

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 1

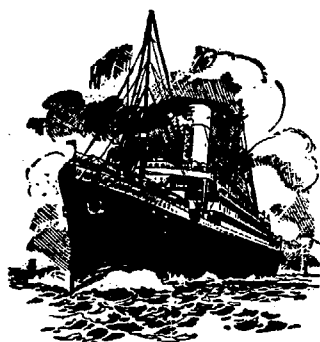
RIO DE JANEIRO, TUESDAY, October 26th, 1915

N. 43

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P. S. N. C. THE PACIFIC STEAM NAVIGATION COMPANY

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DESNA.....	29th	October	DARRO.....	10th	December
ARAGUAYA.....	10th	November	ORITA.....	16th	„
ORIANA.....	18th	„	DESEADO.....	17th	„
DEMERARA.....	26th	„	AMAZON.....	22nd	„
AVCN.....	8th	December	DESNA.....	2nd	January

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- 7.45 Mixed—Macahé, Tuesdays, Thursdays and Saturdays.
- 9.40 Mixed—Friburgo and Cantagallo, daily.
- 15.35 Passeio—Friburgo, Saturdays and when announced.
- 16.15 Mixed—Rio Bonito, daily. Wednesdays to Capivary.

PRAIA FORMOSA:—

- 6.00 Express—Petropolis, Entre Rios, Ubá, Ponte Nova, Porto Novo, Cataguazes, Santa Luzia and branch lines, daily.
- 7.30 Express—Petropolis, Sundays only.
- 8.30 Express—Petropolis, daily.
- 10.25 Express—Petropolis, Sundays only.
- 13.35 Express—Petropolis, week days only.
- 15.50 Express—Petropolis, Entre Rios, daily.
- 16.20 Express—Petropolis, week days only.
- 17.50 Express—Petropolis, daily.
- 20.00 Express—Petropolis, daily.

21.00 Night Express—Campos, Itapemirim and Victoria, Mondays and Fridays, sleepers and restaurant cars. Electric illumination and ventilation. Single fare, 48\$900; Upper Berth, 10\$000; Lower Berth, 15\$000. Return fare, 74\$400. Lunch and dinner served during journey.

EXCURSIONS SPECIALLY RECOMMENDED.

Petropolis—2,700 feet above sea level, magnificent climate, beautiful views during trip; 1 hour, 40 minutes. 1st class return, 4\$800. Stone ballast, no dust. 7 trains per day.

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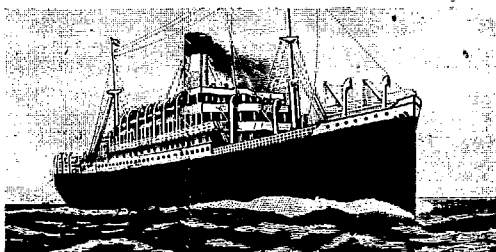
LAMPORT & HOLT LINE

Mail and Passenger Service Between
NEW YORK, BRAZIL AND RIVER PLATE

Verdi..... 2nd, November

Byron..... 16th, »

Vestris..... 30th, »»



Voltaire..... 14th, December

Vauban..... 28th, »

Vasari..... 11th, January

SAILINGS FOR NEW-YORK.

VERDI

2nd, November

Bahia, Barbados & New York

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NORWAY

RIVER PLATE

FOR NORWEGIAN PORTS :—

s.s. "Einar Jarl," now loading.
 s.s. "Roald Jarl," second half November.
 s.s. "Bollsta," middle November.
 s.s. "Rio de la Plata," End November.

FOR RIVER PLATE :—

s.s. "Rio de la Plata," due 30th October.

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Regular Service between Scandinavia, Brazil and the River Plate.

FOR EUROPE.

RIO BRANCO—27th October.
 KRONPRINS GUSTAF—28th October.
 ERVIKEN—End October.
 AXEL JOHNSON—m.-m. 10th November.
 MARGARET—19th November.
 AVESTA—25th November.

KRONPRINS GUSTAF ADOLF—m.-m. 25th November.
 FOERDE—m.-m. 25th November.
 KRONPRINSESSAN VICTORIA—Beginning of December
 PRINSESSAN INGEBORG—Beginning of December.
 IRIS—December.

For further particulars apply to :—

LUIZ CAMPOS — 84, Rua Visconde Inhauma, 84

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RIO DE JANEIRO, TUESDAY, October 26th, 1915

No. 43

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

Telegrams : General Telephone : 1450 Norte Post Office Box
"EPIDERMIS" Sales departement 165 » No. 486
Flour Mills : Rua da Gambôa No. 1

DAILY PRODUCTION : 15.000 BAGS.

Cotton Mill - Rua da Gambôa No 2. -

450 LOOMS.

DAILY PRODUCTION 27.000 METRES.

HEAD OFFICE — 48, MOORGATE ST. — LONDON E. C.

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(3^{er} PISO)

ROSARIO. — 660, CALLE SARMIENTO

S. PAULO

4, RUA DA QUITANDA.

AGENCIES

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Porto Alegre.

The Mill's marks of flour are:-

"NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"BUDA-NACIONAL"

"GUARANY"

AND FOR SUPERIORITY
HAVE BEEN AWARDED

Gold Medal Pariz 1889.

First Prize Brazil 1908.

First Prize Brazil St. Louis 1904.

First Prize Brussels 1910.

First Prize Turin 1911.

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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.

MAIL FIXTURES

FOR EUROPE

- Oct. 29.—DESNA, Royal Mail, for Liverpool.
 Nov. 4.—HOLLANDIA, Holland Lloyd, for Amsterdam
 .. 10.—ARAGUAYA, Royal Mail, for Liverpool.
 .. 18.—ORIANA, P.S.N.C., for Liverpool.

FOR RIVER PLATE AND PACIFIC.

- Oct. 26.—ARAGUAYA, Royal Mail, for River Plate.
 Nov. 2.—FRISIA, Holland Lloyd, for River Plate.
 .. 3.—VESTRIS, Lamport and Holt, for River Plate.
 .. 10.—DEMERARA, Royal Mail, for River Plate.

FOR THE UNITED STATES.

- Nov. 2.—VERDI, Lamport and Holt, for New York.

NOTICE TO BRITISH SUBJECTS.

NEW PASSPORT REGULATIONS.

All British passports issued prior to the 5th of August, 1914, became invalid on the 1st of August, 1915. Holders of such passports should apply at their convenience for fresh passports from this office.

With regard to passports issued between the 5th of August, 1914, and 28th of February, 1915, it has been decided that they may be regarded as valid for 2 years from the date of issue and holders of any such passports should present them to this office for endorsement to that effect.

Wife and children under 16 years of age may be included on the holder's passport.

Under the new regulations, passports must bear the photograph of the holder, and of the wife, if included in the passport.

Photographs must be supplied in duplicate to this office by applicants for passports.

British Consulate General, 30th August, 1915.

NOTES

The Bankruptcy of Germany. Germany was long ago bankrupt of credit and honour since she violated the neutrality of Belgium and Luxemburg, but economically, as the "Wall Street Journal" points out, even the loss of sea power has been compensated by the ability to contract debts for raw materials bought from abroad; so that her national indebtedness is all to her own people.

Germany is now living mostly off her own resources and foreign exchange is, consequently, a matter of comparative indifference to her.

The country, however, is flooded with paper currency, the volume of which has not been made public, secured chiefly by bonds of corporations and municipalities, mortgages and what not, which would be absolutely unsaleable on an attempt to liquidate such a currency at par.

So long, however, as this token is accepted throughout Germany—so long, that is, as the seller of a basket of potatoes knows that what he receives will always buy a pair of socks—Germany can continue to fight on present lines. Prices may, and will, rise because, with most of the population engaged directly in the war or in turning out war material, production cannot fail to suffer and demand exceed supply.

So long, however, as prices rise uniformly, potatoes and socks may continue to exchange as before, though the currency will have been more the less depreciated, because labour will receive less potatoes and less socks than before for its services.

It is when the war is over and the cost has been counted that the question will arise as to how Germany, with her enormous depreciated and inconvertible currency, can compete with other countries for oversea trade.

Depreciation of a currency, always at the cost of labour, may seem advantageous to countries like Brazil, that export exclusively raw materials; but never to manufacturing countries like Germany for which the cost of raw materials is the essential factor.

"The matter of present insolvency," concludes the Wall Street Journal, "is an academic question. But ultimately insolvency, with anything short of the successful conquest of the one belligerent capable of paying an indemnity, must necessarily leave Germany like a sucked egg shell, where the collapse will be final and disintegrating. The world has never seen a bankruptcy like it!"

The Blockade. It is popularly supposed that Germany has lost its foreign trade, which may be true as regards exports, though immense quantities of produce continue to be imported into Germany through neutral countries. To take coffee as an example, of the 1,933,000 bags shipped since 1st August last year to Scandinavia, a very large share was certainly re-exported to Germany. It is the same with wheat and flour from Argentina and the United States. As there are practically no exports to pay even for their relatively limited imports, the balance has to be settled in gold and securities and explains why with practically "no foreign trade" German currency stands at 14 per cent. discount. If there were no foreign trade at all there would be no gold payments and consequently no depreciation measured by gold.

The cost to Germany of this roundabout trade must be likewise enormous, judging from the price of coffee in that country.

Neutral countries, naturally, maintain that commerce should be free between belligerents and subjects of neutral powers, but self-defence permits belligerents to formulate rules for preventing goods of any kind from reaching the enemy.

Such rules, it is alleged, are an invasion of neutral rights.

But in the American Civil War the doctrine of "the continuous voyage" was formulated by the Union Government when belligerent and accepted without protest by the United Kingdom as a neutral. The Supreme Court of the United States, however, held that goods in transit for belligerents were not liable to seizure unless absolute contraband.

The Conference of London, not confirmed by Great Britain, declared that neutral ports should not be blockaded and that the

doctrine of "the continuous voyage" could not be applied to conditional contraband without infringement of neutral rights, though applicable to absolute contraband even if transhipment by land were entailed.

