Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. ?	RIO DE JANEIRO, TUESDAY, February 1st, 1916	N. 5

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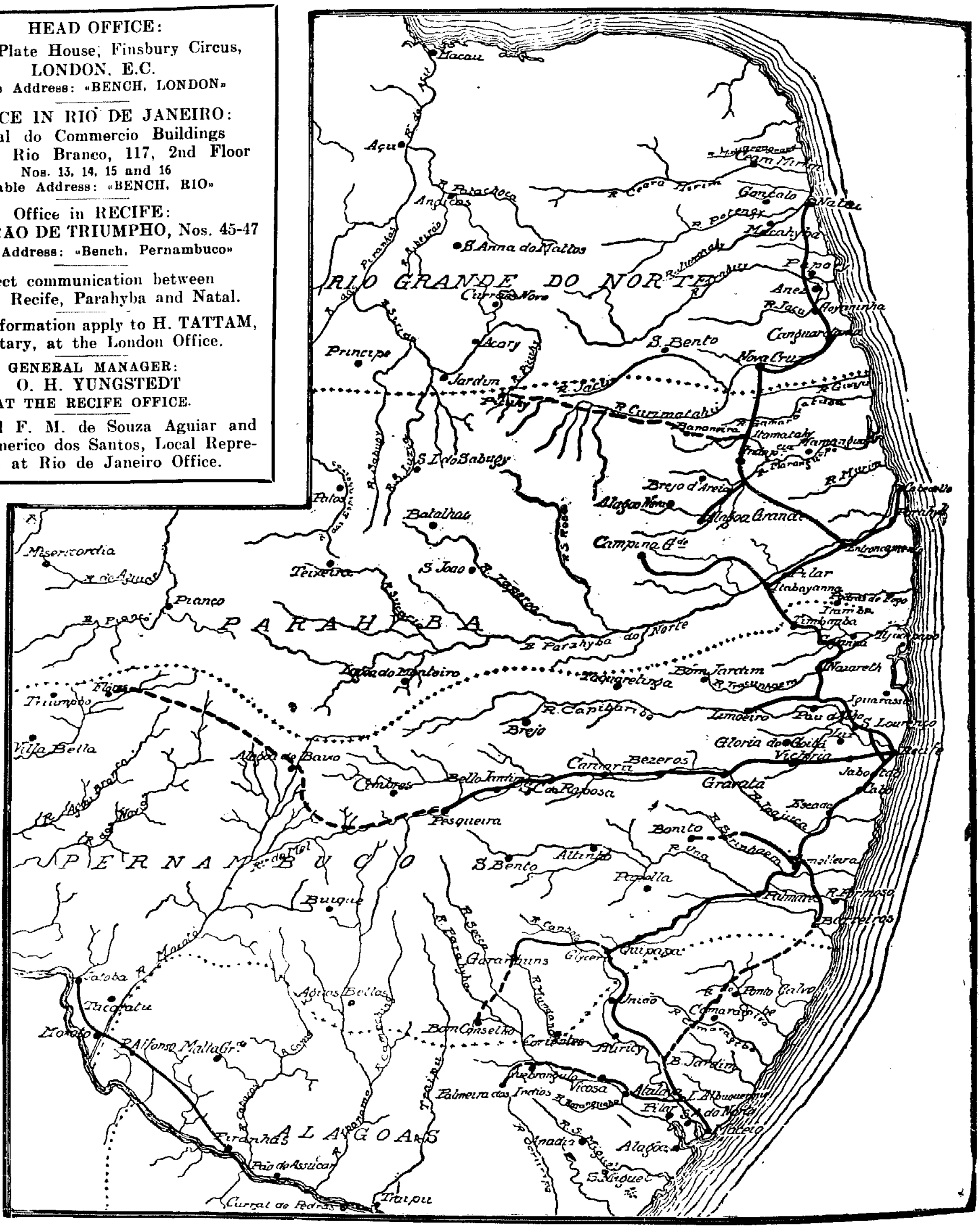

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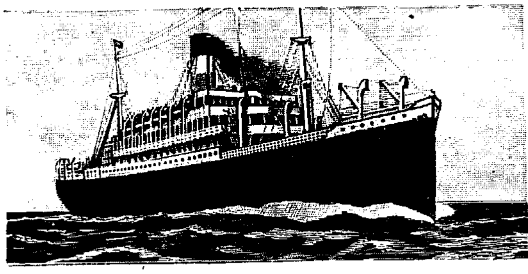

Byron............	8th, Feb.	Byron.............	2nd May
Vestris...........	22nd, «	Vestris	16th »
Vauban...........	21st, March	Voltaire...........	30th »
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Verdi	18th, »		

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MAIL FIXTURES

FOR EUROPE.

