Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 1 | RIO DE JANEIRO, TUESDAY, August 10th, 1915 | N. 32

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MAIL FIXTURES

FOR EUROPE.

Aug. 11.—AMAZON, Royal Mail, for Liverpool.
,, 11.—GELRIA, Holland Lloyd, for Amsterdam.
,, 18.—ESSEQUIBO, Royal Mail, for Liverpool.
,, 20.—DESNA, Royal Mail, for Liverpool.
,, 26.—ORITA, P.S.N.C., for Liverpool.

FOR RIVER PLATE AND PACIFIC.

Aug. 18.—ARAGUAYA, Royal Mail, for River Plate.
,, 25.—ORONSA, P.S.N.C., for River Plate and Pacific.

FOR THE UNITED STATES.

Aug. 24.—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.

NOTES

The Flour Industry. A correspondent writes us as follows:—"Your valuable article in the "Review" for July 27 last, on the Wheat Flour Industry raises a number of interesting questions and as the subject is one to which I have given some small attention, I seize this opportunity to suggest for your consideration two or three points which you may find worth noting:

(1) The increase in the domestic production of flour may be even greater than your figures indicate. According to the statistics presented by the Retrospecto Commercial, there has been a very considerable development of wheat growing in such States as Rio Grande do Sul, beginning in 1909 with 13,000 tons and increasing rapidly to 58,000 tons in 1913. Assuming that this wheat is converted into flour in Brazilian mills at the ratio of 65 kilos of flour from 100 kilos of wheat, the domestic production of flour has increased as follows: From 1903-05 to 1907-10, from 125,000 tons to 183,000 tons per annum, or 46.4 per cent.; and 1901-10 to 1911-13 from 183,000 tons to 234,000 tons per annum, or 27.8 per cent.

Flour imports have increased similarly: Between the first and second period, 19.2 per cent. and between the second and third period, 12.3 per cent.

Domestic production of flour is, therefore, increasing nearly two and a half times as fast as importation.

(2) If your figures of total flour consumption in Brazil are increased by the amount of flour made from home grown wheat, as given above, the disproportion which you note in the rapidity of increase between the first and second periods, and the second and third, disappears. The rate of increase between 1903-05 and 1907-10 becomes 33.2 per cent., and between 1907-10 and 1911-13, 33.4 per cent. It is possible, also, although I lack the data with which to test this surmise, that the somewhat closer competition of foreign flour in recent years has led to improved methods in the local mills, so that the percentage of flour produced from the wheat ground has increased from 65 to some larger figure, giving a still further increase in the total of flour consumed.

(3) The difference to which you call attention, between the stated values per ton of American and River Plate flour imported may, I believe, be explained more readily than by assuming a misstatement of the figures. It is well known in the flour market that there are different grades of demand and that an importing country may obtain one grade of its supply from one quarter and and a different grade from some quite different quarter. In Brazil, for many years, the grades in widest demand have been obtained from the local mills and from the River Plate; the special higher priced grades, from Austria-Hungary and the United States, with a decrease in recent years in the proportion coming from the former of these two countries. That this is the true explanation is borne out by the American export figures which correspond closely with those of Brazilian imports which you give. In the five years, 1909-13, American exports of flour to Brazil averaged in value \$5.46 per barrel, while those to other countries averaged only \$4.84 per barrel. In short, the United States is selling a special grade of high-priced flour to Brazil which probably does not compete directly with the product of either the Brazilian or the River Plate mills.

(4) Is not you statement that "the only compensation (for the preferential duty in favour of certain American goods) has been the negative one of desistance on the part of the United States from taxation of Brazilian coffees" somewhat too limited? It is true that coffee is the chief export from Brazil to the United States, yet it is not, by any means, the only one; and practically everything which Brazil can or could conceivably export to the States is free of duty. Nearly everything which the United States sells to this country is heavily taxed, the rates running from 25 to 300 or 400 per cent. ad valorem; while of the entire list of articles which make up Brazilian exports no less than 94 per cent., by value, are of goods which are permitted to enter the United States with no duty whatever! The preferential rebate on American flour, according to your figures, reduces Brazilian revenue by £20,000 per annum: an insignificant import tax of even one cent. a pound on coffee alone would yield to the United States an income of close to £2,000,000 per annum!

[The inclusion of flour milled from home grown wheat, to which our correspondent calls attention, modifies the position considerably, though, even so, fails to explain why it is that consumption of flour in this country failed to accompany the growth of population during the period 1911-13, the most prosperous in our commercial history. According to what I gather from leading bakers, the American flour put on the market is unable to compete as regards quality with high grade Rio or S. Paulo. The average quality imported, they state, from the United States of late years has been about on a par with Rio second grades, so that they find it necessary to mix American with home milled flour to obtain a suitably-baking loaf. This would appear to upset our correspondent's explanation of the difference between declared value for American and River Plate flours, a problem that still awaits solution. Unquestionably "reciprocity" has benefitted consumers of flour in this country and of coffee and other duty free products in the United States. The question, however, is not which has benefitted more by reciprocity, but whether in the actual critical financial position of each country, either Brazil or the United States will much longer be in a position to sacrifice revenue to policy. To secure exemption of coffee from taxation this country would, no doubt, go far. But should taxes be levied on coffee, the very raison d'etre of reciprocity would disappear.]

Neutral Trading. With very few exceptions, it is admitted that the sooner this disastrous war comes to an end the better for everyone concerned.

Where opinions differ is as to how it is to be brought about, the Allies maintaining that only by depriving Germany of the resources necessary for carrying on war can she be reduced to submission: whilst neutrals on their side insist on their right to deal in non-contraband with whomsoever they please.

What neutrals really desire is to have their cake and eat it too —that they shall be freed by the efforts of the Allies from the menace to their liberties of German militarism and from the impediments to their trading with the enemy as well.

As a matter of fact, there has so far been no real restriction of trade between neutrals. The United States, Brazil or Holland have been free to import all they required for purely domestic purposes and to export just as freely the products of their respective countries.

The real grievance is that the Allies' blockade prevents them from trading under neutral guise with the enemy as well.

They can stand on their technical rights, if they care to sacrifice principle to profit, but let it be clearly understood that whatever they may pretend, by so doing they are helping and comforting the would-be destroyer of their own civilisation.

Only by force of arms can neutrals alter the determination of the Allies to wear down the resistance of their enemies.

That neutrals would ever venture to such extremes or even threaten war on the countries they profess to sympathise with is unthinkable!

Thanks to the Allies, and particularly to the British Navy, the seas are free to neutrals to trade with everyone but the enemy.

Not only so, but the immense resources of the Allies' mercantile marine are at the service of neutrals as well as their own. Without the happy ascendency of their navies, British shipping might, like German, be to-day hiding in harbours and the overseas trade of the world be reduced to miscroscopic proportions. British shipping alone accounts for nearly half of the total shipping of the world and by its means most of the sea-borne trade of the world is effected.

What would the position be to-day were these 20,000 British ships not available and Brazilian and other oversea commerce obliged to depend on the goodwill of neutrals unable to satisfy a fraction of the world's requirements?

Of the total world's oversea tonnage, 16,800,000 or 67 per cent. were owned in 1908 by the Allies; 4,800,000 tons or 20 per cent. by the enemy and only 3,400,000 or 13 per cent. by neutrals.

Had both German and Allied tonnage been locked up and only the neutral been left, the trade of the world would practically have come to a standstill and neutrals been prevented not only from trading with each other, but practically with anyone at all!

The debt that neutrals owe to the Allies for keeping the seas open to trade is, however, as nothingcompared with the incalculable service to humanity of refusing to adopt the infamous practices of the enemy diametrically opposed to the conceptions of government by civilised nations and of human progress.

When neutrals are inclined to complain of obstacles to their trade, let them imagine what their position would be to-day were Germany victorious or the Allies been driven off the seas!

Jute Yarns. The cable reporting the prohibition of export of jute yarns, piece goods, bags or sacks to any destination is now confirmed by Order in Council, dated 8th July.

Books Received and Notices. From the General Rubber Company of Brazil (Pará) a useful table showing monthly receipts of rubber in tons from 1908-09 to 1914-15, with discrimination of Islands, Up-river and Caucho.

The Patriotic League. Subscriptions to end of July:—

Previously acknowledged		£1,418 16 1
League fund	£33 3 0	
Warship fund	4 9 6	
St John del Rey	23 18 8	61 8 5
Prince of Wales' Fund		34 3 3
Total to 31st July		£1,514 7 9

FOREIGN TRADE.

SIX MONTHS — JANUARY-JUNE.

VALUE OF EXPORTS AND IMPORTS OF MERCHANDISE FOR THREE YEARS IN £1,000.

	Exports			Imports			Diff. between Exports and Imports.		
	1913	1914	1915	1913	1914	1915	1913	1914	1915
January	7,829	6,114	4,782	6,236	4,781	1,651	+1,593	+1,333	+3,131
February	5,561	5,155	4,028	5,354	3,844	1,760	+ 207	+1,311	+2,268
March	4,403	4,607	5,358	6,187	3,732	2,409	−1,784	+ 875	+2,949
April	3,515	4,126	4,361	5,850	3,927	2,524	−2,335	+ 199	+1,837
May	3,276	3,775	3,021	5,542	3,887	2,690	−2,266	− 112	+ 331
June	3,002	3,749	2,430	5,803	3,406	2,535	−2,801	+ 343	− 105
Total 6 months	27,586	27,526	23,980	34,972	23,577	13,569	−7,386	+3,949	+10,411
Do. contos paper	413,785	412,886	450,286	524,582	353,655	257,940	+110,787	+59,231	+192,346

MOVEMENT OF SPECIE.

	Exports			Imports			Diff. + or − Exports.		
	1913	1914	1915	1913	1914	1915	1913	1914	1915
January	—	—	789	—	—				+789
February	410	2,634	630	175		9	+ 235	+2,634	+ 621
March	—	—	511	—	—				+511
April	808	1,182	707	397	12	2	+ 411	+1,170	+ 705
May	170	1,762	576	619	27	4	− 449	+1,735	+ 572
June	840	100	624	11	805	7	+ 829	− 705	+ 617
Six months	2,228	5,678	3,837	1,202	844	22	+1,026	+4,834	+3,815

The movement of Brazilian Foreign Trade for the month of June, in round numbers, was as follows:—

Exports of merchandise	£2,430,000
Exports of specie	624,000
Imports of Merchandise	2,568,000
Imports of specie	7,000
Total month of June, 1915	£5,629,000
,, May, 1915	6,293,000
,, April, 1915	7,591,000
,, March, 1915	8,248,000
,, February, 1915	6,417,000
,, January, 1915	7,230,000
Six months, 1915	£41,408,000
,, 1914	57,625,000
,, 1913	65,988,000
,, 1912	63,165,000

Compared with May, the June movement of foreign trade shows a decline of £664,000 or 10.5 per cent., due to decrease in value of exports of merchandise of £591,000; ditto of imports of merchandise, £124,000; and increase of export of specie of £48,000 and of imports of ditto by £3,000.