The question to be settled is whether the American interpretation, accepted by England, of the unrestricted doctrine of "the continuous voyage" is to rule, or the doctrine of the aborted London Conference that excepts non-contraband goods, like coffee.

It is Great Britain's turn now to adapt international usages to her advantage and it is a poor rule that won't work both ways.

British Government Notices dated 17th September.

Ships whose cargoes, or part of them, have been detained since previous notice:—

Swedish s.s. *Thai*, at Glasgow, with 26,000 bags of coffee from Rio and Santos, of which 250 bags were shipped by German firms.

A German Loan. Norwegian papers report Germany to have arranged a loan from Swedish banks for m.80,000,000 or about £4,000,000, in consideration of which the German Government agreed to permit the shipment of certain German goods urgently required by Sweden, export of which had been previously embargoed by Germany, on condition of their not being re-exported to other countries.

German exchange on Norway and Sweden is down to 70kr., equivalent to 12 per cent. discount and in all probability the object of this loan is, like the American loan to the Allies, intended to steady exchanges. London sterling rate on Norway is down to 1½ per cent. discount!

The Leopoldina Railway. It is satisfactory to note that the decrease of traffic receipts compared with last year on this line had been reduced from £118,441 on 21st July to only £16,762 by end of October, equivalent to 180,000%. Meanwhile Ordinary Leos have only improved 2¼ points to 34¼.

THE RED CROSS FUND.

The Committee of the Rio de Janeiro Fund in aid of the Croix Rouge Française and the Red Cross of the Order of St. John has issued a report showing receipts and expenditure to 31st July to have been as follows:—

Donations	23:954\$200
Resale of Theatre Tickets	1:005\$000
Donations in sterling, £29:10s.	549\$900
Sundry donations and collections	633\$000
Sundry sales of cake, etc.	847\$500
	<hr/>
	26:989\$600
Result of tombola	6:001\$000
American Tea Room	14:129\$000
Concert and refreshments	20:525\$100
Proceeds of donations on articles raffled or sold.....	5:150\$000
Sale of work	20:100\$220
Refreshments	7:000\$000
Flowers	6:000\$000
Fortune teller	800\$000
Cake weighing competition	600\$000
	<hr/>
	107:294\$920
Disbursements	3:696\$400
	<hr/>
	103:598\$520
Equivalent at 12 7-8d. to	£5,550
Balance in cash	142\$000

Disbursements were very small, as even the first prize, won by the American Ambassador, was a special donation. Almost everything else, including confectionery to a considerable value, was supplied by friends and organisers of the festa.

In acknowledgment of the letter of the committee enclosing the cheque for £5,550, replies were received from the Duke of Portland, President of the Committee, and Lord Charles Beresford, its chairman, as also from the Hon. Secretary of the Service de Santé Militaire, who explained that the sphere of activity of this service lies between St. Mihiel and Switzerland in a mountainous country where cars are difficult to run. Only the strongest type of chassis is of any use when one has to travel 25 miles over mountain passes with gradients of 1 in 7 without lights and over roads knocked about by shells. That it is arduous work can be imagined from the fact that for 15 days the drivers never changed their clothes, sleeping in barns or ambulances by the roadside and feeding where they could. The writer pays a well merited compliment to the activity of the hon. sec. of the British Ambulance Committee, Mr. Downing.

PATRIOTIC LEAGUE OF BRITONS OVERSEAS.

RIO DE JANEIRO BRANCH.

Donations and Subscriptions since inception, 27th January, to 30th September, 1915:—

	Donations	Subscriptions	Belgian Fd
Warship League Fund. £767 19 10	449 17 7	17 17 0	
Prince of Wales' Nat'l Relief Fund	152 9 8	26 1 1	—
Total	£920 9 6	£71 18 8	£17 17 0

Rio de Janeiro; Oct. 13th, 1915 James Ross, hon. treas., pro tem.

Receipts from Branches of the Patriotic League for Britons

Oversea to July 31st, 1915.

Algeria	152 0 0
Argentina	356 7 1
Bolivia	85 9 0
Borneo	21 0 0
Brazil—S. Paulo	1,848 19 0
Rio de Janeiro	899 7 1
Manáos	779 9 8
Pará	118 2 4
Pernambuco	309 0 0
Ceará	136 8 9
Curityba	71 10 6
Porto Alegre	45 0 0
Rio Grande	36 8 4
Sundry donations	195 8 8
Canary Isles	409 6 6
Celebes	409 6 6
Chile	1,460 11 2
China	15,688 3 8
Colombia	99 7 9
Costa Rica	16 3 9
Denmark	3 11 0
Egypt	1,211 4 0
Equador	140 0 0
France	721 8 11
Greece	368 12 3
Guatemala	32 10 0
Guiana	24 9 5
Hawaii	108 17 3
Holland	25 3 9
Iceland	8 0 0
Italy	1,319 0 4
Japan	547 9 5
Java	11 0 0

Madeira Islands	194	18	0
Madagascar	5	0	0
Mexico	131	5	6
Morocco	661	0	1
Nicaragua	221	10	0
Norway	35	15	0
Panama	230	1	1
Persia	130	1	0
Peru	325	10	0
Philippine Isles	456	16	9
Portugal	500	4	4
Portuguese East Africa	55	0	0
Roumania	2	3	0
Russia	185	15	7
Siam	761	14	5
Spain	717	10	1
Sumatra	105	0	0
Sweden	60	13	0
Switzerland	328	2	1
Tunis	3	0	0
Turkey	204	0	0
United States	2,898	1	0
Uruguay	52	1	3
West Indies	61	2	8
British Empire	1,579	8	1
Total	£37,457	14	6

The response to the appeal to Britons Overseas is disappointing. Setting out with an ambitious programme of a dreadnought for the Navy, the most that combined efforts of one hundred and five branches have succeeded in so far supplying is £37,000, or about enough for ten seaplanes! *Parturient montes, nascitur ridiculus mus!* Still a beginning has been made that may be an earnest of better things to come.

Comparisons are odious, but it is satisfactory to see that Brazil figures on the list of subscribers second only after China, with 12.5 per cent. of the total.

Of the total subscription of £4,370 4s. 4d. from Brazilian branches of the League, S. Paulo contributed with no less than 39.1 per cent., Rio de Janeiro 21.1, Manáos 16.5, Pará 8.9, Pernambuco 6.1, Ceará 2.9 and the rest 5.4 per cent.

For the relatively small contribution of Rio de Janeiro excuse may be found in the failure to call a public meeting and the suspension of public payments that has so seriously curtailed the available resources of most Rio houses.

Verb. sap. Each knows where the shoe pinches! and most amongst us, no doubt, have done what they could. But our country calls and few who but could find some means of economising, even on their necessities, to help the Old Country in her emergency!

To concentrate effort, the first step is to assure some nucleus around which opinion may crystallise. This the Patriotic League has afforded and a start has been made which, it is to be hoped, may develop into a permanent organisation for defence of British overseas interests all over the world.

Previously initiative was left chiefly to private effort and was consequently spasmodic and rarely maintained.

Now a common ground has been found on which all Britons overseas can for once concentrate their activities.

The advantages of co-operation require no demonstration; co-operative action must be always more effective and influential than individual.

So long as the war lasts there is not likely to be much relaxation, but as soon as it is over, unless something can be done to keep interest alive and militant, it is to be feared patriotic interest may slacken and that, with yeace, other interests may absorb attention.

But trade and commercial interests are common-to, if not paramount-with all oversea Britishers and this opportunity might be taken advantage of for the organisation of committees to watch

over and promote British interests generally in their respective circumscription both now and after the war.

It is to the lack of some such representative body that no lead has been given here with regard to a matter of vital interest to British trade in general and, particularly, to local British interests, i.e., prohibition of trading between British and enemy subjects in this country as in China and Siam.

This is war to the knife. Germany willed it and we accept the challenge. The struggle is between Right and Wrong—between which there can, as Roosevelt says, be no neutrality! The enemy has to be fought to a finish in commerce no less than on land and on sea.

It is a time for patriotism—for the sacrifice of all we hold most precious—family, wealth, ease and comfort; nothing matters so long as liberty survives, without which life itself is worthless!

Why should we in neutral countries hesitate to cut off commercial relations with an enemy that would not hesitate to trample us and our trade under foot if only he got the chance? Stop his trade, forbid our ships to accept his cargo, and only then shall we Britons oversea be bearing our fair share of the intolerable burden that German aggression has laid on Allied shoulders.

Who lives if England dies?

MONEY

Closing Rates were as follows—

	90 days' Bank	Commercial	Sovs.
Saturday, 16th October	12 11-32	12 13-32	20\$100
Monday, 18th October	12 9-32	12 11-32	20\$200
Tuesday, 19th October	12 11-32	12 13-32	20\$200
Wednesday, 20th October	12 11-32	12 13-32	20\$200
Thursday, 21st October	12 9-32	12 11-32	20\$300
Friday, 22nd October	12 9-32	12 3-8	20\$350
Saturday, 23rd October	12 5-16	12 3-8	20\$300

Rio de Janeiro, 23rd October, 1915.

The market opened on Monday, 18th, with banks all drawing at 12 5-16d., dropping to 12 9-32 in the course of the day, at which the market closed, some little commercial paper being done at 12 3-8d. On Tuesday, 19th, the banks began drawing at 12 5-16d., the market closing with bank paper at 12 11-32. On Wednesday, 20th, the market opened with all banks drawing at 12 5-16d., except the Ultramarino and River Plate, which gave 12 11-32d., at which the market closed. On Thursday, 21st, the market opened with all banks drawing at 12 5-16d., but weakened during the day, on a strong Government demand for telegraphic transfers, to 12 9-32 at which it closed; commercial having been done at 12 1-4d.

On Saturday the market opened at 12 5-16d. and closed at same rate, with commercial paper at 12 3-8d.

Everything this week favoured exchange. Embarkments were very large, over £400,000, and declared sales getting on to half a million bags, whilst engagements, particularly for Havre and Scandinavia, point to a still larger export business.