Feb. 4.—DEMERARA, Royal Mail, for Liverpool.
,, 10.—ORONSA, P.S.N.C., for Liverpool.
,, 25.—DESEADO, Royal Mail, for Liverpool.

FOR RIVER PLATE AND PACIFIC.

Feb. 13.—DESEADO, Royal Mail, for River Plate.
,, 16.—AMAZON, Royal Mail, for River Plate.

FOR THE UNITED STATES.

Feb. 8.—BYRON, 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.

REGISTRATION OF BRITISH PROPERTY IN ENEMY COUNTRIES.

While returns of enemy property held in Britain are compulsory under the provisions of the Trading Amendment Act, of 1914, returns of British property in enemy countries and territories in enemy occupation are voluntary.

The facilities offered by the Foreign Claims Office to British subjects resident within the United Kingdom are now extended to British claimants residing in neutral and Allied countries, who can now take advantage of the Public Trustee Office to record their claims against enemy subjects and firms in respect of property, debts or bank balances held by the latter.

The object of the Public Trustee in asking creditors of enemy firms or persons to make these returns is merely to make a record which, if comprehensively completed, will be of great assistance to the Government in estimating the relative positions of this country and its enemies with regard to indebtedness of all kinds.

It is well to observe the exact meaning of "enemy" in this connection: An enemy is a person of whatever nationality residing or carrying on business in enemy territory. A British subject, therefore, who resides or carries on business in enemy territory is for the present purposes to be considered an enemy, while a person of German, Austrian, Turkish or Bulgarian nationality residing in British territory is not an enemy from this point of view.

The returns should include personal luggage left behind in enemy countries by British subjects when travelling home before or after the outbreak of war, care being taken to show whether the luggage was given into the charge of someone (a railway official or hotel keeper for example) or was detained against the will of any traveller.

The different forms and notices issued by the Public Trustee's Department can be seen at the British Consulate.

NOTICE.

The Board of Trade will hold a British Trade Fair at the Victoria and Albert Museum in London, which will open on Feb. 21st and last for a period of 12 days. The Fair in question will be similar to the one held at the Agricultural Hall in May last and which obtained so conspicuous a success. Samples of British manufactured toys, china, fancy goods, earthenware goods, glass ware, printing and staionary will be exhibited and it will be sought to place contracts on the spot. Special faciliteis are provided for meetings between manufacturers and purchasers and for the conclusion of business.

Visitors to the Fair are requested to put themselves into communication with the Board of Trade, (British Industries Fair), 32 Cheapside, London, E.C., on their arrival in England.

F. E. Drummond-Hay,
Acting British Consul-General.

British Consulate General,
Rio de Janeiro, 30th December, 1915.

—Arrangements have beenmade by His Majesty's Government whereby, until March 1st, documents accompanying goods destined for Switzerland and consigned to the Société Suisse de Surveillance will be considered in order, provided that a declaration that the goods are consigned to that Society be made before shipment and referred to on the bill of lading and that the Society's acceptance certificates, which will be obtained by the ultimate consignee during the voyage are produced at the port of disembarcation.

NOTES

Bound Volumes of "Wileman's Brazilian Review," No. 1, January-June, and No. 2, July-December, 1915, with their respective indices, can be now ordered.

Trading with the Enemy. Is not, enquires a subscriber, acceptance of subscriptions to your "Review" from enemy subjects inconsistent with your anti-trading-with-the-enemy attitude?

We can see no such incompatibility and we have long ago settled the matter in our own mind.

Wileman's Brazilian Review is a technical journal, that treats chiefly of economic and financial phenomena and their relation to this country, and, only by accident of the war, has taken to political propaganda.

Trading with the enemy is objectionable only in so far as it may afford aid and comfort to the enemy.

It is difficult to imagine in what way either the technical or political contents of this Review can afford any possible aid or comfort to our country's enemies, seeing that from the first our attitude towards the enemy has been consistent and unmistakable.

If subscriptions are renewed, in spite of our political attitude, the presumption is that enemy subscribers either sympathise with our views or find our technical information indispensable.

In either case our propaganda is effective. But propaganda costs money, which in this case is supplied mainly by subscribers, inclusive of those of enemy nationality. Q. E. D.