For the month of June the so-called balance of trade (inclusive of specie) shows a balance in favour of exports of £479,000. Exclusive of specie, the value of imports exceeded that of exports by £138,000 and the balance of trade was against us.

Quantities and f.o.b. Values of Nine Leading Exports.

°Quantities—Tons of 1,000 kilos when not otherwise stated.

	°Quantity June	°Quantity 6 months	Value in £1,000 June	Value in £1,000 6 months
Cotton, ton	577	3,947	37	207
Sugar ton	8,835	50,254	108	620
Rubber ton	2,213	18,441	437	3,570
Cocoa ton	3,210	16,361	162	1,005
Coffee, 1,000 bags	455	7,548	810	14,441
Hides ton	4,224	18,561	307	1,228
Tobacco ton	1,677	8,487	67	374
Herva Matté ton	6,111	34,270	145	858
Skins ton	473	1,978	78	323
9 Staples			2,151	22,627
Sundry			279	1,353
Grand total			2,430	23,980

During June, the movement compared with last year was as follows:—

		Quantity		Value in £
Cotton, raw tons	Dec.	1,784	Dec.	£113,000
Sugar tons	Inc.	8,823	Inc.	108,000
Rubber tons	Inc.	781	Inc.	147,000
Cocoa tons	Inc.	537	Inc.	44,000
Coffee 1,000 bags	Dec.	348	Dec.	1,386,000
Hides tons	Dec.	677	Inc.	46,000
Tobacco tons	Dec.	2,521	Dec.	176,000
Herva Matté tons	Inc.	917	Dec.	8,000
Skins tons	Inc.	281	Inc.	33,000
Total 9 staples	Dec.			£1,305,000
Sundry	Dec.			14,000
Net decrease for June				£1,319,000

Of the 9 staples, sugar, rubber, cocoa and skins show increase of both quantity and value; rubber increase of quantity but shrinkage of value, as also herva matté; hides a decrease of quantity but increased value, whilst cotton, coffee and tobacco showed shrinkage in both quantity and value during the month of June.

Six months, January-June. Particular interest is lent to comparison of the movement of foreign trade for the first half of the current year with that of 1914, because of the outbreak of the war. Inclusive of specie, trade shows a shrinkage compared with the first six months of last year of £16,217,000 or 28.1 per cent. and of £24,580,000 or 36.3 per cent. compared with the first half of 1913 (when the foreign trade of this country had reached its zenith), the former being accounted for as follows:—

Imports of merchandise	Dec.	£10,008,000
Imports of specie	Dec.	822,000
Exports of Merchandise	Dec.	3,546,000
Exports of specie	Dec.	1,841,000

The value of Imports of Merchandise compared with 1914 fell off 42.4 per cent., whilst that for specie was only £22,000 and imports may be said to have ceased.

For Exports of Merchandise the decline was only 12.8 per cent. and for exports of specie 32.4 per cent.

For the six months the movement of the 9 leading staples was as follows:—

		Quantity		Value in £
Cotton, tons	Dec.	22,487	Dec.	£1,424,000
Sugar tons	Inc.	42,480	Inc.	552,000
Rubber tons	Dec.	1,260	Dec	864,000
Cocoa tons	Dec.	6,155	Dec.	180,000
Coffee 1,000 bags	Dec.	2,104	Dec.	443,000
Hides tons	Dec.	1,480	Inc.	56,000
Tobacco tons	Dec.	11,809	Dec.	808,000
Herva matte tons	Inc.	6,391	Inc.	19,000
Skins tons	Inc.	553	Dec.	9,000
9 Staples, net decrease				£3,001,000
Sundry, decrease				545,000
Net shrinkage, six months				£3,546,000

The only staples that show increase in both quantity and value for the six months are sugar and herva matte. Skins show an increase in quantity, but shrinkage in value, and hides, on the contrary, a decrease in quantity but increase of value. All the rest show decrease in both sterling value and quantity.

Measured by the local standard of paper money, the smaller sterling value was to some extent compensated by the fall of exchange and depreciation of the currency. Although quantities exported were generally much smaller, the value realised in paper money was larger by Rs. 37.400:000$ or 9 per cent. than last year, as against the shrinkage of 12.8 per cent. in sterling f.o.b. value.

The prices of most imports have, of course, risen, but not in proportion to the depreciation of the currency, because a large part of retail prices is constituted by local factors, such as duties, storage, rent and importers' and retailers' profits, which do not interest sterling cost at all and only internal should rents and wages rise. As a matter of fact wages have declined, as also rent. The conclusion is that the extra profit falls chiefly on labour, rents and fixed incomes.

The depreciation of the currency has unquestionably materially assisted this country to compete with other producers for the supply of other countries.

Taking rubber as an example, the sterling f.o.b. value shows a decline of 63 per cent. but currency value that of 7.5 per cent., so, in spite of the decline in sterling value and the parlous condition of the industry in general, shipments, which were expected to show a tredendous decrease, fell off only 1,226 tons or 6.4 per cent., seeing that, but for the depreciation of the currency, it would have been impossible to rave disposed of the great part of the 18½ thousand tons actually exported, composed largely of lowest grades.

The monthly average value of imports was £5,762,500 for 1913, £3,929,300 for 1914 and £2,261,300 for 1915.

For the first two months of the current year the value of imports was considerably below the six months' average, but in March recovered and since then has ruled between £2,409,000 and £2,692,000 per month.

Unit Prices for Six months, January-June:—

	Milreis paper			£		
	1913	1914	1915	1913	1914	1915
Cotton ton ...	894	926	997	59.96	61.76	52.43
Sugar ton ...	180	132	235	12.04	8.78	12.26
Rubber ton ...	4,669	3,375	3,650	311.29	225.11	193.0
Cocoa ton ...	844	723	1,158	56.25	47.75	61.42
Coffee bag ...	51$215	40$995	35$693	3.41	2.73	1.91
Hides ton ...	891	886	1,260	59.40	59.06	66.15
Tobacco ton...	860	873	840	57.37	58.16	44.10
H. matte ton	545	458	472	36.33	30.49	24.97
Skins ton ...	3,528	3,491	3,103	235.24	232.76	163.25

We have not time at present to analyse these prices. In view of the rise in price of sugar in August, 1914, it seems, however, abnormal that the sterling f.o.b. value, which is controlled chiefly by prices paid by consuming markets, should have experienced a decline compared with 1913 of £3.26 per ton and in 1915 only regained the level of 1913.

REPORTS OF COMPANIES

St. John Del Rey Mining Company. The annual general meeting of the proprietors of the St. John del Rey Mining Company, Ltd., was held on 1st July at the Canon Street Hotel, Canon Street, E.C., Mr. H. Percy Harris, M.P. (Chairman of the company) presiding.

Mr. C. F. W. Kup, A.C.I.S., (managing director), having read the notice convening the meeting and the report of the auditors,

The Chairman said that the bullion for the year had realised £455,927, which was the largest amount produced since the company began its mining operations. The previous record occurred in 1911-12, when £442,458 was realised. It was interesting to note that the tonnage crushed was practically the same in both years. Last year, however, surpassed the record of the former year by reason of the improved yield, which averaged 47.s 7½d. per ton, compared with 45s. 10½d. per ton. The profit for the year was £144,092 and was an excess over 1911-12 of £3,387. The result did not compare altogether favourably, as the excess of profit would have been £13,469 if the cost had remained the same in the two years. It was always difficult to make a comparison between the cost of different years, because conditions varied constantly. The general tendency, he was afraid, was in the upward direction. Last year they had to contend with exceptional circumstances. They had to incur war expenditure in the shape of increased freights, insurance and other charges, but, on the other hand, they had had the advantage of a lower rate of exchange, without which their working costs would have been substantially higher. The dividend now recommended was 1s. 3d. per share on the Ordinary share capital, which, with the interim dividend, made 10 per cent. for the year. For reasons which he had previously explained, they did not consider it desirable, for the present, at any rate, to pay a dividend of more than 10 per cent. Those reasons were connected with the great object which they all had in view: namely, the prolongation of the life of the mine below horizon 20, which meant that they would be working the mine at a depth greater than 11-10th mile under the surface. They were now working the lode at horizon 18, and shaft G had been sunk to the level of horizon 20, and tunnels were being driven from the shaft to intercept the lode at horizon 19 and horizon 20. The time was therefore approaching when they would have to decide whether or not they should take the necessary measures for working the lode below horizon 20. Their decision would depend on several factors. First, upon the size and value of the lode at horizon 20; secondly, the possibility of taking measures for working the lode economically below that horizon; thirdly, finance; and, fourthly, the prospects in Brazil as regards the labour supply exchange and taxation. With regard to the size and value of the lode at horizon 20, they must wait to see if the lode showed any sign of deterioration in size or value. If the lode was like what it was at the lowest horizons they were now worknig—Nos. 17 and 18—they would be encouraged to proceed. So far as working the lode remuneratively below horizon 20 was concerned, light was thrown upon that matter by Mr. Chalmers in his able and exhaustive report. He would not, however, say that Mr. Chalmers had given a final answer to that question, because various investigations still had to be made and expert opinions obtained, while final estimates had to be prepared. The two principal questions dealt with in Mr. Chalmers's report were the ventilation of the mine and the supply of additional power. The solution of the first question proposed by Mr. Chalmers was that the air which passed through the mine for the purpose of ventilation should first of all be cooled and dried and then distributed throughout the workings. A scheme for supplying additional power had been devised, but the difficulty had to some extent been anticipated. He (the Chairman) explained at the last meeting that certain work in connection with the power scheme was being carried out, in order that they might not be behind hand. Upon the question of finance he could congratulate the shareholders most heartily upon the self-denying policy which they had allowed the board to adopt when profits would have permitted larger dividends to be paid. If the life of the mine was to be prolonged below horizon 20 considerable capital expenditure would have to be incurred. He could not give any figures at present, but it would be obvious that capital would be wanted if the power and the ventilation schemes, and other matters, including the sinking of a new shaft, were adopted. The amount required would be considerable, but such an amount would be justified if the lode proved satisfactory at horizon 20. If the current year went on as it had begun they ought to strengthen their financial position very considerable. Referring to the prospects in Brazil, he would be an able man, he thought, who could forecast the after-effects of the present European struggle. If he might venture to prophesy, one result of the situation would be to make it extremely difficult to secure capital for new enterprises, and Brazil would have to go slowly in the matter of new undertakings. Therefore, he thought, they might anticipate that the demand for labour would not outrun the supply. Similar considerations made it unlikely that there would be a rise of exchange to such a level as would upset their calculations. In view of the circumstances which existed, he thought that the progress which they had made and the statement of the position which he had submitted were highly satisfactory (Hear, hear.) The Chairman concluded by moving the adoption of the report.

Mr. J. F. Remnant, M.P., seconded the motion, which was carried unanimously. The dividend, as recommended, was declared and the retiring director and auditors were re-elected. The proceedings terminated with a vote of thanks to the Chairman, directors and staff.