It was not, therefore, very surprising that a sudden demand for so large a sum even as £300,000 to £400,000 by Government in the form of telegraphic remittances should raise scarcely a ripple in the market and that the day after the 90 days' rate on London should have returned to previous quotations. This business was ably handled by the Bank of Brazil by simultaneously asking for partial tenders from each of the exchange banks. The total is variously stated at £300,000 to £400,000, but, however that may be, it shows that the banks must be over-remitted to stand so heavy a demand on their resources.

In some quarters it is believed that either the Federal or S. Paulo Government is taking advantage of the heavy supply of bills to build up a fund in London against the hard times that generally

recur every year about March, whilst being careful not to unduly restrict the supply available for ordinary market purposes. Otherwise, with shipments now bearing half a million a week, rates would have risen, perhaps, to 13d.

Whether, however, Government is well advised to postpone payments on account of the floating debt and so expose the market to the effects of a heavy demand when the supply of bills may be expected to weaken, depends entirely on the amount they may be in a position to transfer to Europe to meet this demand when it comes.

For our part, we believe it would have been wiser to have done with this nightmare, which in all probability is exaggerated, and let exchanges find their own level before something untimely occurs.

The price of coffee in primary markets has risen sharply, 12 per cent. since 30th Sept. and will oblige consuming markets to follow our lead so long as there is no interruption to shipments via Scandinavia.

So far no use seems to have been made of the grant of Rs. 150,000:000\$ in aid of coffee, but the oracle to have been worked, if it has been worked at all, by maintaining exchanges and so permitting the crop to be shipped at rising prices.

Should prices remain as they are and there be no interruption of exports, the current crop should yield at least £28,000,000, as against only £26,000,000 last year and perhaps a good deal more. There are, however, so many 'ifs' to this proposition as to make forecasts extremely risky.

The rubber season is now commencing and should once more begin to contribute appreciably to the supply of bills. Prices, it is true, are low, but every little helps.

Both the cotton and sugar crops are short this year, having been greatly affected by the drought, so that very little help can be expected from that direction and we shall, as usual, have to rely on coffee and rubber almost exclusively.

For the three months, October-December, the f.o.b. value of coffee should be somewhat as follows, on the supposition that there is no interference with shipments to Scandinavia:—

	In £1,000		
	Coffee	Rubber	Both
October	3,200	300	3,500
November	3,200	500	3,700
December	4,000	700	4,700
3 months, Oct.-Dec.	10,400	1,500	11,900
3 months, July-Sept.	6,100	1,200	7,300
July-Dec., 1915	16,500	2,700	19,200
July-Dec., 1914	12,116	2,529	14,645

The estimate for coffee is based on the actual shipments for first 3 weeks of October and those of rubber on this and last year's exports. With an average of £915,000 per week there should be little difficulty in maintaining exchanges, even if the Treasury determined to pay out, as authorised, the balance due on the floating debt.

Latest Quotations:—

4 per cent., 1889	1915	1914
Funding, 1898, 5 per cent.	44½	61½
Funding, 1914	98	88
1910, 4 per cent.	70½	—
S. Paulo, 1888	43½	60
S. Paulo, 1913, 5 per cent.	86	—
Leopoldina stock	96¼	—
S. Paulo Railway Ordinary	37½	33
Traction Ordinary	172	190
Brazil Railway Ordinary	55¼	49½
Consols	7½	5
Dumont Coffee Co.	65	68½
Apolices	8 1-8	—
Gold Vales	784\$ to 790\$	—
Treasury bills, 22 to 23½ per cent. discount.	13d.	14d.

The Emergency Issue. Statement for 23rd October:—

ASSETS.

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	49:828\$
Interest due from banks	377:851\$

Repaid by banks on account of amort. and int.—

Cash	4,435:045\$
Treasury bills	75,967:300\$
Interest on same	171:933\$
Expenses of issue	45:028\$
	<hr/> 80,619:306\$
	<hr/> 341,069:536\$

LIABILITIES.

Emission authorised	250,000:000\$
10 per cent. of Customs receipts Rio and Santos ...	2,985:582\$
Amortisation of loans	84,539:371\$
Interest on loans	3,544:583\$
	<hr/> 341,069:536\$

Gold in the Caixa de Conversão on 23rd October amounted to £5,093,284, no alteration since previous Saturday.

COFFEE

Entries at the two ports for the week ended October 21st show an increase of 61,849 bags, of which 21,027 at Rio and 40,822 at Santos.

For the crop to 21st October entries amounted to 6,675,379 at the two ports, as against only 3,654,262 last year.

Clearances last week were only 270,339 bags. For the crop 4,409,052 bags had been cleared for foreign destinations of the f.o.b. value of £8,679,480.

The f.o.b. value for the week dropped from £2,195 to £2,038 per bag, in spite of the big rise in prices, owing to the large proportion of clearances from Rio of the low priced coffee.

Embarques, or loadings of coffee on which duties have been paid, were large, amounting to the two ports to 467,511 bags and at £2,038 per bag, should have yielded some £950,000.

Sales. Very large sales were declared, especially at Santos, amounting to 446,935 bags, of which only 65,115 at Rio.

Sailings. Of the total of 274,479 bags sailed during the week from the two ports, 76,565 went to the States, 190,963 to Europe and the Mediterranean, 2,811 to the Plate and 4,140 coastwise.

Prices improved all along the line. At Rio No. 7 to 5\$379, No. 8 to 5\$107 and No. 9 to 4\$834 from 5\$039, 4\$760 and 4\$494 respectively for previous week. At Santos superior and good average rose from 5\$500 and 4\$100 to 5\$700 to 4\$400 respectively, whilst New York options improved 26 to 21 points, from 6.27c. to 6.53c. December. 6.40c. to 6.61c. March, and 6.49c. to 6.70c. May delivery.

At Havre December options rose from 54f50 to 56f25 during the week and March from 53\$000 to 54\$25. London also showed improvement from 37s. 9d. to 39s. 3d. per cwt.

Stocks at Rio and Santos fell off by 18,639 bags, accounted for by decline of 24,768 bags at Rio but increase of 6,109 at Santos.

—As the crop proceeds the size of the bean is, as usual, improving. In consequence of the prolonged drought the yield of the cherry is much smaller than anticipated and in some quarters it is believed that the present Rio and Minas crop will not exceed 2½ millions.

Stimulated by late rains, another flowering is maturing.

Messrs. Joseph Danon and Co., of Havre, write us as follows:

"Later months are quoted about 50f00 and September is being liquidated on the basis of 54f55, which clearly shows that spot enjoys a premium.

"Bears, for several months past, have been foretelling a price of 40f00, but those who listened to them were wrong, seeing that it is precisely the sales of futures for September and December delivery that have brought about the reaction.

"Brazil has already exported considerable quantities at prices that Europe has not hesitated to pay.

"The high rate of dollar exchange allowed the U.S. to pay more to Brazil, in consequence of which there is little coffee now on the way to our port, although requirements are large generally.

"Mediterranean countries will continue to be regular clients in spite of Austria, their usual provider, being unable to supply their requirements.

"The re-opening of the Dardanelles will likewise not fail to exercise its influence on our article, seeing that Turkey was always a considerable consumer and Russia will then be free to restock. Stocks in both countries are exhausted and demand for those destinations should shortly be large.

"The actual base for coffee does not seem very high and might be taken advantage of for covering later months.

"Central American coffees, which have gone up sharply in view of the smallness of stocks, are less in request, but Santos prime and superior, especially good bean, are much looked for.

"Gragé coffees have not followed the general improvement, particularly Salvador Gragé."

EXPORTS OF COFFEE TO ALL COUNTRIES.

for the 13 post-bellum months, August, 1914, to August, 1915.

	Aug. 1914	Aug. 1913. to Aug. 1914	Aug. 1915	Aug. '14. to Aug. 1915
Sweden	250	246,101	232,796	1,579,635
Norway	378	37,153	70,877	377,546
Denmark	—	45,413	36,493	316,358
Total Scandinavia.	628	328,667	340,166	2,273,539
Holland	15,500	1,659,149	60,067	1,751,235
Italy	7,783	248,627	35,694	723,946
Spain	7,118	113,593	4,670	116,513
Madeira	—	263	—	—
Canaries	—	5,430	535	4,481
Mellila	—	2,375	—	250
Roumania	—	11,813	—	2,220
Bulgaria	125	2,125	—	875
Turkey in Europe	1,375	71,497	—	2,000
Turkey in Asia	310	65,172	—	2,550
Greece	125	7,625	—	117,800
Crete	—	125	—	9,500
Total Medit'rn	16,836	528,645	40,899	980,135
Argentina	14,420	255,352	27,616	289,073
Chile	527	27,269	899	40,591
Cuba	—	625	—	625
United States	307,761	6,125,389	877,613	6,758,231
Paraguay	—	—	—	—
Uruguay	2,183	37,837	2,191	54,954
Peru	—	26	—	20
Bolivia	—	—	2	2
Total, N.&S. Am.	324,889	6,446,438	908,323	7,143,499

Algiers	875	73,633	4,650	54,075
Canada	250	9,550	—	1,325
Cyprus	—	—	—	375
The Cape	32,085	156,775	33,350	216,807
Lourenço Marques	1,000	2,110	700	9,275
France	2,943	1,905,590	54,129	1,862,944
Senegal	—	125	—	500
Great Britain	2	272,495	23,437	503,138
Gibraltar	—	12,200	1,625	15,725
British India	—	2	—	3,760
Malta	—	4,954	—	6,723
British W. Indies.	—	950	125	1,700
Japan	—	1,500	—	—
Singapore	—	524	—	—
Morroco	125	4,865	—	4,005
Portugal	—	7,203	513	9,779
Russia	725	19,638	—	800
Tunis	125	4,725	—	4,850
Gt. Britain, order	—	7,500	—	—
Total Allies	38,130	2,535,159	123,779	2,786,341
Germany	—	1,876,138	—	—
Austria	350	1,033,523	—	—
Belgium	—	522,195	—	—
Germany, Austria and Belgium	350	3,431,856	—	—
Grand total	396,333	14,929,914	1,473,234	14,934,749

Increase in 13 months:—

	Bags	%
Scandinavia	1,944,872	591.8
Holland	92,086	5.6
Neutral and Allies, Mediterranean, etc.	451,490	85.4
Neutrals, North and South America	697,061	10.8
Allies	251,187	9.9
Total increase, Allies and Neutrals	3,436,696	30.0
Enemy countries	Decrease 3,431,856	100.0
Net increase	4,840	0.032

Thirteen Months, August, 1914-1915. The foregoing statistics show how consumption in enemy countries has been affected by the blockade of their ports.