The Posteiro and Costeiro. There are lots of ways of killing pigs besides smothering them in butter, as these steamers found to their cost, when they were blacklisted by the British coaling stations. This obstacle has, however, been removed and they are now free to trade where they will, but it is to be hoped will avoid neutral countries like Holland and Scandinavia, where, in consequence of the blockade, conditions are somewhat precarious. The grounds on which these two steamers were originally blacklisted seemed to us at the time somewhat inadequate and we are glad they have been freed. We note that the intention is to stick to ports in the United States or Allied countries in future, where there is plenty of scope for the energies of all the national steamers this country possesses or is likely to possess for a generation to come. With wheat freights at £8 per ton and a little prudence fortunes could be made in no time that would put Brazilian shipping on its sea legs and enable it to double or triplicate its commercial fleet after the war.

—The German Chancellery is said to be much annoyed at the failure of the Rio Post Office to despatch its mail, as instructed, for Rotterdam by the Dutch s.s. Tubantia. The correspondence, it will be remembered, was seized by a British cruiser and so fell into the hands of the British authorities. The German Minister here is said to have demanded immediate dismissal of the Brazilian Postmaster General and seems to have raised quite a storm in a teacup about it. Somehow or other, the mail that should have left on 26th January by the Frisia seems to have been also overlooked, owing, it is said, to the registration department being unable to cope with the correspondence.

—The Brazilian Minister at London has requested the F.O. to use its good offices to prevent the R.M.S.P. Avon being withdrawn from the service. The Avon is reported to have been requisitioned by the British Government and there seems every liklihood of other steamers on this and other routes being taken too. Just at present Brazilian routes are not very attractive anyhow, better rates being at present obtainable at Buenos Aires. If, therefore, to please Brazil the F.O. succeeds in retaining the Avon in the service, it is to be hoped that the Government will do nothing to prevent her or her companion boats from getting cargo at Rio or Santos, as seemed to be contemplated, or she may be withdrawn again. At present the passenger service of belligerent liners does not pay and they have to look to cargo for profit and as Argentine rates are much higher there seems every likelihood of our being left in the lurch, though, of course, it is some reassurance to know that we have quite a lot of national boats to fall back on.

Free Trade. The war has alterd a lot of things and none more than the opinion of the most bigoted free traders as to the changes of policy that peace will bring about.

"I think," said Mr. Runciman, "that as far as commerce is concerned, Germany is a beaten nation and that it is our business to see that she does not get her head up after the war." But in order to curb German commercial ambition not only will special legislation and combination between Allies, such as is foreshadowed in Sir John Pelter's tariff scheme, be requisite, but far keener business methods on the part of our traders in neutral countries than was previously displayed.

The real explanation of the practical monopoly of the Brazilian export trade previous to the war is that German methods are far more thorough and the Germans employed in the trade far keener than our own, especially in the hinterland that they make their special field. Unless our traders and travellers can compete with Germans in every way, the chance of holding the trade of neutral countries that the war has thrown into our hands will be slight and before long Germans will have got most of it back again.

Handicapped as they may be by differential tariffs in actually belligerent countries, even such disadvantages can be overcome by superior organisation and keeness. For lasting success we must depend on our own individual efforts.

Protection may do something, but if it lulls us into a false confidence, the last state of British trade will be worse than the first.

One of the great difficulties of British merchants in this country, for example, is to find competent and reliable travellers to push British goods up country, away from the ports, until now largely left to Germans. For some reason or other the class of Englishmen who come out here do not seem to care for 'travelling' and consequently it is the German who mostly pushes hinterland trade, naturally, in preference, in his own direction, though many of the travellers of even British houses were formerly German.

When the question of holding British trade is taken methodically in hand, regular training of commercial travellers for each branch of trade and each different foreign country should be a subject for special consideration, as also the manner in which their services could be individually or collectively utilised by British merchants oversea.

When peace comes some degree of protection would seem requisite to enable British shipowners to bear their share in taxation and meet the competition of more favoured outsiders. It is from neutrals rather than from Germany that the menace to our mercantile marine, on which our supremacy as a world power depends, will come. Neutrals are everywhere straining every nerve to add to their tonnage, whilst ours is decreasing, and in every considerable mercantile country, except America, boats can be built and run more cheaply than with us. If, says "Fairplay," competition is not curbed by the creation of an Imperial Federation under which not only would the fleets and commerce of all the signatories to the body be protected, but adequate commerce be assured to home ports, freight rates after the war are likely to be so handicapped by taxation as to make business unprofitable at least to British shipping. One thing is certain, that Germany at any rate will not be allowed to compete with us in our own and colonial ports after the war.

Freedom of the Seas. Albert, Ballin, head of the Hamburg-American Line, in an article in the "Vossische Zeitung" says that in the construction of a last peace "the demand for the freedom of the seas is at the forefront. Ways and means must be found to assure this freedom not only in time of peace but also in time of war." It is, therefore, appropriate to inquire what the German interpretation of "freedom of the seas" means.