[The St. John del Rey has by dint of perseverance against all discouragement, regained its wonted place as the premier gold mine of the world. The bullion produced in 1913-14, amounting to nearly half a million sterling, was the largest in the history of the mine, the previous record being £442,458 in 1911-12. Some 35 years ago the underground workings were destroyed by fire and the mine flooded. It took years of labour and great expenditure of capital to resume working on the previous scale; but to the credit of British engineering skill and the tenacity of British capital, it has been carried through so thoroughly that though working at an almost incredible depth, the mine is still yielding profit. Increased depth, however, entails increased capital and to develope new areas below the 20th horizon, over a mile below the surface, more money must be raised. To retain gold in this country it has been proposed to prohibit exports of gold either as specie or bullion. The production of the mine is already heavily taxed by the State of Minas and if export was prevented with the object of keeping up exchanges, the gold would have to be minted in the country or sold at its mint value to the Treasury and the surplus, after meeting working expenses, be remitted to London in the shape of bills of exchange In 1914 the value of shipments of gold dust or bullion was only about half a million sterling and until it can be very materially augmented, would not go far towards constituting a basis for emission.]

MONEY

Closing Rates were as follows:—

	90 days' Bank	Commercial	Sovs.
Saturday, 31st July	12¾	12 27-32	19$100
Monday, 2nd August	12 5-8	12¾	19$300
Tuesday, 3rd August	12 31-32	12¾	19$300
Wednesday, 4th August	12 15-32	12 9-16	19$500
Thursday, 5th August	12 3-8	12 7-16	19$600
Friday, 6th August	12 3-8	12 15-32	19$600
Saturday, 7th August	12 7-16	12 17-32	19$700

Rio de Janeiro, 7th August, 1915.

The market opened on Monday, 2nd August, with banks drawing at 12¾d., but dropped steadily until at one moment banks would only draw at 12 5-16d. On Friday it reacted, banks drawing all day at 12 13-32d. and closed on Saturday with banks drawing steadily at 12 7-16d., and money at 12½d.

The fundamental cause of the drop from 12¾d. to 7-16 was, of course, the shortage of bills to cover speculative demand and liquidation of the bull account, which may be regarded as closed. Now Santos seems bearish and holders are said to be holding back bills, which in spite of the fair business do not appear.

Should sales and consequently exports be much curtailed in anticipation of valorisation, the supply of bills might for a time be short, though with engagements for Scandinavia alone of some 400,000 bags for August and September, no serious shortage seems probable and the States must before long begin to buy.

There is, however, the possibility that bills may be held up for a time and that speculators will take advantage of it to bear the rate until it is borne in upon them that valoriastion is inevitable and that the rise insterling value that should follow will be accompanied by a rise of exchange, unless indeed, too much coffee were withdrawn.

That, however, does not seem very probable, as the object of the S. Paulo Government is not so much to push prices as to keep them from falling.

My attitude with regard to exchange has been considered in some quarters as contradictory in so far as I approve, on the one hand, of an issue of paper money for valorisation of coffee, but disapprove of it for other purposes.

I take advantage of this opportunity to record most emphatically that I have never and trust never shall approve of any issue of paper money for which withdrawal and amortisation is not regularly and specifically provided for.

There are cases when the issue of paper money is the only means possible of obtaining credits. It is a bad resort, but as in the Paraguayan war here and in Germany and other countries now, is sometimes inevitable.

To provide against abnormal becoming normal conditions, the example of the British Government should be imitated by insisting on debt and especially forced debts involved in issues of paper money, being paid off as quickly as possible by economy and taxation.

No amount of mere official economy will suffice. New taxes must be created and the whole nation forced to economise by taxing everything up to the hilt, excepting exports, on which the country alone can now count for development.

Convinced as I am that only by the issue of paper money in very large quantities can the actual situation be liquidated, I have advocated, in and out of season, the necessity of fresh and even burdensome taxation accompanying fresh issues of paper money. The resources of taxation are not exhausted. Millions could yet be raised from taxation of capital and income, and ultimately it is only by such means that the financial situation can be rightened. The situation is desperate and demands, like that of England, desperate remedies.

In approving the issue of paper money against coffee, the collateral seems to me unexceptional unless too much is advanced.

Should there be no interruption of exports to consuming markets and the fall of prices be, therefore, arrested, no valorisation would be required and there would be no necessity to issue paper money. When the war is over it is certain unless our coffee can find an outlet, not only that large stocks will be here accumulated, but that the markets in many consuming countries will be bare of coffee and be bound to restock from our supplies.

The difference between emitting paper money to pay off old debts and for valorising coffe, is simply that between no security at all and collateral.

With stocks and prices low as they are now coffee is an unimpeachable collateral so long, we repeat, as too much is not advanced against it.

The redemption of the paper money issued for purchase of coffee would be redeemed by the sale of the coffee itself, whilst the redemption of paper money issued to pay off back debts would depend solely on the amount of surplus revenue that might be available.

The Emergency Issue. The statement for 7th August is as follows:—

Received from Caixa de Amortisação		150.000:000$
Withdrawn and burnt		10.022:551$
Loaned to banks		100.000:000$
Interest deposited to cover expenses of issue		54:328$
Interest due from banks		9:050$
Repaid by banks on account of amort. and int.—		
Cash	4.409:484$	
Treasury bills	73.365:800$	
Interest on same	138:114$	
Expenses of issue	40:528$	77.953:560$
		338.039:489$

Alterations since 31st July:—

Increase received from Caixa de Amortisação	50:000$
Decrease interest deposited	2:050$
Increase repayment in cash by banks	50$
Increase repayment in bills by banks	100:300$
Increase interest on bills	1:450$
Increase expenses of issue	2:050$

Latest Quotations (last year Exchanges were closed):—

4 per cent., 1889	44¾
Funding, 1898, 5 per cent.	98
Funding, 1914	69
1910 4 per cent.	42½
S. Paulo, 1888	88
S. Paulo, 1913 5 per cent.	88
Leopoldina stock	30½
S. Paulo Railway Ordinary	163
Traction Ordinary	50
Brazil Railway Ordinary	6
Consols	65
Dumont Coffee Co.	8¼
Apolices	800$ to 802$
Gold Vales	14d.

Treasury bills, 24 to 25 per cent. discount.

COFFEE

From now onward it should be called to mind that comparison of this year's movement with last year's is vitiated by the influence of the war between Great Britain and Germany declared on 4th August, 1914.

Entries at the two ports for the week ended August 5th show an increase of 99,376 bags compared with previous week, of which 33,425 at Rio and 65,951 at Santos. Entries for the crop to Aug. 5th show an increase of 545,160 bags or 31.8 per cent. compared with last year.

Clearances for the week were relatively large and for the crop to 5th August show an increase of 125,798 bags or 18.7 per cent., but a decrease in f.o.b. value of £158,662 or 9.4 per cent.

From £1.985 per bag, the unit of f.o.b. value declined to £1.932 for the week ended 5th August.

Embarques or customs clearances were, as was to be expected in view of the waiting attitude of planters and commissarios since the valorisation scheme was announced, 43,164 bags smaller than previous week's, though 156,940 bags larger than for the same week last year. For the crop to 5th August embarques show an increase compared with last year of 252,473 bags.

Of the total of 276,426 bags **sailed** for the week ended 5th August, 136,458 left for the United States, 123,233 for Europe and 16,735 coastwise and for the Plate.

Sales also fell off, only 136,315 bags having been declared, as against 171,006 for previous week. For the week ended August 6th last year, the first of the war, sales of only 509 bags were declared.

Stocks on 5th August show an increase of 247,767 bags, raising the total to 1,550,312 at the two ports, as against 1,443,304 bags last year.

Rio de Janeiro, 7th August, 1915.

Although hopes of an early improvement in local prices must have caused some coffee to be held back, entries for the first six weeks of the crop, (before events here began to be much influenced by the war), at the two ports are already 10 per cent. over last year's and should they continue on the same scale would seem to point to a much bigger crop than was expected.

So, although shipments have been a good deal larger (153,744 bags) than for the same period last year, stocks are accumulating and are already 247,773 bags over same date's last year.

Fortunately trading with the Mediterranean, via Marseilles, has ben resumed and an exit for some of our coffees is secured in that direction. So far, too, there has been no alteration with regard to shipments to Scandinavia, though the measures adopted with regard to cotton would seem to point to the likelihood of similar interference with coffee, and limitation of imports in those countries too. At present, however, there does not seem to be much apprehension in local markets on this score as engagements for the six different Swedish steamers leaving in August and September already amount to over 300,000 bags.

We cannot, however, expect that this crop will be exported as freely as last year's and it would be but common prudence to suppose that a great deal will be seized and prevented from reaching certain destinations.

Large as the actual crop promises to be, it would no doubt easily find consumers were its distribution not interfered with.

As it is, producing markets are bound to defend themselves, if they do not want to be ruined, by providing for some three or four million bags being taken off the market and held over until distributing conditions become again normal.

The Cincinato bill, as it is called, providing for a loan of Rs. 150.000:000$ from the Federal Government, for support of coffee interests, has passed the Chamber and will now go to the Senate, where, inspite of doctrinaire opposition, it may be expected to pass likewise, though, perhaps, with modifications, not for the better, in time enough to influence the disposal of the actual crop.

There is a determined effort to force the hands of the Government with regard to liquidation in money instead of "Sabinas" of the balance of the floating debt, which we cannot but rgeard as fatal, if successful, to the stability of exchange.

So far the menace of valorisation does not seem to be taken seriously in consuming quarters and, in fact, since the middle of June, when new crop entries began, New York prices have declined steadily and furnish an unmistakable object lesson of what production may look forward to unless it defends itself betimes.

There is still talk of a renewal of the valorisation campaign by Norris and Co. in the United States. But with the flotation of the cotton pool organised by the Federal Reserve Board, naturally with the tacit approval of the American Government, agitators would not seem to have a leg to stand on.

Interpreted by the light of the "Cotton Fund," valorisation only restricts trade and offends against the Sherman law when it is attempted by foreigners and aims at raising the cost of produce that Americans buy from other countries. When the goods to be valorised are not only produced by Americans, but the wherewithal is supplied by American bankers, and only the consumers are foreign, the operation naturally takes on a different aspect and the Sherman law does not apply!

It is, of course, possible that under the pretext of circumventing valorisation a tax on coffee imports may be imposed, but so long as the supply is kept on a level or below demand it would be like cutting off one's nose to spite one's face, as the duty would then fall entirely on consumers.

If anyone desires to convince himself of the true inwardness of the "Cotton Fund" and its application to coffee, he can find the details of the Reserve Board's project on page 200 of M.A.C. of 3rd December last year.

Similia similibus curantur, or, in plain language, what's sauce for an American goose is sauce for a Brazilian gander!

Had New York speculators been prudent, they would have postponed their bear campaign at least until it was too late for Congress to do anything effective to stop the debacle. As it is the drop has been just in time to warn local market of what is impending and to induce even politicians to bestir themselves.