With the exception of a few thousand bags received by Turkey in the early months of the war, no coffee was exported to any enemy country or to Belgium during the 13 months under review. On the basis of consumption in 1913, as stated by M. Laneuville, imports from Brazil and consumption in enemy and bordering countries for the 13 months work out as follows:—

	Consumption	Received from Brazil	Deliveries from stocks	Total available for consumption	Shortage	Surplus
Germany	2,954	—	1,768	1,788	1,176	—
Austria	1,035	—	35	351	684	—
Belgium	67	—	5.9	629	146	—
Turkey	193	5	—	5	190	—
Holland	4,871	5	2,568	2,673	2,198	—
Scandinavia	758	1,761	26	2,035	—	1,217
Italy	1,127	2,274	—	2,274	—	1,147
Roumania, Bulgaria, Serbia, Greece	530	724	—	724	—	204
Russia, Finland	140	130	—	130	10	—
	449	1	—	1	448	—
13 months	7,865	4,885	2,925	7,837	2,656	2,628

These figures show consumption and supply in enemy and bordering countries during the 13 months, August, 1914—August, 1915, to have been almost exactly balanced. As a matter of fact, exports from the Dutch colonies were quite sufficient to account for the consumption of Holland and 700,000 bags ought, therefore, to be discounted. Some coffee, too, has gone to form stocks in Norway and Sweden, estimated at 120,000 bags, also in Italy, making in all some 800,000 bags. On the supposition that all enemy countries shared alike, this would leave a net shortage of 825,000 bags, but supposing that each kept their coffee for their particular use, the shortage for each enemy country would be as above.

It is remarkable how closely surplus imports of Scandinavia and Holland compare with normal consumption in Germany.

The conclusion is that during the 13 months under review Germany got all she required from neutrals to satisfy not only her own, but her allies' requirements.

Now, however, stocks at Hamburg, Bremen and Trieste are practically exhausted to continue to consume on a normal scale, enemy countries will require to import from this country at least 4,000,000 bags.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 21 1915	Oct. 14 1915	Oct. 22 1914	Oct. 21 1915	Oct. 22 1914
Central and Leopoldina Ry.....	95 853	86,102	62,538	1,095,213	629,058
Inland.....	3,334	2,080	1,136	34,819	9,745
Coastwise, discharged.....	8,596	914	25	41,574	9,26
Total.....	107,783	88,096	63,599	1,171,606	648,059
Transferido from Rio to Nietheroy.....	3,668	4,327	248	22,134	8,678
Net Entries at Rio.....	104,115	83,769	63,351	1,149,472	639,381
Nietheroy from Rio & Leopoldina.....	16,545	15,864	7,646	191,026	90,365
Total Rio, including Nietheroy & transit.....	120,660	99,633	70,997	1,280,498	729,746
Total Santos:	353,759	312,937	293,198	5,391,881	2,921,516
Total Rio & Santos.	474,419	412,570	364,195	6,675,379	3,651,262

The coast arrivals for the week ended October 21st, 1915, were from:—

Caravellas.....	8,100
S. João da Barra.....	493
Victoria.....	3
Total.....	8,596

The total entries by the different S. Paulo Railways for the Crop to October 21st 1915 were as follows

	Past January	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1915/1916	4,567,999	714,258	5,282,257	5,394,881	—
1914/1915	2,633,729	318,822	2,952,551	2,921,516	—

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS. DURING THE WEEK ENDING OCTOBER 21st, 1915.

IN BAGS OF 60 KILOS.

	Oct. 21		Oct. 14		Crop to Oct. 21	
	Bags	Value	Bags	Value	Bags	Value
Rio.....	137,152	47,017	244,528	80,653	970,319	1,624,128
Santos.....	139,187	44,345	306,463	931,655	3,438,703	7,056,352
Total 1915/1916.....	276,339	91,362	550,991	1,012,308	4,409,022	8,679,480
do 1914/1915	441,846	116,026	808,392	233,750	2,578,789	5,335,125

COFFEE SAILED.

During the week ending October 21st, 1915, were consigned to the following destinations:—

IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITER-RANKAN	CHINA	RIVER PLATIN	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	19,850	116,405	4,140	897	—	—	141,292	1,066,206
Santos.....	56,715	24,558	—	1,914	—	—	133,187	3,438,703
1915/1916.....	76,565	140,963	4,140	2,811	—	—	274,479	4,494,909
1914/1915.....	150,723	285,397	937	5,724	—	—	442,782	2,610,91

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1915 Oct. 21	1915 Oct. 14	1914 Oct. 22	1915 Oct. 21	1914 Oct. 22
Rio.....	103,984	70,130	57,300	1,040,125	630,231
Nietheroy.....	15,590	18,019	12,650	122,559	91,726
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit.....	119,494	88,149	69,950	1,162,684	721,957
Santos.....	348,017	3,9735	255,262	3,896,646	2,194,650
Rio & Santos.....	467,511	407,884	325,212	5,059,330	2,916,607

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	October 21/1915.	October 14 1915.	October 22/1914.
United States Ports ...	1,446,000	—	1,259,000
Havre.....	1,931,000	1,952,000	2,374,000
Both.....	3,377,000	1,952,000	3,633,000
Deliveries United States Visible Supply at United States ports.....	125,000	—	115,000
Total.....	2,202,000	—	2,219,000

SALES OF COFFEE.

DURING THE WEEK ENDING OCTOBER 21st, 1915.

	October 21/1915.	October 14 1915.	October 22/1914.
Rio.....	65,115	47,593	24,735
Santos.....	331,820	187,956	46,739
Total.....	446,935	235,459	71,534

COFFEE PRICE CURRENT.

DURING THE WEEK ENDING OCTOBER 21st, 1915.

	Oct. 15	Oct. 16	Oct. 18	Oct. 19	Oct. 20	Oct. 21	Ave- rage.
RIO—							
Market N. 6 10 kilos	—	5.311	5.379	—	5.515	5.583	—
» N. 7	5.311	5.279	5.447	5.515	5.583	5.651	5.467
» N. 8	5.039	5.034	5.107	—	5.243	5.311	—
» N. 9	4.766	4.766	4.834	5.243	5.311	5.379	5.195
SANTOS—							
Superior per 10 kilos...	5.500	5.500	5.800	5.600	5.700	5.700	5.600
Good Average.....	4.100	4.100	4.200	4.200	4.300	4.300	4.200
N. YORK, per lb..							
Spot N. 7..... cent.	—	—	—	—	7 1/8	—	—
» 8..... cent.	—	—	—	—	6 7/8	—	—
Options—							
» Dec..... »	620	636	640	640	645	653	639
» Mar..... »	641	646	652	648	652	661	650
» May..... »	652	656	662	658	663	670	661
HAVRE per 50 kilos							
Options..... francs							
» Dec..... »	55.25	55.50	—	55.50	55.00	56.25	55.70
» Mar..... »	53.75	53.75	—	54.00	54.25	54.25	54.00
» May..... »	53.25	—	—	53.50	—	53.75	53.51
HAMBURG per 1/2 kilos							
Otipons..... pfennig							
» Dec..... »	—	—	—	—	—	—	—
» Mar..... »	—	—	—	—	—	—	—
» May..... »	—	—	—	—	—	—	—
LONDON cwt							
Options..... shillings							
» Dec..... »	38/8	38/8	38/3	38/6	39/3	39/3	38/7
» Mar..... »	—	—	—	—	—	—	—
» May..... »	38/-	38/-	38/-	38/-	39/-	39/-	38/4

OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO Stock on October 14th, 1915.....	358 035
Entries during week ended October 21st, 1915.....	104.115
Loaded «Embarques», for the week October 21st, 1915..	462.150
STOCK IN RIO ON October 21st, 1915.....	358.216
Stock at Nitheroy and Porto da Magama on » October 14th, 1915.....	24 199
» Afloat on October 14th, 1915	153 289
Entries at Nitheroy plus total embarques including transit.....	136.039
Deduct : embarques at Nitheroy, Porto da Magama and Vianna and sailings during the week October 21st, 1915.....	318 527
STOCK IN NITHEROY AND Afloat ON Oct. 21st, 1915.....	161.675
STOCK IN 1st and 2nd HANDS and THOSE AT NITHEROY and Afloat ON October 21st, 1915. ...	519.891
SANTOS Stock on October 14th, 1915	1,493.518
Entries for week ended October 21st, 1915.....	353.769
Loaded (embarques) during same week.....	2,347.277
STOCK IN SANTOS ON October 21st, 1915.....	348.017
STOCK IN RIO and Santos on October 21st, 1915.....	1,999.260
do do on October 14th, 1915.....	2,529.151
do do on October 22nd, 1914.....	2,538.177
do do on October 22nd, 1914.....	1,570.722

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending October 21st, 1915.