According to a statement issued by the British Foreign Office, in all cases of Swedish vessels sailing from home ports, the Swedish Custom House telepraghs to Berlin that no contraband of war is being carried, while all Swedish vessels leaving the Baltic are stopped at the south entrance of the Sound, where they are examined by German patrol boats. On which facts the Foreign Office comments: "The above appears to His Majesty's Government to merit being brought to the notice of the public as showing how the German Government, in those waters where they have any opportunity of displaying naval activity, practice the principle of the freedom of the seas for neutral commerce which they have so loudly accused his Majesty's Government of violating."

Tariffs After the War. We have received from Sir John Pilter, honorary president of the British Chamber of Commerce in Paris, the outline of an "after the war" scheme for a Customs union, to prevent recapture by the enemy of our home, colonial, and Allied markets. He proposes a threefold tariff on the following lines:—

(1) An Allied Nation Tariff.—This would be a maximum tariff, which may not be increased, but which may be reduced even to exemption either voluntarily or as the result of negotiations between any of the Allied nations, but such reductions to be binding only on those nations who so negotiate. The rate of this tariff could be taken as the average of the most-favoured-nation clauses of the present Allied nation tariffs. Such a tariff must necessarily be the result of a conference between the Governments of each of the Allied nations, and it is urgent that such a conference should meet at an early date, for to draw it up must necessarily be a work of time in order to satisfy the special requirements of each of the Allied Governments.

(2) A General Tariff.—This would be considerably higher than the Allied nation tariff, and would be app'ied to all neutral and enemy countries. Reductions may be granted by any of the Allied nations as may seem best to serve their interests—in exchange for similar or other special reductions on their tariff, or other advantages granted by enemy or neutral countries. Reductions to any extent, even to exemption, may be granted to neutral countries; but no reduction allowed to an enemy country which shall reduce this tariff to a rate inferior to 150 per cent. of the Allied tariff, as it is applied at the time. This tariff should effectually prevent the dumping of German and Austrian goods on Allied markets.

(3) A British Empire Tariff. This tariff would be a maximum tariff, i.e., one that shall not necessarily be levied by any portion of the Empire, but one that shall not be exceeded by any portion of the Empire against the produce of any other portion of the Empire. Thus Great Britain and Ireland or any other portion of the Empire could retain free imports from inside the Empire for any class of goods that it might be to their interst to receive free. Most-favoured-nation treatment would be imposed by Allied nations on enemy countries for a period of 50 years. It is, however, noted that this treatment can only be imposed on enemy countries by means of a convention or "scrap of paper," which cannot in the light of recent events be considered as binding on the German nation.

A Conference in London. — With a view to focussing the opinion of the commercial community in all parts of the Empire, the British Imperial Council of Commerce is convening a conference in London next June. A provisional programme has recently been circulated to the members, and is divided into three main heads—fiscal questions, legislative questions, and voluntary action by chambers of commerce and Boards of Trade. The items enumerated under each head include the adoption of a system of preferential tariffs within the Empire, measures against the dumping of enemy goods, amendment of the laws relating to nationalisation, compulsory registration of aliens throughout the Empire, the prohibition of contracts with aliens which may have the effect of restraining Imperial trade, and limitation of membership of chambers of commerce, etc., to British- born subjects.—"The Times."

A Foreign Trade Department. — Controller Appointed. The Foreign Trade Department of the Foreign Office has been set up by the Foreign Office as a new Department in order to carry out the policy embodied in the Trading with the Enemy (Extension of Power) Act, 1915. This Act gives power to prohibit trade by any person, firm, or company in the United Kingdom with any enemy persons or association established in neutral countries.

As the Foreign Trade Department will be concerned with preventing trade by British firms and companies with the enemy in neutral countries, it has been decided to merge with it the Trading with the Enemy Department of the Home Office, which has had the duty of enforcing the measures already taken to prevent trading with the enemy, and the staff of which will continue to perform the same duties as members of the new Department, in addition to taking part in the administration of the new Act.

Questions of contraband or the hindrance of oversea trade between neutrals and the enemy and the licensing of exports from this country, and all questions of trading with the enemy other than those described above, will continue to be dealt with by the Government Department which have hitherto been charged with these questions.

In order to secure the full benefit for British interests of the policy of the Department, the advice and assistance of business men will be invited through the Chambers of Commerce and other trade organisations. It is recognised that the success of this policy will depend on the active co-operation of the business community. It is hoped, therefore, that business men will be willing to aid the Department and also that they will not hesitate to consult it in any matter in which it can be of assistance to them.