No fear now of our coffees being sacrificed, but rather that in the enthusiasm of new-born valorisation, speculation may attempt to push prices too high and thus unduly restrict the supply of bills of exchange.

Coffee Movement for the month of July at Rio de Janeiro:—

Entries:—			
Central Railway	146.292	250.401	183,090
Coastwise	4,416	6.811	8.839
Within the bar	5.092	3.214	5,848
Transit	7,787	34.826	23,996
Total	163.587	295.252	221,773
Loaded—			
For United States	23,355	82.507	51,376
Europe	65,677	26,284	113.378
South Africa	18.875	—	23,183
River Plate and Pacific	11.646	11.809	13,869
Coastwise	43,921	20,888	31,444
Total	163,474	141,488	233,250
Cleared for:—			
United States	31,890	81.391	41,500
Europe	62,577	127,335	124,132
South Africa	250	—	—
River Plate and Pacific	15.956	16.535	14.883
Coastwise	37.350	17.417	24.903
Total	148,023	242.678	205.418

The Visible Supply of the World, according to M. Laneuville, on 1st August was 8,291.000 bags, as against 7.524.000 on 1st July last and 11.498.000 on 1st August, 1914. During the month of July—the first of the crop— the "visible" increased by 761,000 bags.

According to Duuring and Zoon, the visible supply of the world on 31st July in 1,000 bags compares with that of 30th June as follows:—

	31 July	30 June
Stocks in 9 European markets	4,459	4,386
Afloat from Brazil to Europe	357	315
Afloat from East	42	44
Afloat from U.S.A. to Europe	15	23
Stocks in United States	1,579	1,823
Afloat from Brazil to United States	364	191
Afloat from East to United States	5	8
Stock at Santos	1,328	463
Stock at Rio	328	254
Stock at Bahia	25	31
	8,502	7,538

Increase, 969,000 bags.

From " Le Café." The visible supply, according to M. Laneuville's statistics, underwent a shrinkage during the month of June of 711,000 bags and on 1st July last wa sreduced to only 7,524,000 bags, as against 1,317,000 bags on 1st July, 1914, and is, in fact, the smallest since 1900.

No statistcs for the Hamburg and Antwerp movement being published, M. Laneuville and Duuring and Zoon have adopted the following figures for stocks at those ports, at which no arrivals were reported in June and deliveries of only 100,000 bags at Hamburg and 114,000 at Antwerp, thus reducing the stocks at the two ports to 861,000 bags.

The 118,000 bags in different German and Austrian steamers interned in Brazil and other ports, until now regarded as "afloat," have been included in "arrivals" at "outside" ports, thus raising the total to 366,000 bags for the month, as against only 66,000 for June, 1914. Arrivals of Brazilian coffees in Norway and Sweden have been heavy this month.

World deliveries, allowing for re-exportations, but inclusive of arrivals at all ports, as also for the Brazilian coastwise traffic, amounted to 1,619,000 bags for the month of June, as against 1,403.000 bags in 1914.

Total world deliveries for the 1914-15 season were 21,658,000 bags, as against 18,582,000 for 1913-14.

The world's total production for 1914-15 was 17,865,000 bags, as against 19.611,000 in 1913-14, and the world's visible supply consequently experienced a shrinkage of 3,793,000 bags, as against an increase of 1,029,000 for the 1913-14 season.

The total "visible" on 1st July, 1915, comprised 9,414,000 of Brazil and 1,671.000 of other sorts.

The average price of good average in Brazil for the 1914-15 crop was 4$300 currency and 53 francs at Havre. Brazilian exchange averaged 13½d. for the crop (as a matter of fact the average was).

Stocks:—

	1915 1 July	1915 1 June	1914 1 July
England	368	323	403
Hamburg	100	200	2,062
Holland	555	504	704
Antwerp	761	875	1,050
Havre	2,267	2.246	2,982
Bordeaux	79	87	62
Marseilles	151	88	128
Trieste	7	26	340
Bremen	15	30	124
Copenhagen	76	82	29
Total	4,379	4,461	7,884
Brazil sorts	3,597	3,617	6,428
Other sorts	782	844	1,456

Compared with 1st June stocks show an increase in Great Britain of 45,000 bags, 51.000 for Holland, 21,000 at Havre, and 63,000 at Marseilles, or 180,000 in all, against which is to be put shrinkage of 100,000 at Hamburg, 114,000 at Antwerp, 8,000 at Bordeaux, 19,000 at Trieste, 15,000 at Bremen and 6,000 at Copenhagen, in all 262,000 and net shrinkage of the specified ports of 82,000 bags during June.

The reduction of 214,000 bags in Hamburg and Bremen stocks would seem to point to shortage elsewhere, the consequence, probably, of the embargo on shipments via Holland.

Compared with 1st July, 1914, specified stocks show following movement:—

France and England	Dec.	710,000
Germany, Austria and Belgium	Dec.	2,693,000
Holland and Denmark	Dec.	102,000
Total	Bags	3,505,000

The movement of the Havre docks shows a decrease in the stocks of 967,000 as compared with same date, 1914, or if coffee about to but not actually entered the docks be included, a net decrease of 715.000 bags, as shown above.

Consumption per Head and Duties in Francs, per 1,000 kilos, in 1913, was as follows:—

	kilos	frcs		kilos	frcs
Germany	2.50	75.00	Switzerland	3.15	2.00
France	2.90	136.00	Spain	0.75	150.00
Austria-Hungary	1.10	92.50	Portugal	0.65	100.00
Holland	7.0	exempt	Greece, R'mania, Serbia and Bulgaria	0.40	25to78
Belgium	4.95	exempt			
Sweden	5.50	16.75	Turkey	0.60	8%ad vl
Finland	4.00	40.00	Algiers	1.40	31.20% ad val.
Italy	0.80	130.00			
Gt. Britain	0.30	35.00	Egypt & N. Africa	0.40	8%ad vl
Norway	5.00	41.50	U.S.A.	4.40	exempt
Denmark	5.60	23.50			

The average increase of consumption was at the rate of 1¼ per cent. for the season 1914-15 in Europe and Northern Africa, ½ per cent. in U.S.A., 5½ per cent. in Argentina and Brazilian coast ports, and 1 per cent. for the world.

Havre Options:—

June 23 ... 50.00 other months, 49.75
June 24 ... 49.75 Other months, 49.50
June 25 ... 49.75 Other months, 49.50
June 26 ... 50.25 Other months, 50.00
June 27 ... 50.25 December, 50.50
June 28 ... 50.25 All months, 50.25
June 30 ... 51.75 Other months, 51.50
. 52.50 Sept., 52.25 Other months, 52
July 1 ... 52.75 May, 52.25
July 2 ... 53.00-53.50 Later months, 52.50-53.00
July 3 ... 53.25-53.00 Later months, 52.75-52.50
July 4 ... 53.00-53.25 Later months, 52.50
July 5 ... Near months 52.75, distant 52
July 6 ... Near months 52.75, distant 52.00, 50.00, 51.25
July 7 ... July 51.50, Dec. 50.75-50.50, March, 50.50
July 8 ... 52.50 Sept. 52.00, March 51.00
July 9 ... 53.75-54.00, Sept, 52.75-53.00, Dec. 52, Mch&May 51.50
July 10 ... 54.00 Sept. 53.00 Dec. 52.00 March and May 51.50
July 12 ... 53.75 Sept. 52.75, Dec. 51.75, March and May 51.25
July 13 ... 53.50-52.50 Sept. 52.00-51.50, Dec. 5100-5200, March and May, 50.25-50.00
July 14-15... 52.50, Sept. 51.50, Dec. 50.50, March and May 50.00

Since 4th June, when all months were quoted at 47.50 to 47.75 fcs, options improved to 4th July by 4.75 to 5.75 fcs. "The Bulletin du Correspondance" says that a fair amount had been cleared for home consumption, but exports may be said to have ceased deliveries for the week having been 25,688, as against 39,549 a year ago, but may shortly improve in view of the authorisation to import 80,000 bags to the Netherlands, per Overseas Trust, of which 60,000 per month from Brazil and 20,000 from other countries.

—Commenting on the prospects of the current crop, the "Bulletin" remarks: "Although everything would seem to favour coffee, indifference reigns and no one seems to have the courage or means to take the initiative. Brazil will soon have to dispose of what will evidently prove a heavy crop. This year there has been no speculation for the rise and, therefore, no demand for Santos offers for cover. Besides it is to be feared that shipments to Europe will not be easy this year and that the consequent accumulation of stocks in Brazil will tend to depress prices. Brazil is, however, quite awake to the difficulties that a new valorisation campaign will incur; nor do even the partisans of the measure seem very keen, seeing that all they do is to talk. They should call to mind that in 1906, though purchase was commenced in July on the basis of about 47 frs., the price of 50 frs. was attained only in August and was followed by a reaction to 34.75 frs. in April following, in spite of the assistance of the great houses interested in the operation. The success of the new scheme is, therefore, by no means assured and Brazilians had better leave well alone."

[In 1907 the position was very different. The visible supply had by November reached the record of nearly 17,000,000 bags and a gigantic surplus had to be provided for. Only when that ceased to weigh on the market in 1908 was the improvement of prices consolidated. Now the visible supply of the world is down to only 7,524,000 bags (1st July, 1915) the smallest recorded since 1901. In 1906-07 deliveries were only seventeen million, this year, according to M. Laneuville, they reached 21,658,000! Prices in consuming markets, it is true, are somewhat higher, 52 frs. on 30th June as against the average of 41.50 frs. for 1906-07, but so, too, are freights, insurance and costs generally. The only factors that could prevent valorisation being a success under such circumstances are a succession of very big crops or consumption falling off to such a degree as to make it impossible to place them. It is precisely to provide against contingencies like this that the new valorisation scheme has been started.]

