Vistula we repulsed furious attacks and passing to the offensive took 3,000 prisoners and several guns. Near Jaroslav the Germans, heedless of countless losses, are endeavouring to establish themselves on the right bank of the San. Under Przemysl the enemy are bombarding the western forts with intense artillery fire at long range. Between that place and the great marshes of the Dniester masses of the enemy have in many places reached our entanglements, being scattered by our fire, but nevertheless succeeded after enormous sacrifice in capturing trenches of two of our battalions. Enemy losses in general are estimated at tens of thousands.

In East Galicia and Bukowina, the Austrians evacuated their strongly fortified position from Bystrzyca to the Roumanian frontier, falling back precipitately and in disorder beyond the River Pruth. Enemy's cavalry was sacrificed to protect retreat. Our vigorous pursuit continues, the great number of prisoners taken by us being rapidly increased and exceeding 20,000. We have carried Nadworna (west of Kolomea) after a great struggle.

London, May 19th, 4-20 p.m.

The following communication has been received from General Officer commanding Mediterranean Force respecting operations in

Dardanelles issued at Cairo to-day:—General Cox's brigade repulsed with heavy loss an attack on his position made on May 12th. Following day a double company of Gurkas advanced over half a mile. Ground thus won was consolidated during the night in spite of very strong counter attacks. On May 16th the Lancashire Territorial Division made considerable progress during the night and on following night further advanced. The same day our howitzer battery, with the aid of aeroplanes, blew up ammunition wagons of Turkish heavy howitzers and later made direct hit on gun in front of Australian and New Zealand Army Corps. Enemy's trenches and new gun displacement were demolished by howitzer fire. Every day sees improvement in Anglo-French position. Enemy are reported as having lost very heavily.

London, May 21st, 12-35 p.m.

Admiralty makes following announcement:—During week ending May 19th, 1,438 steamers arrived at and sailed from British ports. Of these two British steamers were sunk by submarines. Four fishing vessels were also sunk.

London, May 22nd, 12-43 p.m.

Field-Marshal Commanding British Forces in France reports to following effect:—May 21st—Since last communiqué on the 17th instant, operations have been hampered by weather, but we have made appreciable progress east and south of Quinze Rue. Our infantry again displayed great gallantry in capturing several strong points behind enemy's original line. Elsewhere on front minor artillery engagements only.