-DROT. SOPHIA—Gothemburg ..	McKinley & Co	3,375
Ditto- ..	Hard, Rand & Co	1,625
Ditto- ..	Nordskog & Co	1,000
Ditto- ..	Norton Megaw & Co	1,000
Ditto- ..	Castro Silva & Co	500
Ditto—Stockholm ..	Dias Garcia & Co	3,5513
Ditto- ..	Hard, Rand & Co	1,750
Ditto- ..	Galerno Gomes & Co	869
Ditto- ..	McKinley & Co	404
Ditto—Christiania ..	Eugen Urban & Co	1,250
Ditto- ..	McKinley & Co	1,000
Ditto- ..	Galerno Gomes & Co	750
Ditto- ..	Pierre Pradez & Co	250
Ditto—Hermosand ..	Dias Garcia & Co	3,000
Ditto—Gefle ..	Dias Garcia & Co	1,625
Ditto- ..	Roberto Schoenn & Co	1,240
Ditto- ..	M. da Costa Almeida	431
Ditto—Sundswall ..	Dias Garcia & Co	2,256
Ditto- ..	McKinley & Co	1,500
Ditto- ..	Hard, Rand & Co	1,000
Ditto—Ornskoldswick ..	Dias Garcia & Co	2,750
Ditto—Copenhagen ..	Ornstein & Co	750
Ditto- ..	Galerno Gomes & Co	250
Ditto- ..	Eugen Urban & Co	125
Ditto—Arendal ..	Pinto & Co	625
Ditto—Hundicksvall ..	Galerno Gomes & Co	500
Ditto- ..	Norton Megaw & Co	250
Ditto—Bergen ..	Eugen Urban & Co	250
Ditto—Norkoping ..	Hard, Rand & Co	250
Ditto—Malmo ..	Norton Megaw & Co	250
Ditto—Drontheim ..	McKinley & Co	125
-P. CHRISTOPHERSEN—Stockholm ..	Dias Garcia & Co	3,500
Ditto- ..	Hard Rand & Co	2,375
Ditto- ..	Norton Megaw & Co	2,125
Ditto- ..	Galerno Gomes & Co	2,250
Ditto- ..	Pinto & Co	2,500
Ditto- ..	Dias Garcia & Co	1,500
Ditto- ..	M. da Costa Almeida	1,000
Ditto- ..	Castro Silva & Co	250
Ditto- ..	McKinley & Co	94
Ditto—Christiania ..	Castro Silva & Co	1,950
Ditto- ..	McKinley & Co	1,431
Ditto- ..	Pinto & Co	1,500
Ditto- ..	Hard, Rand & Co	1,125
Ditto- ..	M. da Costa Almeida	863
Ditto- ..	Louis Boher & Co	841
Ditto—Drontheim ..	Hard, Rand & Co	2,000
Ditto- ..	Nordskog & Co	1,500
Ditto—Gefle ..	M. da Costa Almeida	2,069
Ditto- ..	Roberto Schoenn & Co	1,010
Ditto- ..	Galerno Gomes & Co	125
Ditto—Halmstad ..	McKinley & Co	2,000
Ditto- ..	M. da Costa Almeida	1,000
Ditto—Gothemburg ..	M. da Costa Almeida	1,000
Ditto- ..	Hard, Rand & Co	500
Ditto- ..	McKinley & Co	250
Ditto- ..	Galerno Gomes & Co	250
Ditto- ..	Norton Megaw & Co	1,125
Ditto—Hermosand ..	M. da Costa Almeida	2,000
Ditto—Hundicksvall ..	McKinley & Co	1,500
Ditto—Sundswall ..	Dias Garcia & Co	3,500
Ditto- ..	Galerno Gomes & Co	750

Ditto- ..	Pinto & Co	500
Ditto- ..	McKinley & Co	500
Ditto- ..	Nordskog & Co	500
Ditto- ..	Hard, Rand & Co	500
Ditto- ..	Norton Megaw & Co	1,000
Ditto—Ornskoldswick ..	Dias Garcia & Co	1,000
Ditto—Malmo ..	Eugen Urban & Co	754
Ditto—Oscarhamn ..	Norton Megaw & Co	500
Ditto—Dramen ..	Nordskog & Co	250
Ditto- ..	Eugen Urban & Co	125
Ditto—Kalmar ..	Norton Megaw & Co	250
Ditto—Bergen ..	M. da Costa Almeida	193
Ditto—Copenhagen ..	Eugen Urban & Co	125
Ditto—Norkoping ..	Hard, Rand & Co	125
Ditto—Laurvig ..	Nordskog & Co	125

19—VASARI—New York ..	Pinto & Co	2,000
Ditto- ..	Theodor Wille & Co	1,000
-R. DE JANEIRO—Christiania ..	Louis Boher & Co	750
Ditto- ..	Galerno Gomes & Co	500
Ditto- ..	Norton Megaw & Co	500
Ditto- ..	Ornstein & Co	500
Ditto- ..	Eugen Urban & Co	375.5
Ditto- ..	Pinto & Co	250
Ditto- ..	Nordskog & Co	125
Ditto—Bergen ..	Louis Boher & Co	750
Ditto- ..	Galerno Gomes & Co	750
Ditto- ..	McKinley & Co	500
Ditto- ..	Eugen Urban & Co	250
Ditto—Trondjeim ..	Nordskog & Co	1,000
Ditto- ..	Pinto & Co	750
Ditto- ..	A. G. Coop. M. Geraes	250
Ditto- ..	Hard, Rand & Co	250
Ditto—Christiania ..	A. J. Polzick	500
Ditto—Aalesund ..	Pinto & Co	250
15—EASTERN PRINCE—N. York ..	Hard, Rand & Co	4,500
Ditto- ..	McLaughlan & Co	3,300
Ditto- ..	Stolle Emerson & Co	3,000
Ditto- ..	Louis Boher & Co	2,550
17—JUPITER—Montevideo ..	Ornstein & Co	605
Ditto- ..	Mesa de Rendas, Rio	5
-PROVENCE—Marseilles ..	Karl Valais	3,000
Ditto—Oran ..	Pinto & Co	1,000
Ditto- ..	Galerno Gomes & Co	1,000
Ditto—Algiers ..	Norton Megaw & Co	1,000
Ditto- ..	Pinto & Co	250
Ditto—Casa Blanca ..	Castro Silva & Co	875
Ditto—Rabat ..	Castro Silva & Co	250
Ditto—Chippre ..	Pinto & Co	250
Ditto—Malta ..	Pinto & Co	250
Ditto—Saffi ..	Castro Silva & Co	125
Ditto—Larnaca ..	Castro Silva & Co	125
Ditto—Tangiers ..	Castro Silva & Co	125
Ditto—Mostaganem ..	Pinto & Co	125
Ditto—Palermo ..	Pinto & Co	125
18—SAMARA—Montevideo ..	Castro Silva & Co	243
Ditto—Buenos Aires ..	Castro Silva & Co	50
18—TUDOR PRINCE—N. Orleans ..	Ornstein & Co	2,500
Ditto- ..	Louis Boher & Co	1,000
19—ESTRELLA—Christiania ..	Louis Boher & Co	1,625
Ditto- ..	McKinley & Co	1,750
Ditto- ..	Eugen Urban & Co	1,250
Ditto- ..	Ornstein & Co	500
Ditto- ..	Pierre Pradez	500
Ditto- ..	Norton Megaw & Co	375
Ditto- ..	Pinto & Co	250
Ditto- ..	Nordskog & Co	125
Ditto—Bergen ..	Norton Megaw & Co	750
Ditto- ..	Castro Silva & Co	1,500
Ditto- ..	Eugen Urban & Co	250
Ditto- ..	Hard, Rand & Co	250
Ditto- ..	McKinley & Co	250
Ditto- ..	Klingerberg & Co	100
Ditto—Christiania ..	A. J. Hollenrech	1,406
Ditto- ..	Klingerberg & Co	1,000
Ditto—Trondhjem ..	A. G. Coop. M. Geraes	500
Ditto- ..	Ornstein & Co	500
Ditto- ..	Hard, Rand & Co	270
Ditto- ..	Norton Megaw & Co	250
Ditto—Arendal ..	Nordskog & Co	375
Ditto- ..	Pinto & Co	375
Ditto—Aalesund ..	Pinto & Co	500
Ditto—Laurvig ..	Pinto & Co	250
Ditto—Dramen ..	Galerno Gomes & Co	125

Total overseas

COASTWISE

15—M. GERAES—Pará ..	Eugen Urban & Co	170
17—JUPITER—Corumbá ..	Eugen Urban & Co	200
Ditto- ..	Pinto & Co	30
Ditto—Rio Grande ..	Leal Santos & Co	107

-ITAPURÁ—Pelotas	Sequeira & Co	55	
Ditto	L. Moreira	25	
Ditto	Castro Silva & Co	15	
Ditto—Porto Alegre	Sequeira & Co	60	
Ditto—S. Francisco	Ornstein & Co	39	134
18—ITAPUHY—Porto Alegre	Cardozo Silva	—	100
-ITAPUOA—Pelotas	Ornstein & Co	350	
Ditto	Castro Silva & Co	200	
Ditto	Stolle Emerson & Co.	140	
Ditto	McKinley & Co	50	
Ditto—Porto Alegre	E. Parcellos	50	
Ditto	McKinley & Co	50	
Ditto	Stolle Emerson & Co.	100	
Ditto—Rio Grande	McKinley & Co	50	
Ditto	Theodor Wille & Co.	25	
Ditto—Antonina	Sequeira & Co	15	1,030
20—BRAZIL—Pará	Theodor Wille & Co.	520	
Ditto	Roberto Schoenn & Co.	210	
Ditto	Eugen Urban & Co	150	
Ditto	Ornstein & Co	50	
Ditto—Maranhão	Eugen Urban & Co	540	
Ditto	Theodor Wille & Co.	70	
Ditto	Ornstein & Co	50	
Ditto—Ceará	Theodor Wille & Co.	275	
Ditto—Manãos	Eugen Urban & Co	84	
Ditto	Theodor Wille & Co.	80	
Ditto	Ornstein & Co	30	
Ditto—Itacoatiara	Theodor Wille & Co.	115	
Ditto	Eugen Urban & Co	20	
Ditto—Tutoya	Theodor Wille & Co.	50	
Ditto—Maceió	Theodor Wille & Co.	40	
Ditto—Obidos	Ornstein & Co	25	2,309
Total coastwise		—	4,140

SANTOS

During the week ending October 21st, 1915.