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Aug. 5 1915	July 29 1915	Aug. 6 1914	Aug. 5 1915	Aug. 6 1914
Central and Leopoldina Ry.	65.870	47 952	59.953	229.408	297.455
In and	4.179	1.264	398	9 826	3.722
Coastwise, discharged	2.492	1.389	3.521	9.140	7.061
Total	72.541	50.605	63.875	248.374	308.238
Transferido from Rio to Nictheroy	2.458	—	365	4.213	2.156
Net Entries at Rio	70.083	50 605	63.510	244.161	306.082
Nictheroy from Rio & Leopoldina	13.947	—	6.457	29.150	42.091
Total Rio, including Nictheroy & transit.	84.030	50 605	69.967	273.311	348.173
Total Santos:	445 566	379.615	263 240	1.607.774	1.078.752
Total Rio & Santos.	529.596	430.220	333 207	1.881 085	1.426.925

The coast arrivals for the week ended August 5th, 1915. were from :—

Caravellas	2.135
Bahia	300
S. Matheus	56
Santos	1
Total	2.492

The total entries by the different S. Paulo Railways for the crop to August 5th, 1915 were as follows

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1915/1916	1.475.521	81 229	1.556.750	1.607.774	—
1914/1915	1.001.416	65.065	1.066.481	1.078.752	—

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1915 Aug. 5	1915 July 29	1914 Aug. 6	1915 Aug. 5	1914 Aug. 6
Rio	60,478	54,896	37,960	261 644	256,864
Nictheroy	13,802	—	5,858	24.606	35,056
In transit	—	—	—	—	—
Total Rio including Nictheroy & transit	74 280	54,896	43,818	286,250	291,920
Santos	179,056	241,604	52,478	759,999	501.856
Rio & Santos	253 336	296,500	96,396	1,046 249	793,776

OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO Stock on July 29th, 1915		31.422
Entries during week ended August 5th, 1915		70.083
		101.505
Loaded «Embarques», for the week August 5th, 1915		60.478
STOCK IN RIO ON August 5th, 1915		41 027
Stock at Nictheroy and Porto da Madama on July 29th, 1915	24 370	
» Afloat on August 5th, 1915	164.463	
Entries at Nictheroy plus total *embarques* including transit	59.833	
	248.666	
Deduct: embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week August 5th, 1915	88.181	
STOCK IN NICTHEROY AND AFLOAT ON Aug. 5th, 1915.		160.485
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON August 5th, 1915		201.512
SANTOS Stock on July 29th, 1915	1.082.290	
Entries for week ended August 5th, 1915	445.566	
	1.527.856	
Loaded (*embarques*) during same week	179.056	
STOCK IN SANTOS ON August 5th, 1915		1.348.800
Stock in Rio and Santos on August 5th, 1915		1.550.312
do do on July 29th, 1915		1.302.545
» » » August 6th, 1914		1.443.304

COFFEE PRICE CURRENT.

DURING THE WEEK ENDING AUGUST 5th, 1915.

	July 30	July 31	August 2	August 3	August 4	August 5	Average.
RIO—							
Market N. 6 10 kilos	5.175	5.243	—	5.175	5 175	5.107	—
	5 243	5.311	5.243	5.243	5 243	5 175	5.212
» N. 7	4.971	4.971	—	4.902	4.902	4.834	—
	5.039	5.243	4.971	4.971	4.971	4.902	4.971
» N. 8	4.698	4.698	—	4.630	4.630	4.562	—
	4.766	4 766	4.698	4.698	4 698	4.630	4 679
» N. 9	4 426	4.423	—	4.358	4.358	4.290	—
	4.494	4.494	4.426	4.426	4.426	4.358	4.407
SANTOS—							
Superior per 10 kilos	5.300	5.200	5.200	5.200	5.000	5.000	5 150
Good Average	4.000	3.900	3.900	3.900	3.800	3.800	3.883
N. YORK, per lb.							
Spot N. 7 cent.	7 3/8	—	—	—	7 1/4	—	731
» » 8 »	7 1/8	—	—	—	7 —	—	706
Options—							
» Sept. »	657	661	657	556	651	649	638
» Dec. »	659	665	659	660	6 4	649	657
» Mar. »	678	681	675	675	668	661	673

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	August 5/1915.	July 29/1915.	August 6/1914
United States Ports ...	1 054.000	1.093.000	1.384.000
Havre.................	1.982.000	1.939.000	2.884.000
Both....... ...	3.036.000	3.032.000	4.268.000
Deliveries United States	7[illegible].000	102.000	80.000
Visible Supply at United States ports........	1.418.000	1 398 000	1 106.000

SALES OF COFFEE.

DURING THE WEEK ENDING AUGUST 5th, 1915.

	August 5/1915	July 29/1915	August 6/1914
Rio........	31.[illegible]37	30.477	509
Santos	1[illegible]4 [illegible]78	140.52[illegible]	—
Total	136.3[illegible]5	171.00[illegible]	509

COFFEE SAILED.

During the week ending August 5th, 1915, was consgined to the following destinations:—

IN BAGS OF 60 KILOS.

PORTS	UNITED STATS	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio......	750	59,432	7,078	4,121	—	—	71,381	208,277
Santos...	135,708	63,801	200	5,336	—	—	205,045	585,235
1915/1916..	136,458	123,233	7,278	9,457	—	—	276,426	793,512
1914/1915..	53 639	30,262	1,965	3,948	—	—	89,814	639,768

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

DURING THE WEEK ENDING AUGUST 5th, 1915.

IN BAGS OF 60 KILOS.

	Aug. 5	July 29	Aug. 5	July 29	Crop to Aug. 5	
	Bags	Bags	£	£	Bags	£
Rio................	64,303	39,352	111,964	67,775	180,731	308,469
Santos.......	204.845	85,535	417.957	180,162	584.835	1,226,898
Total 1915/1916.	269,148	124,887	529,921	247,937	765,566	1,535.367
do 1914/1915	89,814	185,553	227,769	481,076	639,768	1,694,029

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

DURING THE WEEK ENDING AUGUST 5th. 1915.

PROVENCE—Marseilles	Louis Boher & Co	5,000	
Ditto— „	Pinto & Co	2,625	
Ditto— „	Karl Valais	1,500	
Ditto— „	McKinley & Co	1,125	
Ditto— „	Norton Megaw & Co.	1,125	
Ditto— „	Galerno Gomes & Co.	710	
Ditto— „	Hard. Rand & Co	500	
Ditto— „	Dias Garcia & Co	100	12,685
—K. VICTORIA—Christiania	McKinley & Co	5,000	
Ditto— „	Pinto & Co	1,030	
Ditto— „	Norton Megaw & Co...	500	
Ditto— „	Nordskog & Co	500	
Ditto— „	Dias Garcia & Co	375	
Ditto— „	Louis Boher & Co ...	250	
Ditto—Gothemburg	Pinto & Co	1,875	
Ditto— „	Dias Garcia & Co......	1,000	
Ditto— „	Holmberg, Bech & Co.	500	
Ditto— „	McKinley & Co	2550	
Ditto—Stockholm	Dias Garcia & Co	1,250	
Ditto— „	McKinley & Co	750	
Ditto— „	Ag. Coop. M. Geraes...	500	
Ditto— „	Holmberg Bech & Co...	250	
Ditto—Sundswall	Dias Garcia & Co ...	2,000	
Ditto— „	Nordskog & Co	250	
Ditto—Ornskolwick	Dias Garcia & Co	400	
Ditto—Malmo	Holmberg Bech & Co.	500	
Ditto— „	Nordskog & Co	292	
Dito—Arendal	Pinto & Co	250	
Ditto—Skein	McKinley & Co	250	
Ditto—Gefle	Galeno Gomes & Co.	250	
Ditto—Bergen	Galeno Gomes & Co.	250	
Ditto—Alesund	H. A. Freis	50	19,032
—VASARI—New York	Norton Megaw & Co....	500	
Ditto— „	Dias Garcia & Co	250	750
—AMSTELLAND—Buenos Aires ...	Theodor Wille & Co...	1,400	
Ditto— „	Ornstein & Co	200	
Ditto—Montevideo	Ornstein & Co	550	
Ditto— „	Theodor Wille & Co...	700	2,850
—ZEELANDIA—Amsterdam	Ag. Ger. C. M. Geraes	—	500
LIGER—Lisbon	Castro Silva & Co	—	70
—FLANDRE—Paris	J. Lobo & Co.	—	60
—L. P. HOLMBLAD—Copenhagen	Roberto Schoenn & C.	2,000	
Ditto— „	Holmberg Bach & Co.	750	
Ditto— „	Dias Garcia & Co	500	
Ditto— „	Eugen Urban & Co ...	500	
Ditto— „	Nortaon Megaw & Co.	250	4,000
—ALGERIE—Marseilles	Galerno Gomes & Co	2,300	
Ditto— „	J. Azulez	600	
Ditto— „	Karl Valais	500	
Ditto— „	Dias Garcia & Co ...	385	
Ditto— „	Pierre Pradez & Co.	250	4,035
—ROSSIA—Marseilles	Louis Boher & Co......	2,000	
Ditto— „	Karl Valais	1,750	
Ditto— „	Pinto & Co	1,375	
Ditto— „	Castro Silva & Co	1,000	
Ditto—Salonica	Pinto & Co	2,375	
Ditto— „	Louis Boher & Co	2,000	
Ditto—Oran	Pinto & Co	2,500	
Ditto— „	Castro Silva & Co	875	
Ditto— „	Hard. Rand & Co	500	
Ditto— „	Dias Garcia & Co	375	
Ditto—Pireu	Pinto & Co	1,000	
Ditto— „	Dias Garcia & Co	500	
Ditto— „	Pierre Pradez	500	
Ditto—Canea	Pinto & Co	625	
Ditto—Algiers	Castro Silva & Co	250	
Ditto— „	Pinto & Co	250	
Ditto—Genoa	Nicola Zagari & Co....	300	
Ditto—Mostagnem	Pinto & Co	250	
Ditto—Candia	Pinto & Co	250	
Ditto—Casa Blanca	Castro Silva & Co	250	
Ditto—Philippeville	Castro Silva & Co	125	19,050
—AMAZON—Montevideo	Castro Silva & Co ...	400	
Ditto— „	Sequeira & Co	251	
Ditto— „	Hermano Barcellos ...	150	
Ditto— „	Zenha Ramos & Co....	70	
Ditto—Buenos Aires	Castro Silva & Co	400	1,271
	Total overseas	—	64,303

COASTWISE.

DURING THE WEEK ENDING AUGUST 5th, 1915.

—ITAPUCA—Porto Alegre	Castro Silva & Co	500	
Ditto— „	Stolle Emerson & Co.	150	
Ditto— „	Eugen Urban & Co ...	130	
Ditto— „	McKinley & Co	50	
Ditto— „	Sequeira & Co	50	
Ditto—Pelotas	Ornstein & Co	110	
Ditto— „	Castro Silva & Co	100	
Ditto— „	Eugen Urban & Co ...	75	
Ditto— „	Stolle Emerson & Co.	25	
Ditto— „	Sequeira & Co	20	1,210
—ITAPOAN—Mossoro	Sequeira & Co	—	587
—MUCURY—Pernambuco	Eugen Urban & Co ...	150	
Ditto— „	Sequeira & Co	100	
Ditto— „	Galeno Gomes & Co ...	100	
Ditto— „	Ornstein & Co	78	
Ditto—Pará	Ornstein & Co	275	
Ditto— „	Roberto Schoenn & Co	100	
Ditto— „	Zenha Ramos & Co ...	25	
Ditto—Ceará	Sequeira & Co	150	978
—ITASSUCE—Pelotas	Castro Silva & Co	100	
Ditto— „	McKinley & Co	50	
Ditto—Rio Grande	Theodor Wille & Co...	40	190
—GUAHYBA—Pelotas	Pinto & Co	—	370
—ANNA—Laguna	Sequeira Veiga & C....	303	
Ditto— „	Castro Silva & Co	30	133

—MARANHAO—Pará	Eugen Urban & Co ...	455	
Ditto— „	Roberto Schoenn & Co	370	
Ditto— „	Theodor Wille & Co...	320	
Ditto—Manáos	Ornstein & Co	260	
Ditto— „	Theodor Wille & Co...	205	
Ditto— „	Tancredo Porto & C...	200	
Ditto— „	Eugen Urban & Co ...	155	
Ditto— „	Roberto Schoenn & Co.	30	
Ditto—Ceará	Theodor Wille & Co...	200	
Ditto—Maranhão	Ornstein & Co	140	
Ditto— „	Eugen Urban & Co ...	40	
Ditto— „	Theodor Wille & Co...	15	
Ditto—Itacoatiara	Eugen Urban & Co...	50	
Ditto—Obidos	Eugen Urban & Co...	50	
Ditto—Partinius	Eugen Urban & Co ...	30	
Ditto—Santarem	Eugen Urban & Co ...	20	2,5450
—ORION—Corumba	Ornstein & Co	210	
Ditto— „	Zenha Ramos & Co ...	100	
Ditto— „	Pinto & Co	30	
Ditto—Porto Alegre	Eugen Urban & Co ...	50	
Ditto—Itajahy	A. Hugo & Co	50	440
—AMAZONAS—Manaos	Ornstein & Co	280	
Ditto— „	Eugen Urban & Co ...	90	
Ditto— „	Sequiera & Co	20	
Ditto—Pará	Theodor Wille & Co...	240	630
	Total coastwise	—	7,078

SANTOS.