Mr. L. Worthington Evans, M.P., has undertaken the direction of the new Department with the title of Controller of the Foreign Trade Department of the Foreign Office. Offices have been obtained at Lancaster House, The Mall, S.W. (above the London Museum), which have already been opened. All communications (including those relating to matters previously dealt with by the Trading with the Enemy Department of the Home Office) should be addressed to:—The Controller of the Foreign Trade Department, Lancaster House, The Mall, S.W.

The St. John del Rey or Morro Velho Gold Mine. Just when the Morro Velho mine was first opened is not known, but it was being operated toward the close of the 18th century, and considerable work had been done when the present company obtained control of it in 1834. The ore body consists of a great vein of unusual persistence and regularity that dips into the earth at an angle of about 45 degrees. It may be likened to a gigantic knife blade, held vertically and thrust into the earth at this angle with the point still lower than the present deepest workings. And it is these workings that make the mine remarkable. The combined depths of the connected shafts give a total of 5,824 feet. In other words, here is a gold mine that is being worked at a depth of more than a mile below the surface of the earth. Now, be it remembered, that the rock temperatures increase as the earth's crust is penetrated, in some regions the increase being as much as 1° F. for each 50 to 60 feet increase in depth. At this rate the temperature at the bottom of this mine would be over 100° higher than at the surface and fried ham and eggs might be prepared for the miners without any other heating apparatus than the loose rocks lying about. Incidentally the miners would be going through the frying process too. Fortunately, however, in this mine the rate of increase of temperature is only 1° for every 100 to 1200 feet, giving the rocks a temperature of only 112°. By forcing cooled air down into the mine by means of fans the temperature is lowered to a little less than 100°. Even at that it is rather snug, and the miners usually wear only shoes, donning trousers when company is expected. Still, the mine has produced a total of about $55,000,000 worth of gold, and is being worked now at a profit of something over $700,000 annually.—From the Bulletin of the Pan-American Union.

German Banking Methods. The following information on the methods of German banks in Chile has been extracted from a "Bulletin" published by the French Chamber of Commerce at Santiago, Chile:—

The advertised capital of German banks in Chile may or may not exist in reality. This capital simply represents the sum that the head office in Europe places actually or nominally at the disposal of its branch establishment in Chile. There is nothing to prevent the branch from withdrawing capital and remitting it to its principal house, since the deposits of customers suffice to assure its operations. These German branch establishments can therefore operate and realise their profits with the cash of their depositors without using their capital. In case of weakness in the cash reserve it is easy for a branch bank to draw on the European house, and by the sale of these bills, to strengthen the cash reserve, at the same time causing the reappearance of a part of the long withdrawn capital.

On the other hand recognition must be accorded to the excellent organisation of these banks. Their transactions are practically always commercial, they transact very little private business.

Their intelligence departments are very well organised and render great service to German manufacturers and merchants, and the German banks in conjunction with the German shipping companies complete a magnificent organisation for promoting German export trade.

The European war has, naturally, hindered the operations of German banks in Chile; a great number of depositors have transferred their custom to native banks; and their transactioins with Europe are, of course, entirely suspended. Nevertheless, the excellent organisation of these banks enables them to find an important market in North America. In fact, the United States are at present making great efforts to promote their commerce in South America and, not possessing banks of their own there, are working with the German banks, all of which have branches in New York, so that the European war, which has had so great an effect on their business, has not succeeded in absolutely arresting it.

Rise in Grain Freight. Commenting on the rise in grain freights, which has now reached £8 per ton, "The Times" of 7th January says: "For many weeks past the wheat freight from N. America to the West of England has remained at about 13s. 6d. per quarter, the stability being assisted by various expedients adopted by the Government to increase the supply of tonnage in this particular trade. But all the methods have failed to prevent a further rise this week and 15s. a quarter was yesterday quoted. This is equivalent to £3 10s. a ton or half the rate for the longer voyage from South America. Before the war 2s. 6d. per quarter was accepted."

MONEY

Closing Rates (from the "Jornal do Commercio"):—

	90 days' Bank	Commercial	Sovs.
Saturday, 22nd January	11 9-32	11 11-32	21$300
Monday, 24th January	11 3-8	11 15-32	21$000
Tuesday, 25th January	11 3-8	11 15-32	21$000
Wednesday, 26th January	11 3-8	11 15-32	21$100
Thursday, 27th January	11 3-8	11 15-32	21$100
Friday, 28th January	11 13-32	11½	21$000
Saturday, 29th January	11 15-32	11 9-16	20$800

Gold in the Caixa de Conversão on 29th January amounted to £5.015.397, no alteration since previous Saturday.

Monday, January 24th. All banks opened at 11¼d., some repassed paper being offered at 11 5-16d., the London and River Plate pushing this rate to 11 11-32d. at close. Some business was done in commercial at 11 3-8d.