LIV—Stockholm	Société F. Bresilienne	5,000	
Ditto	Hard, Rand & Co	4,500	
Ditto	Ed. Johnston & Co	3,500	
Ditto	Nauman Gepp & Co.	3,000	
Ditto	Cia. Prado Chaves	1,500	
Ditto	Whitaker Brotero & C.	1,500	
Ditto	Leon Israel & Bros.	1,000	
Ditto	M. Wright & Co	500	
Ditto	G. Trinks & Co	500	
Ditto	Nordskog & Co	500	
Ditto—Malmö	M. Wright & Co	2,500	
Ditto	Leon Israel & Bros.	1,000	
Ditto	J. Aron & Co	1,000	
Ditto	Cia. Prado Chaves	500	
Ditto	G. Trinks & Co	500	
Ditto—Gothemburg	Eugen Urban & Co	250	
Ditto	Leon Israel & Bros.	2,000	
Ditto	Whitaker Brotero & C.	1,500	
Ditto	Société F. Bresilienne	1,000	
Ditto—Christiania	Nauman Gepp & Co.	1,000	
Ditto	Ed. Johnston & Co	1,000	
Ditto	M. Wright & Co	500	
Ditto	G. Trinks & Co	500	
Ditto	Nordskog & Co	250	
Ditto	Eugen Urban & Co	250	
Ditto	Schmidt Trost & Co.	1	35,251
13—ESTRELLA—Christiania	Whitaker Brotero & C.	1,000	
Ditto	M. Wright & Co	1,000	
Ditto	G. Trinks & Co	875	
Ditto	Nordskog & Co	250	
Ditto	Eugen Urban & Co	250	
Ditto—Bergen	Cia. Prado Chaves	2,000	
Ditto	Nauman Gepp & Co.	500	
Ditto—Aalesund	Leite & Santos	1,000	
Ditto	Nordskog & Co	1,000	
Ditto—Trondhjem	Nauman Gepp & Co.	1,000	
Ditto	Leme Ferreira & Co.	500	
Ditto—Skien	Nordskog & Co	250	
Ditto—Christiansund	G. Trinks & Co	125	
Ditto	Zerrenner Bulow & C.	2	9,752
-SIGNE—Stockholm	Hard, Rand & Co	2,250	
Ditto	M. Wright & Co	1,750	
Ditto	Cia. Prado Chaves	1,500	
Ditto	Nauman Gepp & Co.	1,500	
Ditto	Eugen Urban & Co	1,500	
Ditto	Société F. Bresilienne	1,500	
Ditto	Whitaker Brotero & Co.	1,250	
Ditto	Ed. Johnston & Co	1,000	
Ditto	E. Whitaker & Co	1,000	
Ditto	Malta & Co	1,000	
Ditto	Levy & Co	1,000	
Ditto	Leme Ferreira & Co.	500	
Ditto	Diebold & Co	500	
Ditto	G. Trinks & Co	500	
Ditto—Gothemburg	Nordskog & Co	1,500	
Ditto	Whitaker Brotero & Co.	1,750	
Ditto	Leon Israel & Bros	1,000	
Ditto	E. Whitaker & Co	1,000	
Ditto	Hard, Rand & Co	750	

Ditto	Nauman Gepp & Co.	500	
Ditto	Malta & Co	500	
Ditto	Leme Ferreira & Co.	500	
Ditto	Nossack & Co	500	
Ditto	Cia. Prado Chaves	250	
Ditto—Malmö	J. Aron & Co	1,000	
Ditto	Ed. Johnston & Co	1,000	
Ditto	Cia. Prado Chaves	750	
Ditto—Christiania	Eugen Urban & Co	250	
Ditto	Nordskog & Co	250	
Ditto—Consumption	Schmidt, Trost & Co.	1	27,751
16—TUDOR PRINCE—N. Orleans	Santos Coffee Co	10,131	
Ditto	Malta & Co	10,000	
Ditto	Ed. Johnston & Co	8,000	
Ditto	Stolle Emerson & Co.	6,015.5	
Ditto	Nauman Gepp & Co.	5,100	
Ditto	Société F. Bresilienne	4,500	
Ditto	Hard, Rand & Co	3,784	
Ditto	Levy & Co	2,375	
Ditto	M. Wright & Co	2,050	
Ditto	Arbuckle & Co	2,009	
Ditto	Raphael Sampaio & C.	1,250	
Ditto	Toledo Assumpcao	1,000	
Ditto	Nioate & Co	500	56,715
16—LEAO XIII—Santander	Prado Ferreira & Co.	750	
Ditto	Hard Rand & Co	125	
Ditto	Nauman Gepp & Co.	125	
Ditto	A. Azevedo & Co	100	
Ditto—Vigo	Prado Ferreira & Co	300	
Ditto	Monteiro & Pascual	20	
Ditto	Transco Hermanos	1	
Ditto	F. Vallejo	1	
Ditto—Lisbon	J. J. Ferreira & Co.	250	
Ditto—Gijon	Prado Ferreira & Co.	125	
Ditto—Consumption	Ribas Hermanos	7	1,804
17—BUL. PRINCE—Buenos Aires	Stolle Emerson & Co.	1,000	
Ditto	Ed. Johnston & Co	708	1,708
17—DESNA—Buenos Aires	Société F. Bresilienne	106	
Ditto	Whitaker Brotero & Co.	100	206
Total overseas		—	153,187

PER DESTINATIONS.

PER SHIPPERS.

Sweden	127,206	Brazilian	88,007
United States	76,274	British	69,297
Norway	52,292	American	60,384
France and Colonies	8,500	French	35,251
South America	3,103	Norwegian	9,256
Spain	1,554	German and Austrian	8,164
Denmark	1,250		
Portugal	250		
Overseas	270,339	Overseas	270,339
Coastwise	4,140	Coastwise	4,140
Total	274,479	Total	274,479

PER SHIPPING COMPANIES

Swedish	151,131
British	75,479
Norwegian	53,028
French	8,792
Spanish	1,304
Brazilian	505
Overseas	270,339
Coastwise	4,140
Total	274,479

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS

Year	Week Ended	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1915	16th. Oct.	701,000\$	12 7 32	£ 35,689	£ 1,208,898
1914	15th. Oct.	521,000\$	11 11 16	£ 27,542	£ 1,225,650
Increase....	—	180,000\$	—	£ 8,147	—
Decrease....	—	—	15,32	—	£ 16,752

PERNAMBUCO MARKET REPORT.

16th October, 1915

Sugar. Entries continue on a small scale and to 14th were only 22,347 bags compared with 67,771 bags for same date last year. a very large difference and locally the market is exceedingly firm and planters are easily getting 6\$000 for usinas and 5\$300 to 5\$600 for white crystals a granel in praça, whilst a small lot of Demerara was sold yesterday at 4\$400 for home consumption, as export value is not to-day over 4\$000 to 4\$200 and in the States so far ideas seem to be low and for new crop Cubas they were talking of only 2½ to 3½ cents. being a drop of one cent per lb., or about the same price as ruled before the war commenced. If Cubans sell at such prices, there does not seem much prospect of any very high price for this quality for export this season. So far there is very little enquiry from southern ports for the article, but based on the undoubtedly small crop now being harvested, dealers anticipate higher values to rule presently

To-day's quotations are as follows, with little doing:—

Usinas	6\$300 to 6\$500	per 15 kilos on shore
Crystal (white)	5\$800 to 6\$000	" " "
Ditto (yellow)	4\$400 to 4\$700	" " "
Whites 3a boa	5\$400 to 5\$600	" " "
Somenos	4\$800 to 5\$200	" " "
Bruto secco	3\$400 to 3\$800	" " "

There have been no foreign exports during the week.

Cotton. Entries to 14th have been 7,285 bags, compared with 6,527 bags for some date last year. Market continues very firm and prices constantly advancing with unabated enquiry from southern mills, especially S. Paulo. On 8th 18\$500 was offered, but no sales made and on 11th buyers came out with offers of 20\$ but only succeeded in getting about 300 bags and during last few days about 200 bags more were reported as sold as this figure, then sellers all retired and yesterday a few hundred bags were reported as sold at 21\$000, at which the market is very firm, with no stuff offered. Only 150 bags were sold to-day; 22\$000 is obtainable, but sellers' ideas are 25\$000.

Coffee quotations are unchanged at 7\$500 to 7\$800, without sellers.

Cereals are firm and generally in demand. Milho is up to 9\$200 to 9\$300 per bag of 60 kilos. Beans 17\$000 to 17\$500 per bag for imported and 21\$000 for home grown. Farinha 11\$500 to 12\$000 per bag of 50 kilos imported and 26\$000 to 30\$000 per bag of 100 kilos home grown.

Exchange has been alternately weak and firm according to news from Rio, but throughout the week collections have been at 12d., rising afterwards to 12 3-16d. to 12 1-4d. For business to-day collections were at 12d. and market looks firm without Rio news. Banks offer to draw at 12 3-16d., but there is no money.

RUBBER

Weekly Cable. Hard Fine closed in London on Friday at 2s. 6d. per lb., an improvement of 1d. since previous Friday and Sertão Fina at Pará at 4\$100, an improvement of 100 reis per kilo.

EXPORTS OF RUBBER OF ALL GRADES, in tons of 1,000 kilos.

	Aug. 1914	Jan. 1914	Aug. 1913- to Aug. 1914	Aug. 1915	Jan. Aug. 1914- to Aug. 1915	Aug. 1915
Great Britain	534	8,691	13,749	650	8,594	11,922
United States	981	11,815	18,246	858	12,924	21,489
France	—	1,513	2,707	135	656	751
Germany	—	481	778	—	—	—
Belgium	—	1	30	—	—	—
Italy	—	—	—	—	64	100
Argentina, in transit	—	53	66	13	96	110
Uruguay	—	393	432	8	289	323
The Cape	—	—	2	—	—	—
Portugal	—	27	27	2	—	4
Spain	—	—	—	—	2	2
Total	1,515	22,974	36,037	1,566	22,629	34,700
Value in £	290,631	5,052,412	8,304,751	284,612	4,358,882	6,650,059
Value per ton in £	191.8	219.9	230.4	181.1	192.6	191.9
Value in Rs.	76,635,685	—	—	82,430,789	—	—

August Movement. In spite of the disorganisation of shipping in August last year, consequent on the outbreak of war, shipments during the month of August this year were greater by only 51 tons. Of the total of 1,566 tons shipped, 38.9 per cent. went to the United Kingdom, 54.8 per cent. to the United States and 7.2 per cent. to other destinations. Exports to France were almost nil, as also in transit via Montevideo and Argentina from Matto Grosso and Bolivia.