DURING THE WEEK ENDING AUGUST 5th, 1915.

27—L. P. HOLMBLAD—Copenhagen	M. Wright & Co	7,750	
Ditto— „	E. Whitaker & Co	7,324	
Ditto— „	Eugen Urban & Co ...	6,000	
Ditto— „	R. Alves Toledo & Co.	4,000	
Ditto— „	Cia. Prado Chaves	3,875	
Ditto— „	Naumann Gepp & Co.	3,000	
Ditto— „	Hard, Rand & Co	1,250	
Ditto— „	Rolf Severtsen	7	
Ditto— „	Theodor Wille & Co...	7	33,213
—ASIATIC PRINCE—N. Orleans	Santos Coffee Co.	10,150	
Ditto— „	Hard, Rand & Co	7,275	
Ditto— „	Ed. Johnston & Co	3,106	
Ditto— „	R. Alves Toledo & Co.	1,250	
Ditto— „	Naumann Gepp & Co.	1,000	
Ditto—New York	McLaughlan & Co	500	
Ditto— „	Santos Coffee Co.	200	23,531
—GELRIA—Buenos Aires	Eugen Urban & Co ...	1,420	
Ditto— „	Stolle Emerson & Co	395	1,815
—ZEELANDIA—Amsterdam	Naumann Gepp & Co.	4,000	
Ditto— „	Cia. Prado Chaves ...	4,000	
Ditto— „	Hard, Rand & Co	4,000	
Ditto— „	M. Wright & Co	4,000	
Ditto— „	Eugen Urban & Co ...	2,750	
Ditto— „	Leme Ferreira & Co...	2,000	
Ditto— „	Whitaker Brotero & Co	1,500	
Ditto— „	Levy & Co	1,250	
Ditto— „	Ed. Johnston & Co ...	1,000	
Ditto— „	Malta & Co	1,000	
Ditto— „	Raphael Sampaio	1,000	
Ditto— „	Nioac & Co	1,000	
Ditto— „	Dauch & Co	1,000	
Ditto— „	G. Trinks & Co	587	
Ditto— „	Diebold & Co	500	29,587
—LIGER—Bordeaux	Ed. Johnston & Co ...	750	
Ditto— „	M. Wright & Co	2 50	
Ditto— „	J. Thornton	1	1,001
29—TIBAGY—New Orleans	Société F. Bresilienne...	6,439	
Ditto— „	Eugen Urban & Co ...	6,250	
Ditto— „	Ed. Johnston & Co ...	5,100	
Ditto— „	Malta & Co	4,582	
Ditto— „	J. Aron & Co	4,000	
Ditto— „	R. Alves Toledo & Co.	3,750	
Ditto— „	Levy & Co	3,500	
Ditto— „	Cia. Prado Chaves ...	2,750	
Ditto— „	M. Wright & Co	2,500	
Ditto— „	Theodor Wille & Co...	2,250	
Ditto— „	G. Trinks & Co	1,750	
Ditto— „	Stolle Emerson & Co.	1,291	
Ditto— „	Dieold & CoC	1,000	
Ditto— „	Zerrenner Bulow & C.	500	
Ditto— „	Whitaker Brotero & C.	250	45,912
—AMAZON—Buenos Aires	Santos Coffee Co	—	369
30—A. ZEDE—Buenos Aires	R. Alves Toledo & Co.	1,404	
Ditto— „	Ed. Johnston & Co...	617	
Ditto— „	Société F. Bresilienne...	354	
Ditto—Montevideo	Société F. Bresilienne...	449	2,824
31—R. ELENA—Buenos Aires	G. Trinks & Co	193	
Ditto— „	Theodor Wille & Co...	134	
Ditto— „	Whitaker Brotero & C.	1	328
31—CALIFORNIAN—New York	Arbuckle & Co	15,000	
Ditto— „	J. Aron & Co	1,000	16,000
2—WEEBERGEN—New York	Cia. Prado Chaves	13,750	
Ditto— „	Nioac & Co	2,900	
Ditto— „	R. Alves Toledo & Co.	1,750	
Ditto— „	G. Trinks & Co	1,600	
Ditto— „	Dauch & Co	1,000	
Ditto— „	Nossack & Co	1,000	
Ditto— „	Theodor Wille & Co...	1,000	
Ditto— „	Société F. Bresilienne...	500	
Ditto— „	Santos Coffe Co.	500	
New Orleans	Hard, Rand & Co	6,030	
Ditto— „	J. Aron & Co	5,470	
Ditto— „	Malta & Co	3,764	
Ditto— „	Theodor Wille & Co...	2,250	
Ditto— „	Ed. Johnston & Co	2,250	
Ditto— „	Nicolau Picone	1,750	
Ditto— „	M. Wright & Co	1,250	
Ditto— „	R. Alves Toledo & Co.	1,000	
Ditto— „	Nioac & Co	1,000	
Ditto— „	Levy & Co	500	
Ditto— „	Eugen Urban & Co ...	250	
Ditto— „	Dauch & Co	250	
Ditto— „	Arbuckle & Co	250	
Ditto— „	R. Vasconcellos	1	50,265
	Total overseas	—	204,845

SANTOS—COASTWISE

DURING THE WEEK ENDING AUGUST 5th, 1915.

—GUAHYBA—Porto Alegre	J. Procopio Irmao	—	200

PER DESTINATIONS		PER SHIPPERS.	
United States	136,458	Brazilian	83,835
Denmark	37,213	British	72,467
France and Colonies	31,531	American	46,911
Holland	30,087	Germany and Austria	42,091
Sweden	10,577	French	20,742
South America	9,457	Swedish	2,100
Norway	8,455	Norwegian	1,002
Greece	5,000		
Italy	300		
Portugal	70		
Overseas	269,148	Overseas	269,148
Coastwise	7,278	Coastwise	7,278
Total	276,426	Total	276,426

PER SHIPPING COMPANIES

Brazilian	96,177
French	39.725
Danish	37,,213
Dutch	34,752
British	25,921
Swedish	19,032
American	16,000
Italian	328
Overseas	269,148
Coastwise	7,278
Total	276.426

RUBBER

Weekly Cable. Quotations for hard fine closed in London on 6th August at 2s. 4½d. per lb, a decrease of 2½d. since previous Friday and at Pará at 3$800, an improvement of 100 reis.

—The "India Rubber World" of 16th July report a sharp set back, with relapse of prices to 1s. 6½d. spot crepe (plantation) and 2s. 6¾d. per lb for hard fine.

SUGAR

—"The Sugar Users' Journal," the paladin of sugar manufacturers, in its issue of 14th July, admits it to be a fact that as Mr. Asquith lately declared, "no section of the allied trades now desires freedom of imports at the present time." In view of this climb down of manufacturers, there seems little chance of the embargo on imports into the U.K. being removed, at any rate for some time to come and that foreign markets for our sugars will be practically restricted to the United States, Portugal and the Plate.

As the subjoined statement of Exports for the first half of the current year shows, almost as much sugar went to Great Britain as to the United States and in spite of the embargo over double the quantity exported in 1914, it is to be presumed, in fulfilment of contracts entered into before the embargo was declared in November last.

Export of Sugars, all Brazil, in tons of 1,000 kilos:—

	Jan.-June 1914	Jan.-June 1915
United Kingdom	7,737	17,481
Ditto, orders	—	—
United States	—	18,559
France	—	4
Uruguay —	18	1,089
Bolivia	—	2
Cape Verde	—	218
Portugal	20	12,931
Total, tons	7,775	50,284
Value, f.o.b.	£68,252	621,474
Value f.o.b. per ton	£87.78	123.59

Exports from Brazil to all destinations show an increase of 7.568 per cent. compared with same period last year, when shipments to foreign countries had practically ceased owing to insufficiency of supplies to meet home demand.

The war greatly stimulated the demand for cane sugars and the f.o.b. value of exports for the six months under review shows, in consequence, increased value of £533,222 or 80.7 per cent., equivalent to an improvement of £35.81 per ton in f.o.b. value.

The embargo on imports of sugar into the United Kingdom is prejudicial to Brazilian sugar interests because it circumscribes our foreign markets practically to the United States.

Under such circumstances, it is surprising that our diplomacy should not have succeeded in getting the embargo removed. In this connexion the export of so considerable a quantity as 17,481 tons during the six months Jan.-June, during which the embargo was operative, seems to stand in need of explanation.

Imports of Sugar. The Board of Trade returns for the first eleven months of the war—August to June—show that 32,980,321 cwts. of sugar were imported, as compared with 35,854,607 cwts. in the corresponding months of 1913-14 and 34,806,668 cwts. in 1912-13.

The total quantity of sugar entered in the same period for home consumption was 29,578,802 cwts., as against 31,772,013 cwts. and 30.938,331 cwts. in August to June 1913-14 and 1912-13 respectively. In November, February, March and April the total entered for home consumption was considerably larger than in the corresponding months of the two previous years—by 2,626,491 cwts. and 1,854,532 cwts. respectively.

The apparent huge consumption in this country either means that the doubled price of sugar has not so greatly restricted its consumption by the working people as might have been expected, or that a great quantity of sugar is lying about, duty paid.

Market Report, Pernambuco, 31st July, 1915:—

Sugar. There has been more demand this week from all southern ports and the market is firm. Dealers consider the position a very strong one. Quotations are unchanged from those of last week, but firm, and probably no one would cut them to-day in the slightest. The entries are exceedingly small and what does come is of poor quality, consequently dealers have nothing to depend upon but what exists in their stores at present. Montevideo would buy more crystals if they could get in a little cheaper so as to offset the higher duties that have been or are projected upon the article down there. The only shipment has been 9,597 bags Demerara and 312 bags second running to Liverpool by s.s. Traveller, which sailed on 25th and most likely this will prove the last shipment of the season. Good rains have fallen thorughout the sugar zone this week and if they continue in August the crop prospects will improve greatly.