Tuesday, January 25th. The River Plate Bank opened at 11 11-32d., others at 11 5-16d, and later on the Ultramarino offered to draw at 11 3-8d., the market closing at that rate in the Ultramarino, 11 11-32d. at River Plate and 11 5-16d. in other banks, with takers throughout the day at 11 7-16d.

Wednesday, 26th January. The Ultramarino and River Plate Banks opened at 11 11-32d., others at 11 5-16d., the former raising its rate to 11 3-8d. and towards the close offering to draw at 11 11-32d., the market closing at 11 3-8d. in Ultramarino and 11 11-32d. in all others. Few bills were offered at 11 15-32 to ½d., but at close were scarce at 11 7-16d.

Thursday, January 27th. Some banks opened at 11 3-8d., others at 11 11-32d., the market closing at 11 3-8d., obtainable only at the British Bank. A small business was done in commercial at 11 7-16d.

Friday, 28th January. Most banks opened at 11 3-8d., but no money offering and more bills making their appearance at 11½d. the Ultramarino and New York City Banks came out at 11 7-16d. and were followed by most other banks. A small business was done in repassed at 11 17-32d.

Saturday, 29th January. All banks opened at 11 7-16d., but towards the close most banks offered to draw at 11 15-32, without, however, attracting money. Bills were scarce at 11 15-32d.

The market was practically paralysed throughout the week. Some repassed paper was offered but no coffee bills. Santos was weak all the week except on Wednesday, when there was some selling.

No bills from Pará and few from Manaos.

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90 day dollar rates on New York: Jan. 22nd 4$500, 24th to 28th 4$490, 25th 4$480, and 29th 4$470.

Sterling (transfer) rate New York on London: Jan. 22nd to 25th $4.77, 26th and 27th $4.77½ and 28th and 29th $4.77. The new import point is now $4.766 due to higher freight and insurance.

Rio de Janeiro, January 29th, 1916.

The market closed 3-16d. up compared with previous Saturday at 11 15-32d.

Smaller embarques, which gave only £470,000 as against £778,000 the week before, were, however, counterbalanced by end of month covering by bears. Rubber experienced another nasty slump that carried prices back to 2s. 11d., as against the recent maximum of 4s. 1d. in the first week of January, a drop of 28.5 per cent.

Treasury disbursements on account of the floating debt proceed very slowly, but, even so, tend to swell the demand for bills.

The volume of embarques, it has been pointed out, is not a very reliable criterion of the instanteous supply of bills, because for part, at least, of their value exchange had been closed, perhaps, months ahead on the occasion of the purchase of the coffee and so failed to affect the exchange market at the moment of actual shipment.

The evident anxiety of holders to deliver their goods in consuming markets with as little delay as possible leads to the conclusion that, though a good deal of what is now going forward may come out of exporters' stocks, the balance consists of free coffee against which exchange has yet to be drawn, and that it is this remnant, with rubber bills and repassed paper that brought about last week's reaction.

Whether the reaction will continue seems to depend on the proportion of free to "tied" embarques.

Although the United States has received over 4,000,000 bags during this crop, there seems to be no abatement in requirements either for that destination or for Havre. The difficulty is to find tonnage; but if that can be overcome and shipments proceed regularly, there seems no reason to anticipate any serious decline in the supply of coffee bills for some time to come, especially as plenty of tonnage for Havre is offering by regular liners.

Enquiry from Scandinavia is improving, but is still far below recent maximum. The question is whether the U.S. and Havre can alone absorb not only the actual stock, but part of fresh entries that, to close to June, should amount to some 4,000,000 bags.

For New York no liners are now loading, so that shipments to that destination will depend chiefly on the activity of the Lloyd Brasileiro and other national lines and the supply of bills be largely controlled by this somewhat erratic factor.

There seems to be a disposition in New York to bull coffee, which is believed there to be cheap compared with the majority of commodities, and perhaps the late rise in into store quotations is a preliminary symptom that the eventuality of a heavy duty on coffee, a big demand by Germany as soon as the war is ended and the freight crisis may serve to stimulate.

The working of the American mind is not to be gauged, especially in times of a boom such as seem to be there impending. But why look the gift horse in the mouth? Let us be thankful in this dearth of shipping that the Americans have not taken it into their heads to bear coffee, like wheat in Buenos Aires, where it is a question of which gives way—the commodity or freights, with the betting on the former.