Compared with August last year, the f.o.b. value per ton shows a decline of £10 per ton or 5.2 per cent.

Eight Months, January-August. Compared with same period last year, exports show a shrinkage of 345 tons or 1.5 per cent. in volume and of £693,530 or 13.8 per cent. in sterling value, but increase of Rs. 5,795,104\$ in currency value. Allowing for the shrinkage of 1.5 per cent. in quantity, the net increase in currency value is 7,050,000\$ or over 9 per cent.

It is this factor—the depreciation of the currency—that in spite of the much lower cost of production of Malay rubber enables the Brazilian industry to compete and to ship even the poorest qualities, like caucho and manicoba. Without it, every quality but the hard fine varieties would probably have disappeared from the list of exports.

Of the total exported during the 8 months, 61.9 per cent. went to the States, 34.2 per cent. to the United Kingdom, 2.1 per cent. to France, 0.3 per cent. to Italy, 1.3 per cent. to Buenos Aires and Montevideo, in transit from Bolivia and Matto Grosso and about 0.3 per cent. to Spain and Portugal.

Thirteen Months, August, 1914-1915. Shrinkage in quantity 1,337 tons or 3.7 per cent. and in sterling value of £1,044,642 or 19.8 per cent. The f.o.b. value per ton for the 8 months shows a decline of 16.3 per cent.

SHIPPING

Engagements Royal Mail—Altogether 34,000 bags have been engaged for the s.s. Pembrokehire, Rio to Havre and 68,000 Santos and 14,000 Bahia, making 116,000 in all. She is now full up and can accept no more cargo. For the s.s. Desna, on 29th, 250 tons of bran have been engaged for London.

—Mr. Luiz Campos reports 40,000 bags per s.s. Iris, December loading, from Rio and Santos for Scandinavia; 10,000 bags Rio and 15,000 bags Santos per s.s. Lusiania, for Italy and 500 bags per s.s. P. de Satrustegui for Spain.

—The sinking of three British ships at Hamburg is, it may be presumed, a reprisal for the sinking of the Hamburg S.-America s.s. Pernambuco and another liner by British submarines in the Baltic. As, however, the tonnage, if not the number of German ships in British hands is quite as large as the British ships in possession of Germany, it will be a simple matter to adjust accounts after the war is over.

—The Johnson liner P. Ingeborg grounded in the Christiania Flord and will be substituted by the chartered Norwegian steamer Rena, to load coffee, first half December. The outward cargo of the P. Ingeborg will be carried by the s.s. Oscar Fredrick.

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO

During the week ending October 21st, 1915.

- Oct. 15.—P. DE MORAES, Brazilian s.s., 497 tons, from Laguna
 15.—SIGNE, Swedish s.s., 1499 tons, from Santos
 15.—ESTRELLA, Norwegian s.s., 892 tons, from Buenos Aires
 15.—MANTIQUEIRA, Brazilian s.s., 978 tons, from Porto Alegre
 15.—DUPELIX, French s.s., 3650 tons, from Santos
 15.—SAN HILARIO, British s.s., 5454 tons, from Tampico
 15.—DESNA, British s.s., 7288 tons, from Liverpool
 16.—BAHIA, Brazilian s.s., 2084 tons, from Manáos
 16.—S. PAULO, Brazilian s.s., 2213 tons, from New York
 16.—CORDOVA, Italian s.s., 3002 tons, from Buenos Aires
 16.—PROVENCE, French s.s., 2480 tons, from Buenos Aires
 16.—TRIXEIRINHA, Brazilian s.s., 257 tons, from S. J. da Barra
 17.—ITAPUBA, Brazilian s.s., 717 tons, from Aracaju
 17.—MAYRINA, Brazilian s.s., 3721 tons, from Buenos Aires
 17.—LEAO XIII, Spanish s.s., 2721 tons, from Bordeaux
 17.—SAMARA, French s.s., 3732 tons, from Rosario
 17.—TUDOR PRINCE, British s.s., 2767 tons, from Rosario
 17.—TIJUCA, Brazilian s.s., 1108 tons, from Pará
 18.—NOVILLO, Argentine s.s., 1941 tons, from S. Vicente
 18.—VOLOGOA, Russian s.s., 2906 tons, from Nantes
 18.—ALPHEM, Norwegian barque, 1165 tons, from Gul Port
 19.—RE VITTORIO, Italian s.s., 4363 tons, from Genoa
 19.—VASARI, British s.s., 6552 tons, from Buenos Aires
 19.—CALIFORNIA, American s.s., 4879 tons, from Santos
 19.—ITAPEMA, Brazilian s.s., 825 tons, from Porto Alegre
 19.—PHILADELPHIA, Brazilian s.s., 825 tons, from Caravellas
 19.—ALACRITA, Italian s.s., 1690 tons, from Genoa
 20.—MAASLAND, Dutch s.s., 6231 tons, from Amsterdam
 20.—COPIVARY, Brazilian s.s., 449 tons, from Laguna
 20.—GELRIA, Dutch s.s., 8520 tons, from Buenos Aires
 20.—PLANETA, Brazilian s.s., 253 tons, from Cabo Frio
 20.—ECHUNGA, British s.s., 2245 tons, from Buenos Aires
 20.—HOLLANDIA, Dutch s.s., 4603 tons, from Amsterdam
 21.—P. UMBERTO, Italian s.s., 4202 tons, from Buenos Aires
 21.—DIVONA, French s.s., 3095 tons, from Bordeaux
 21.—T. DI SAVOIA, Italian s.s., 4895 tons, from Genoa
 21.—ORONSA, British s.s., 5516 tons, from Callao
 21.—ORITA, British s.s., 5818 tons, from Liverpool
 21.—HERSCHEL, British s.s., 4955 tons, from Buenos Aires
 21.—CAMOENS, British s.s., 2640 tons, from Santos
 21.—J. EINTAIL, British s.s., 2720 tons, from Uewport News
 21.—BOROBREMA, Brazilian s.s., 1002 tons, from Camocim
 21.—RIO BLANCO, British s.s., 2580 tons, from New York
 21.—F. J. LISMAN, American s.s., 1656 tons, from Santos

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO

During the week ending October 21st, 1915.

- Oct. 15.—ZAZA, Brazilian tug, 60 tons, for Cabo Frio
 15.—MINAS GERAES, Brazilian s.s., 2179 tons, for New York
 15.—DESNA, British s.s., 7288 tons, for Buenos Aires
 15.—CORDOVA, Italian s.s., 2005 tons, for Genoa
 16.—ITAUBA, Brazilian s.s., 978 tons, for Porto Alegre
 16.—ZEELANDIA, Dutch s.s., 4960 tons, for Amsterdam
 16.—ITANEMA, Brazilian s.s., 553 tons, for Buenos Aires
 16.—TESPOOL, British s.s., 2938 tons, for Baltimore
 16.—PENNSYLVANIA, American s.s., 4046 tons, for Baltimore
 16.—SABIA, British s.s., 1767 tons, for Rosario
 16.—LIV, Norwegian s.s., 1797 tons, for Gohtemburg
 17.—JUPITER, Brazilian s.s., 1800 tons, for Montevideo
 17.—PROVENCE, French s.s., 2480 tons, for Marseilles
 17.—GURUPY, Brazilian s.s., 1221 tons, for Pará
 17.—LEAO XIII, Spanish s.s., 2721 tons, for Bilbao
 17.—INDEPENDENCE, Argentine s.s., 618 tons, for Paranaguá
 18.—LOUISIANE, French s.s., 3305 tons, for Havre
 18.—SAMARA, French s.s., 3772 tons, for Buenos Aires
 18.—ESTRELLA, Norwegian s.s., 892 tons, for Bergen
 18.—NOVILLA, Argentine s.s., 1941 tons, for Buenos Aires
 19.—VASARI, British s.s., 6552 tons, for New York
 19.—RE VITTORIO, Italian s.s., 4363 tons, for Buenos Aires
 19.—ITAQUERA, Brazilian s.s., 1254 tons, for Recife
 19.—TUDOR PRINCE, British s.s., 2767 tons, for New Orleans
 19.—TIJUCA, Brazilian s.s., 1108 tons, for Santos
 19.—G. PUERREDON, Argentine s.s., 265 tons, for Paranaguá
 19.—SAN HILARIO, British s.s., 5454 tons, for Buenos Aires
 19.—ARASSUAHY, Brazilian s.s., 650 tons, for Caravellas
 20.—BRASIL, Brazilian s.s., 1999 tons, for Manáos
 20.—MAYRINA, Brazilian s.s., 3721 tons, for Laguna
 20.—ITATINGA, Brazilian s.s., 1181 tons, for Porto Alegre
 20.—GELRIA, Dutch s.s., 8520 tons, for Amsterdam
 20.—ITAUNA, Brazilian s.s., 401 tons, for Antonina
 20.—DUPELIX, French s.s., 4650 tons, for Havre
 21.—HERSCHEL, British s.s., 3945 tons, for Liverpool
 21.—DIVONA, French s.s., 3095 tons, for Buenos Aires
 21.—ORONSA, British s.s., 4516 tons, for Liverpool
 21.—ORITA, British s.s., 4818 tons, for Callao
 21.—P. UMBERTO, Italian s.s., 4202 tons, for Genoa
 21.—T. DI SAVOIA, Italian s.s., 4895 tons, for Buenos Aires
 21.—TRIXEIRINHA, Brazilian s.s., 257 tons, for S. J. da Barra
 21.—MAASLAND, Dutch s.s., 3216 tons, for Buenos Aires
 21.—SIGNE, Swedish s.s., 1499 tons, for Gohtemburg
 21.—MAROIM, Brazilian s.s., 925 tons, for Porto Alegre
 21.—COPIVARY, Brazilian s.s., 371 tons, for Amarragoao
 21.—ECHUNGA, British s.s., 2245 tons, for Pernambuco
 21.—HOLLANDIA, Dutch s.s., 4603 tons, for Buenos Aires

VESSELS ARRIVING AT THE PORT OF SANTOS

During the week ending October 21st, 1915.