Cotton has been steady all the week at 14$000, with factories buying any lots offered of qualities they wanted, but on 28th a coast shipper came in and bought 500 bags at same price and the market became firmer right away. To-day there are no sellers at this price, whilst buyers are numerous and many who a few days ago refused to name a price are to-day desirous to buy at above price without finding a single bags and if the southern demand keeps up, it looks very much as if higher prices would rule ere the end of the crop. During the week 670 pressed bales have gone to Liverpool.

Cereals. Markets are quiet but steady at 20$000 to 21$500 per bag for beans, milho 10$500 to 10$800 per bag of 60 kilos, and farinha 10$500 to 11$000 per bag of 50 kilos.

Coffee. Steady market at 7$500, without however any export demand.

Exchange has been erratic in its movements. On 26th it opened at 12 5-8d., advanced 1-8 and then fell away to opening rate. 27th opened 12 5-8d., advancing to 12 11-16d; 28th opened at 12 5-8d. and closed firm at 12 13-16d.; 29th opened at 12 5-8d. and advanced to 12 3-4 and closed with no rate in the banks. Yesterday opened at 12½d. for collections and rose to 12 5-8d., closing firm. To-day rate has also been very steady, but there is no money. Bills also are scarce and only small transactions are reported during the week at 12 15-16d. and 12 7-8d.

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS

Year	Week Ended.	Receipts for Week			Total from 1st. Jan.
		Currency.	Exch.	Sterling.	
1915	31st. July	589:000$	12 13/16	£ 31,444	£ 865,565
1914	1st. August	564:000$	14 25/32	£ 34.736	£ 984,564
Increase....	—	25:000$	—	—	—
Decrease....	—	—	1 31/32	£ 3,292	£ 118,999

HIDES

Shipments from Rio Grande do Sul for the half-year, January-June. (From Jorge Vereker's Circular):—

Year	Salted Hides Europe	Salted Hides U.S.A.	Dry Hides Europe	Dry Hides U.S.A.	Total
1915	115,651	40,647	22,209	36,324	214,831
1914	224.497	2,000	60,560	29,538	316,595
1913	329,866	—	94,648	22,953	447,107
1912	356,864	—	72,522	8,870	438,256
1911	303,618	—	100,924	—	404,542
1910	410,451	—	123,455	—	533,906
1905	278,110	—	185,377	8,571	472,058

Prices current in June:—Salted ox hides, 1$000; cow, 1$800; heavy dry, 1$950; light, 1$950; kips, 1$500; hide cuttings, 1$500; dry horse hides, none; bone ash, 40$000; calcined, 27$000; horns, per 100, 22$000; bones, per 1,000, 15$000; piths, per 1,000, 8$000; hair, mixed, 1$500; wool, 15 kilos, 32$000 to 20$000; grease, 15 kilos, 13$500; tallow, 12$500-14$000; Cardiff coal ,90$000; salt, Cadiz, 5$000; national, 2$900; flour, American, 100 lbs., 19-20; River Plate, ditto

SHIPPING

Engagements. The Royal Mail report engagements of 3,000 bags more Santos to London per s.s. Carmarthenshire, sailing about end August.

For the Chargeurs Reunis s.s. Almiral Kersaint, 6,000 bags more have been engaged.

—The "Cambrian Princess," a Russian sailing ship of about 4,000 tons, closed for manganese and scrap iron to Genoa at 40s. through Mr. Cumming Young. The ship came to Rio in May, 1914, having lost her rigging off the Brazilian coast. She is now being temporarily repaired here by the new owners, also a Russain firm.

—The s.s. Oscar II of the John Line, which sank after collision early in July, was kept float for some hours by several steamers that went to her assistance and tried to bring her into Stornoway. The value of ship and cargo is about £300,000.

—"Fairplay" of 15th July reports freight markets dull, with little enquiry for autumn tonnage, but fair demand for boats from U.S. for coal to South America. Coal rates from Wales were 25s. to 28s. to Rio de Janeiro and from Norfolk, U.S., to Rio de Janeiro 35s. and 38s. 6d. to Rio Grande do Sul were quoted.

The N.O.T. By Proclamation, dated 25th June, 1915, export from the United Kingdom of arms and ammunition or military stores or articles capable of being converted into same to the Netherlands is absolutely prohibited, as also articles of all other description unless consigned the Netherlands Overseas Trust.

[This obligation, which had been in practice for some time, is now officially confirmed by Proclamation.]

—Licences, says "Fairplay," were being granted more freely. A rumour was current of the possibility of an export tax of 2s. 6d. per ton. The quantity of bunker coal is being restricted.

—The cable in the "Jornal do Commercio" reporting exports to have completely stopped is incorrect and has been contradicted.

—Current values are approximately as follows:—Best Cardiff coals nominal, second Cardiff coals nominal, ordinaries 24s. to 25s., best dry coals 25s. to 27s., second dry coals 21s. to 23s., Black Veins (Cardiff shipment) 25s. to 26s, Wetern Valleys (Cardiff shipment) 22s. to 24s., Eastern Valleys (Cardiff shipment) 20s. to 22s., No. 2 Rhonddas 19s. to 21s., best steam smalls 20s. to 21s., second steam smalls 16s. to 18s., cargo smalls 14s. to 16s. All the above prices are f.o.b. Cardiff, Penarth or Barry, payment by net cash in 30 days.

N. O. T. With regard to the question of the responsibility of captains for cargo they had undertaken to deliver only to the Netherlands Overseas Trust, the Dutch Court decided that the captain was obliged to submit himself to the British Admiralty, as otherwise the steamer would have been intercepted and part of her cargo have been discharged, with the result that other consignees would have sustained serious damages. The interest of the majority is paramount. Besides the captain was unaware that such holder of one bill of lading intended to communicate with the underwriters, whereas the discharge of one single parcel of goods from a full cargo might prove practically impossible, apart from the valuable time it would entail. The captain was therefore obliged to sign the declaration in the interests of all concerned. Plaintiff's claim was therefore rejected.

ARRIVALS AT THE PORT OF RIO DE JANEIRO.
DURING THE WEEK ENDING AUGUST 5th, 1915.

July 30.—URANO, Brazilian s.s, 141 tons, from Cabo Frio
30.—MAYRINK, Brazilian s.s, 375 tons, from S. Matheus
30.—CHIVERSTONE, British s.s, 1889 tons, from Buenos Aires
30.—R. ELENA, Italian s.s, 4363 tons, from Genoa
31.—ITAPACY, Brazilian s.s, 717 tons, from Aracaju
31.—ORIANA, British s.s, 4549 tons, from Valparaiso
31.—DESEADO, British s.s, 7295 tons, from Buenos Aires
31.—ITATIBA, Brazilian s.s, 514 tons, from Pernambuco
31.—DARTMOUTH, British s.s, 2125 5tons, from Rosario
31.—TIBAGY, Brazilian s.s, 1395 tons, from Santos
31.—PARAHYBA, Oriental s.s, 1940 tons, from Bahia Blanca
31.—ARASSUAHY, Brazilian s.s, 650 tons, from P. da Areia
31.—SABIA, British s.s, 1777 tons, from Bahia Blanca
Aug. 1.—PHILADELPHIA, Brazilian s.s, 395 tons, from Paranagua
1.—COMETA, Brazilian s.s, 449 tons, from Mossoro
1.—DESNA, British s.s, 7288 tons, from Liverpool
1.—ITAPERUNA, Brazilian s.s, 713 tons, from Santos
1.—CALIFORNIA, American s.s, 3717 tons, from Santos
1.—ITAQUERA, Brazilian s.s, 1254 tons, from Porto Alegre
1.—ORELAND, British s.s, 2709 tons, from Norfolk
2.—SAMARA, French s.s, 2843 tons, from Bordeaux
2.—ITATINGA, Brazilian s.s, 1181 tons, from Pernambuco
2.—HAMMERSHUS, Danish s.s, 2526 tons, from New York
3.—COMETA, Norwegian s.s, 449 tons, from Christiania
3.—JIUL, Roumanian s.s, 1900 tons, from Cardiff
3.—ITAPUIA, Brazilian s.s, 978 tons, from Porto Alegre
4.—SIRIO, Brazilian s.s, 930 tons, from Montevideo
4.—ESSEQUIBO, British s.s, 5188 tons, from Liverpool
4.—C. A. CANFIELD, American s.s, 2870 tons, from Tampico
4.—VEENBERGEN, Dutch s.s, 2778 tons, from Santos
4.—PLANETA, Brazilian s.s, 253 tons, from Laguna
4.—SOMMSISDIJK, Dutch s.s, 4030 tons, from Philadelphia
4.—ED. PIERCE, American s.s, 3228 tons, from Santos
4.—GURUPY, Brazilian s.s, 1221 tons, from Paranagua
5.—PARA, Brazilian s.s, 3097 tons, from Manáos
5.—ESEMPLARE, Italian s.s, 1624 tons, from Rosario
5.—INDIANA, Italian s.s, 3051 tons, from Buenos Aires
5.—DAGNY, Norwegian s.s, 670 tons, from Norfolk
5.—RIBERA, British s.s, 2204 tons, from Newport News
5.—A. KERSAINT, French s.s, 3566 tons, from Santos
5.—CUBATAO, Brazilian s.s, 1080 tons, from Santos

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO
DURING THE WEEK ENDING AUGUST 5th, 1915.

July 31.—R. ELENA, Italian s.s, 4363 tons, for Buenos Aires
31.—ORISSA, British s.s, 4032 tons, for Callao
31.—HOHNSBLOD, Danish s.s, 1325 tons, for Copenahgen
31.—DESEADO, British s.s, 7295 tons, for Liverpool
31.—FLANDRE, French s.s, 1377 tons, for Bordeaux
31.—ITANEMA, Brazilian s.s, 553 tons, for Porto Alegre
31.—CHARSTON, British s.s, 1304 tons, for Las Palmas
31.—TEIXEIRINHA, Brazilian s.s, 357 tons, for S. J. da Barra
31.—ASIATIC PRINCE, British s.s, 1792 tons, for New York
31.—ED. PIERCE, American s.s, 3228 tons, for Santos
31.—PRETORIA, British s.s, 3049 tons, for Port Arthur
31.—DARTMOUTH, British s.s, 2125 tons, for S. Vicente
31.—MOSSORO, Brazilian s.s, 925 tons, for Para
Aug 1.—MARRINK, Brazilian s.s, 375 tons, for Laguna
1.—MORGAN ABBEY, British s.s, 3098 tons, for Buenos Aires
1.—ITAQUI, Brazilian s.s, 512 tons, for Aracaju
1.—AMAZONAS, Brazilian s.s, 1222 tons, for Manaos
2.—ORLA, Norwegian s.s, 2536 tons, for Baltimore
2.—IRIS, Brazilian s.s, 899 tons, for Camocim
2.—ORION, Brazilian s.s, 957 tons, for Montevideo
2.—DESNA, British s.s, 7288 tons, for Buenos Aires
3.—ITAPEMA, Brazilian s.s, 825 tons, for Pernamuco
3.—SAMARA, French s.s, 3772 tons, for Buenos Aires
3.—TITIAN, British s.s, 2778 tons, for Bahia Blanca
3.—THAI, Swedish s.s, 741 tons, for Gothemburg
3.—TIBAGY, Brazilian s.s, 1395 tons, for New Orleans
3.—URANO, Brazilian s.s, 141 tons, for Iguape
4.—ITAPABA, Brazilian s.s, 1082 tons, for Porto Alegre
4.—SABIA, British s.s, 1777 tons, for Rosario
4.—ITATINGA, Brazilian s.s, 1181 tons, for Porto Alegre
5.—ITAPERUNA, Brazilian s.s, 713 tons, for Porto Alegre
5.—ESSEQUIBO, British s.s, 3578 tons, for Buenos Aires
5.—INDIANA, Italian s.s, 4051 tons, for Genoa
5.—TOCANTINS, Brazilian s.s, 2500 tons, for Santos
5.—VEENGERBEN, Dutch s.s, 2778 tons, for New York

VESSELS ARRIVING AT THE PORT OF SANTOS.
DURING THE WEEK ENDING AUGUST 5th, 1915.