San Paulo Notes. Finding it impossible to issue a new loan in London to repay the Two-Year Notes falling due on 1st January, it has been decided to repay 30 per cent. and to renew the remaining 70 per cent. at a price of £95 per £100. The renewed notes will bear interest as before at the rate of 5 per cent. per annum. Holders are requested to present their notes for payment at the offices of the agents on or after the 15th December and they will receive £33 10s. in cash fofr every £100 notes, viz., £30 in respect of repayment and £3 10s. in respect of the renewal of the remaining £70 at 95 per cent. The coupon due next January, £2 10s., will be paid at due date. These terms appear to be advantageous to the holders who would appear to benefit considerably by the exchange. The amount of the nots outstanding was £4,200,000, of which some £1,200,000 appear to have been paid off and £3,000,000 renewed.

The Emergency Issue. Statement for 29th January:—

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		30:366$
Interest due from banks		9:050$
Repaid by banks on account of amort. and int.—		
Cash	5.387:927$	
Cash	5.203:383$	
Treasury bills	76.473:400$	
Interest on same	187:028$	
Expenses of issue	489:222$	82.537:577$
		342.599:544$

LIABILITIES.

Emission authorised	250.000:000$
10 per cent. of Customs receipts Rio and Santos ...	2.985:582$
Amortisation of loans	85.897:801$
Interest on loans	3.716:161$
	342.599:544$

Latest Quotations:—

	1916 Jan. 29	1916 Jan. 22	1915 Jan. 29
4 per cent., 1889	45½	45½	55
Funding, 1898, 5 per cent.	87½	78½	98½
Funding, 1914	73¾	73½	78
1910 4 per cent.	47	46	56
S. Paulo, 1888	85	85	92
Leopoldina stock	34	37¼	35½
S. Paulo Railway Ordinary	180	179	189
Traction Ordinary	51 5-8	53	56½
Dumont Coffee Co.	7 7-8	7¾	8½
Gold vales	11¾d.	12d.	15d.

Treasury bills, 12 to 14 per cent. discount.

COFFEE

Entries at the two ports for the week ended 27th January show a falling off of 67,513 bags compared with previous week and of 141,072 compared with same week last year, when entries were particularly active. There seems, however, every likelihood of Rio entries reaching 3¼ to 3½ millions and Santos perhaps over 11,000,000.

Clearances were large, amounting to 464,588 bags or 326,493 bags more than previous week. F.O.B. value for the week was £1.954 per bag as against £2.063 last week.

Embarques fell off by 145,491 bags compared with previous week and their value f.o.b. from £798,000 to £470,000.

Sales. Only 158,587 bags were declared as against 171,159 for previous week and 168,823 last year.

Sailings. Of the 470,247 bags sailed, 136,020 bags went to the States, 174,796 to Scandinavia, 46,109 to France, 72,638 to rest of Europe and Mediterranean, 32,640 to the Cape, 2,385 to the Plate and 5,659 coastwise.

Stocks at the two ports on 27th January were 2,789,111, a shrinkage of 165,558 bags since previous Thursday, accounted for by a decrease of 125,425 at Rio and 40,133 at Santos.

Prices at Rio improved, closing on January 27th at 6$128, 5$856 and 5$583 for Nos. 7, 8 and 9 respectively, as against 5$924, 5$651 and 5$397 the previous Thursday.

At Santos there were no alterations, superior at 5$500 and good average at 3$800.

At New York prices improved, closing March 7.29c., May 7.34c., and Sept. 7.52c., as against 7.00c., 7.09c. and 7.28c. the previous Thursday.

Havre also improved, May 59f00 and Sept. 57f25 as against 57f00 and 55f50.

At London prices mproved, March 42s. and Sept. 42s. 6d. as against 40s. 6d. and 40s. 9d. per cwt. previous Thursday.

The riddle of coffee is yet unsolved. Prices have risen again in both New York and Havre, whilst freights threaten to go to rates never before heard or thought of, however the Brazilian Government may try to regulate them. Even so the few national boats would not suffice and for the balance exporters would have to pay any price that the world's demand and supply for tonnage might impose. It would, of course, be absurd for the Lloyd Basileiro, or any other Brazilian line, to cut rates merely to enable consuming markets to get coffee more cheaply, but more absurd things have been and will continue to be done not only in this but other countries.

We understand, however, that national lines are already asking $1.30 per bag for New York and for Havre they are "mas realista que el rey" and are or were positively asking more than the Royal Mail or Chargeurs Reunis.

Though everybody is agreed that freights are too high there seems no way of abating them or, indeed, from preventing them from going higher still until the supply can be more balanced with the demand.

Every day fresh ships are requisitioned by the British Government and the supply of free shipping is more and more limited.

The Order in Council, published some days ago, is now being enforced prohibiting trading in British ships between neutral countries except by special license.