- Oct. 14.—ITAPUHY, Brazilian s.s., 926 tons, from Pernambuco
 14.—ITAPERUNA, Brazilian s.s., 613 tons, from Porto Alegre
 14.—PROVENCE, French s.s., 2480 tons, from Buenos Aires
 15.—MAROIM, Brazilian s.s., 779 tons, from Porto Alegre

- 15.—ITAQUERA, Brazilian s.s., 926 tons, from Porto Alegre
 15.—BULGARIAN PRINCE, British s.s., 3129 tons, from New York
 16.—ITAUNA, Brazilian s.s., 403 tons, from Antonina
 16.—PEMBROKSHIRE, British s.s., 4918 tons, from London
 16.—LEAO XIII, Spanish s.s., 2720 tons, from Buenos Aires
 17.—A. STALHALOS, Grecian s.s., 1781 tons, from Philadelphia
 17.—DESNA, British s.s., 7288 tons, from Liverpool
 18.—JUPITER, Brazilian s.s., 567 tons, from Rio
 18.—ZEELANDIA, Dutch s.s., 4959 tons, from Buenos Aires
 19.—GELRIA, Dutch s.s., 8520 tons, from Buenos Aires
 19.—TIJUCA, Brazilian s.s., 1108 tons, from Macaco
 21.—RIO AMAZONAS, Italian s.s., 1849 tons, from Buenos Aires
 21.—INF. ISABEL, Spanish s.s., 3099 tons, from Buenos Aires
 21.—ITATINGA, Brazilian s.s., 295 tons, from Pernambuco
 21.—PENHA, Brazilian yacht, 52 tons, from Itajahy
 21.—ITAUNA, Brazilian s.s., 402 tons, from Rio
 21.—PENNSYLVANIA, American s.s., 2384 tons, from Buenos Aires
 21.—EINAR JARL, Norwegian s.s., 1112 tons, from Hull
 21.—SATELLITE, Brazilian s.s., 887 tons, from Montevideo

VESSELS SAILING FROM THE PORT OF SANTOS

During the week ending October 21st, 1915.

- Oct. 14.—DUPELIX, French s.s., 4646 tons, for Havre
 14.—ITAPUHY, Brazilian s.s., 926 tons, for Porto Alegre
 14.—GUAHYBA, Brazilian s.s., 654 tons, for Porto Alegre
 15.—ITAPERUNA, Brazilian s.s., 613 tons, for Aracaju
 15.—ITAQUERA, Brazilian s.s., 926 tons, for Pernambuco
 15.—GOYAZ, Brazilian s.s., 790 tons, for Rio
 15.—MAROIM, Brazilian s.s., 779 tons, for Manáos
 15.—RAVENNA, Italian s.s., 4023 tons, for Genoa
 15.—PROVENCE, French s.s., 2480 tons, for Marseilles
 16.—NAVEGADOR, British s.s., 2426 tons, for Buenos Aires
 16.—ESPADARTE, Brazilian yacht, 29 tons, for Tijuca
 16.—ITAUNA, Brazilian s.s., 403 tons, from Rio
 16.—BULGARIAN PRINCE, British s.s., 3129 tons, for Rosario
 16.—CALIFORNIA, American s.s., 3895 tons, for Baltimore
 16.—LEAO XIII, Spanish s.s., 2720 tons, for Bilbao
 17.—DESNA, British s.s., 7288 tons, for Buenos Aires
 18.—JUPITER, Brazilian s.s., 567 tons, for Montevideo
 19.—ZEELANDIA, Dutch s.s., 4959 tons, for Amsterdam
 19.—GELRIA, Dutch s.s., 8520 tons, for Amsterdam
 19.—SAMARA, French s.s., 3772 tons, for Buenos Aires
 21.—INF. ISABEL, Spanish s.s., 3099 tons, for Barcelona
 21.—ITAUNA, Brazilian s.s., 402 tons, for Antonina
 21.—ITATINGA, Brazilian s.s., 926 tons, for Porto Alegre
 21.—B. BJORNSON, Norwegian s.s., 3252 tons, for New York

The Week's Official War News

The following official communications have been received by His Majesty's Minister:—

London, October 19th, 1915.

The following is a summary of Russian official communiqués of October 15th to 17th:—

South of Riga, after artillery preparation, the Germans captured Garrosen Rozen and near Gross Nckau delivered several attacks driving the Russians back. The move from the west on Riga has since been repulsed.

Vigorous fighting occurred round Dwinsk, the Germans successively delivering five attacks, which were repulsed and the enemy brought to a standstill. A Russian flanking movement cut off and captured a portion of the German forces.

Between Lakes Demmen and Drieviaty fighting rages, the Germans being dislodged, with enormous losses, from positions on the south shore of the latter, losing prisoners and machine guns. On the western shore of Lake Boginskob, the enemy's line was pierced and the Russians crossed the River Drieviatca.

South of the Pripet, the Germans were thrown back across the river, our troops gaining an important success, capturing 43 officers and 1,500 men. German attempts to counter-attack were allowed to mature and then annihilated. Here 800 Austro-German bombthrowers and telegraph stores were captured. At dawn on the 17th we took the village above Novo Selki, capturing 1,000 prisoners, many machine guns and bombthrowers.

Along the Caucasian front there has been fighting between outposts of an increasingly frequent nature, the Turks being repulsed everywhere and sustaining heavy losses. South of Lake Van the Turks assumed the offensive, but were subjected to a silencing artillery fire. They hesitated, thereupon our troops charged and drove the Turks from the pass, leaving over 250 dead

on the field, 2 guns and many prisoners, while our losses were trifling.

London, October 20th, 1915.

Sir John French reports, 19th October:—Since 14th October artillery on both sides has been very active on our front south of the La Bassée Canal. The enemy has made a number of bombing attacks in the neighbourhood of fosse 8, all which have been repulsed. The continued reports in German communiqués of the repulse of British attacks north-east of Vermelles have no foundation.

Our new front in this region now leaves our old line at a point 1,200 yards south-west of the southern edge of Auchy Lez la Bassée and runs thence through the main trench of the Hohenzollern Redoubt in an easterly direction 400 yards south of the southern buildings of fosse No. 8 to the south-western corner of the quarries. We also hold the south-eastern corner of the quarries, our trenches running thence in a south-easterly direction parallel to and 400 yards from the south-western edge of Cite St. Elie to a point 040 yards west of the north edge of Hulluch. The line then runs along the Lens-La Bassée road to the chalkpit 1,500 yards north of the highest point of Hill 70. It then turns south-west to a point 1,000 yards east of Loos Church, where it bends south-east to the north-west slope of Hill 70 and runs along the western slopes of the hill, bending south-west to a point 1,200 yards south of Loos Church. From here it runs due west back to our old line.

The chord of the salient we have created in enemy's line, measured along our old front, is 7,000 yards in length. The depth of the salient at the chalk pit is 3,200 yards.

Since the 28th September the enemy has reinforced his troops holding the front we attacked by 48 battalions, which include a division of the Guard.

After a heavy bombardment, enemy attacked our front this afternoon between the quarries and Hulluch, being everywhere repulsed.

London, October 21st, 1915.

Following from Sir John French, October 20th:—Enemy's attack yesterday afternoon was made against our front from the quarries to Hulluch. After a heavy bombardment of our trenches, hostile infantry attempted to attack across open ground, but was completely stopped by our combined artillery, machine gun and rifle fire. This was followed by a number of bombing attacks in the neighbourhood of the Hohenzollern Redoubt and fosse 8. These attacks were also repulsed. Enemy's losses were very severe.

London, October 21st, 1915.

The Commander-in-Chief of the Mediterranean Expeditionary Force reports that during the last week there has been little to report as regards operations above ground, but on both sides mining activity has been considerable. At Hill 60 the Turks exploded a mine, evidently at a premature hour. Unfortunately for the enemy the mine exploded beneath his own lines an entanglements, causing much damage to his own trench but none to ours. In another part of our line the enemy succeeded in exploding a mine under our trenches, the garrison, however, had already withdrawn, but five of our miners underground were buried and given up as lost. Three days later, having dug themselves out, they reappeared, little the worse for their ordeal.

London, October 22nd, 1915.

Summary of Russian official communiqués of October 19th to 21st:—Fighting continues near Olai, between Mitau and Riga, the German offensive being held up. Our artillery have been active in this district and our aircraft have dropped bombs upon Friedrichsrof, seriously damaging the railway and enemy stores. We brought down a German aeroplane. By Plakane, east of Olai, the Germans, under a cloud of smoke, attacked three times.

Dvinsk Front: The Germans were also repelled from two positions. North of Postowa, after a struggle the Germans were dislodged from Russaki village, losing 200 men and 1 officer as prisoners.

On the left bank of the Styr, we continuously pursue the enemy retreating in disorder and scattering through the forest. Below Rapalowka we took 400 men and some machine guns. Recent captures include a battalion commander, his adjutant and 7 company officers, a completely intact howitzer battery and cartridges.

South-east of Kolki fighting rages, the Austro-Germans using almost exclusively dum-dum bullets.

On the 2st, north-east of Baranovitchi, after a coup de main, we carried Germans positions in four villages, taking 85 Austro-German officers, and 3,552 men, also 1 canon and some machine guns.

London, October 23rd, 1915.

Admiralty announce that during the week ending October 20th, 1,279 vessels entered and sailed from British ports. Of these, one was sunk, tonnage 2,071 tons. No fishing vessels were sunk.