July 29.—ANNA, Brazilian s.s, 247 tons, from Rio de Janeiro
29.—ITAPUHY, Brazilian s.s, 926 tons, from Pernambuco
29.—S. PAULO, Brazilian s.s, 1487 tons, from New York
29.—GUAHYBA, Brazilian s.s, 654 tons, from Para
29.—ITAUNA, Brazilian s.s, 503 tons, from Rio de Janeiro
29.—G. BROOKS, American lugger, 2795 tons, from New Yokr
29.—A. ZEDE, French s.s, 3713 tons, from Havre
29.—CARMARTHENSHIRE, British s.s, 4946 tons, from London
29.—SCOTTISH PRINCE, British s.s, 1795 tons, from New York
29.—AMAZON, British s.s, 6500 tons, from Liverpool
30.—CALIFORNIA, American s.s, 3176 tons, from Buenos Aires
30.—DESEADO, British s.s, 7295 tons, from Buenos Aires
30.—PHIDEAS, British s.s, 3656 tons, from Manchester
31.—R. ELENA, Italian s.s, 4362 tons, from Genoa
31.—H. OSRENEEN, Danish lugger, 315 tons, from Buenos Aires
31.—ITAQUERA, Brazilian s.s, 926 tons, from Porto Alegre
31.—ORISSA, British s.s, 3261 tons, frfom Liverpool
31.—SANTOS, Oriental s.s, 1610 tons, from Rosario
31.—K. G. ADOLF, Swedish s.s, 2232 tons, from Buenos Aires
Aug. 1.—ROYAL SCEPTRE, British s.s, 2431 tons, from New York
1.—A. PIERCE, American s.s, 3228 tons, from New York
1.—GURUPY, Brazilian s.s, 599 tons, from Porto Alegre
2.—BORBOREMA, Brazilian s.s, 685 tons, from Porto Alegre
3.—ORION, Brazilian s.s, 540 tons, for Rio de Janeiro
3.—SIRIO, Brazilian s.s, 554 tons, from Montevideo
3.—DESNA, British s.s, 7288 tons, from Liverpool
3.—I. ISABEL, Spanish s.s, 8099 tons, from Barcelona
3.—A. DE KERSAINT, French s.s, 3565 tons, from Buenos Aires

VESSELS SAILING FROM THE PORT OF SANTOS
DURING THE WEEK ENDING AUGUST 5th, 1915.

July 29.—ANNA, Brazilian s.s, 247 tons, for Laguna
29.—ITAPUHY, Brazilian s.s, 986 tons, for Porto Alegre
29.—ITAUNA, Brazilian s.s, 403 tons, for Antonio
29.—TIIBAGY, Brazilian s.s, 834 tons, for New York
29.—A. ZEDE, French s.s, 3713 tons, for Buenos Aires
30.—ITAQUEIRA, Brazilian s.s, 926 tons, for Pernambuco
30.—R. ELENA, Italian s.s, 4362 tons, for Buenos Aires
31.—ORISSA, British s.s. 3261 tons, for Callao
31.—CALIFORNIAN, American s.s, 3716 tons, for New York
2.—CARMARTHENSHIRE, British s.s, 4969 tons, for Buenos Aires
2.—VEENBERGEN, Dutch s.s, 2758 tons, for New York
3.—ORION, Brazilian s.s, 540 tons, from Montevideo
3.—SIRIO, Brazilian s.s, 554 tons, for Rio de Janeiro
3.—MAYRINK, Brazilian s.s, 234 tons, for Laguna
3.—GURUPY, Brazilian s.s, 599 tons, for Manaos
3.—RIO BLANCO, British s.s, 2580 tons, for New York
3.—I. ISABEL, Spanish s.s, 8099 tons, for Buenos Aires
3.—DESEADO, British s.s, 7288 tons, for Buenos Aires
3.—ED. PIERCE, American s.s, 2328 tons, for New York

The Week's Official War News

London, August 3rd, 1915.

Admiralty announce that a British submarine reports on its return, the sinking of a German destroyer, believed to be of G. 196 class, on 26th July near the German coast.

London, August 3rd, 1915.

Admiralty announces that a report has been received from the Vice-Admiral Commanding the Eastern Mediterranean that a British submarine operating in the Sea of Marmarora torpedoed a large steamer of 3,000 tons off Mudania Pier, which had several sailing vessels alongside. The explosion was very heavy. A small steamer close to Karabagha Bay was also torpedoed. A report from Constantinople states that a gunboat was torpedoed about this time, and it is possible that it refers to this occasion. Torpedoes were fired at lighters alongside Arsenal at Constantinople, the result could not be seen, but explosion was heavy. The Zeitunlik powder mills were fired at, but owing to the darkness the result could not be ascertained. The railway cutting one mile west of Kara Burnu was bombarded, and the line blocked temporarily so that a troop train was unable to pass and was being fired at as it steamed back, three truck loads of ammunition being blown up.

London, August 3rd, 1915.

Sir John French reports under date 1st August:—Further fighting which took place on July 30th, after the first German attack on our trenches near Hooge, resulted in our recapture of portion of the lost trenches west of the village. Yesterday the action was chiefly confined to artillery, but last night we repulsed two further infantry attacks. There has been no infantry action to-day.

London, August 3rd, 1915.

The following presents some events of the past week:—

On July 28th, Mr. Lloyd George gave to the House of Commons an account of the activities of the Ministry of Munitions. First, they had speeded up existing contracts and supplied labour and machinery for armaments to firms till then unable to fulfil contracts. The labour strength of these stablishments had been increased by 40,000. They had enrolled 100,000 munition workers. For the future they had arranged that for the production of rifles, machine guns and shells the country should be divided up into co-operative areas. Sixteen national factories had been established and all the great machine tool makers had been placed under Government control. In addition, as the result of a conference held in Frace, arrangements had been made for 10 great national establishments to be created for a special and important programme on which the French and British Ministers had agreed.

Mr. Asquith, in moving the adjournment of the House, summed up the situation in a spirit of determined optimism. The outline was now apparent of an Imperial financial policy. Recently a short Canadian loan of 30,000,000 dollars had been concluded in New York and Australia was creating £20,000,000 of which part was already being issued. India was floating a 4 per cent. rupee loan for £30,000,000. The Dominions were thus financing their own requirements to a greater extent than usual and by relieving England of the necessity of sending money out they have a beneficial influence on foreign exchanges and reduce the demand for gold here.

Some interest has been aroused by the publication of financial statistics relating to the Napoleonic wars. Then the national debt of the United Kingdom amounted to about 900 millions sterling, while the nation's income was from 250 to 300 millions, the debt being equal to over 3 times the aggregate amount of the annual national income. In 1914, and there was no reason to expect a change after the war, that income was about 2,400 millions. Thus if our debt amounted to 3,000 millions it would represent not much more than one year's income, whereas during the Napoleonic period it amounted to over 3 years' income. If the burden of taxation necessary to pay the interest on the debt was enormous now compared to then, the resources to meet it were also greater.

Mr. Balfour, writing in answer to a statement by Count Reventlow in the "New York World," said that the Count's main purpose was to praise the German fleet. It is not my intention to belittle the courage or the skill of its sailors. I doubt not that they have done all possible both in honourable warfare, to which doubtless they were inclined, and in the dishonourable warfare required of them by their superiors. The Count tells us we have failed to induce the Germans to come out and fight us. We have but this, hardly to be counted triumph, of their tactics or strategy. It is a military exploit which, however judicious, is well within the competence of the least efficient fleet and the most incapable of commanders. Mr. Balfour proceeds, showing the failure of the German design to reduce the superior numbers of the British fleet, stating definitely that in no fight, except that off Chile, has any British ship been sunk or seriously damaged. The use of submarines was no German discovery; what was new was its employment against defenceless merchantmen. Our fleet had performed all any critics could ask. Having protected our and our Allies' commerce it had swept enemy trade off the seas, had reduced to impotence enemy warships, and made the transport of troops to save their colonies impossible. It had enabled us to transport and to supply any troops anywhere.

August 7th, 1915.

Following is a summary of Russian official communiqués of August 5th-6th:—In direction of Riga, enemy after yesterday's action on the Mussa, fell back in great haste towards River Eckau, abandoning in his trenches large quantities of ammunition and munitions. East of Foneviezh, the Germans after strenuous fighting again advanced a little.

Narew Front—Germans delivered attacks in the direction of Lonza and Oetrolenka-Bozham front. They took the offensive with considerable forces on the Orz River sector, our troops resolutely attacking enemy where he had crossed the river. West of Warsaw, south of the Blonie road, we successfully resisted German attacks, the enemy, who suffered enormous losses, advancing up to our barbed wire and being there stopped by our fire.

On right of Vistula, near Naciejowic, situation is unchanged. Ivangorod district, our troops crossed to the right bank of the river blowing up bridges.

Between Vistula and Bug we drove back the Germans, inflicting enormous losses. At many points on the front these local losses enabled us to occupy without hindrance new and more advantageous positions on the left bank of the Bug, as well as in the direction of Vladimir, Volynsky and Kovel.

A later communiqué announces that in view of the conditions of the general situation, our troops west of Warsaw received orders to fall back to the right bank of the Vistula. This order was carried out and the troops covering Warsaw retired at 5 o'clock on the morning of August 5th, unmolested by enemy, towards a new front assigned to them, blowing up all bridges over the Vistula behind them.

August 7th, 1915.

Admiralty announce that during the week ending August 4th, 1,453 vessels entered and sailed from British ports. Of these six were sunk by submarines of the gross tonnage of 15,257 tons. Nine fishing vessels were sunk by enemy vessels and one by mines, of the gross tonnage of 604 tons.