Meanwhile the British Government pays much less for requisitioned ships than is paid for chartered and can deliver goods in Allied countries much more cheaply than can ordinary exporters, so that sooner or later it will come to a conflict between shipowners and commodities as to which must give way.

In Buenos Aires the moment has already arrived and merchants who have sold for future delivery are between the devil and the deep blue sea. That the scarcity of tonnage will ultimately affect the price of wheat in Buenos Aires and bring it down to a parity with that of the United States and Canada, whence freight rates are only £3 10s. per ton as against £7 10s. or even £8 from Buenos Aires, seems extremely probable, the wonder being that so far the price of côffee has not suffered likewise, but c. & f. risen in New York more even than freights.

But conditions so anomalous cannot continue indefinitely and as soon as importers in the States manage to obtain delivery of the coffee they have already bought, it is logical to expect that the scarcity of tonnage will produce similar effects as in Buenos Aires and force down c. & f. offers here too.

Seeing that should freights for New York rise to $2 per bag it would add 10 per cent. to the cost of delivery, is it to be expected that, as the Brazilian adage has it, "com o queijo e pão na mão." American roasters should patiently submit to such a reduction in their profits? Indeed, if they have not reacted already it would seem to be because they live in fear as to what the S. Paulo Government may do, armed as it is for such a contingency by the authorisation of Congress to employ 150.000:000$ in purchase of coffee if necessary.

It is curious, however, that there should be a tendency in New York to bull coffee at such a moment and leads to the conclusion that there is something behind the scenes, such as fear of an import duty.

With regard to Havre the riddle is still more unsolvable. Negotiations are said to be well advanced for the transfer to the French Government of the valorisation stock that would reduce French consumption to half and yet there is talk of shipping a million bags to Havre in a hurry, even at the actual extortionate freight rates!

It would, no doubt, be a very good thing if we could get shot of valorisation coffees, but scarcely at the risk of finding the second great market for our coffe cut down by half! There is no doubt, however, of the anxiety of Havre to get more coffee, though why they should want such enormous quantities in such a hurry we cannot imagine. Perhaps some reader will explain?

Mr. Prado, the representative of the S. Paulo Government and also a member of the London Valorisation Committee, proposes to go to Berlin and confer with Bleichroder about the Hamburg stock which was commandeered by the German Government. Indeed it is high time something were settled, as at the rate German currency is depreciating precious little of its original value will be left for S. Paulo to claim after the war is over.

Approximate Shipments for the crop to 27th January:—

United States	4,162.000
Scandinavia	2,654.000
France	1,349,000
Holland	335,000
Rest of Europe and Mediterranean....	845,000
South America	157,000
The Cape	133,000
Overseas	9,635.000
Coastwise	144,000
Total	9,779,000

A Bull Circular. We have received from Messrs. Minford and Lueden of Wall Street, New York, an interesting circular and diagram illustrative of the course of coffee prices during the last years, from which we extract the following:—

The basis for the New York contract for coffee was raised on 1st July last one cent. per lb., so that comparison of the actual price of 6.60c. for January delivery corresponds in reality to 5.60c. in former years.

Coffee is the more interesting because its price for many years has not been at such a low level, whilst those of nearly all other commodities have improved.

Since July, 1914, sugar from 2 5-16 has risen to 3 5-8c., pepper from 10½c. to 14½c., cocoa from 11c. to 18½c., wool from 25c. to 35c., rubber from 53c. to 87c., copper from 14½c. to 22c., wheat from 78½c. to 125c., whilst cotton declined from 13c. to 12c. and coffee from 7c. to 6.60c. (5.60.)

When the war broke out a large decrease of consumption was looked for, but as a matter of fact deliveries show a substantial increase from 17,123,000 bags for 1912-13 to 18,582,000 in 1913-14 and 21,658,000 for 1914-15, whilst for the first six months of the current crop deliveries of Brazil sorts have been 8,828,000 as against 8,276,000 for 1914-15, 8,000,000 for 1913-14 and 7,753,000 for 1912-13. No doubt, say Messrs. Minford and Lueden, part of production has, in spite of the war, found its way into Germany and Austria, Gt. Britain and France being disinclined to crush Brazilian trade for political and economic purposes. The increase of deliveries in the United States is not surprising in view of the great prosperity of the country. Never has the roasting industry in this country been so prosperous as it is now.

Stocks, Messrs. Minford and Lueden believe, will decrease and the visible supply on 1st July next not be much above last year's.

As regards prices, it is well to call to mind how the prices of securities and of rubber have boomed to julge what coffee is capable of when once speculation realises how cheap it is.

Whatever the adjustments that peace may bring about, coffee will certainly not be a sufferer even if on account of reduced buying power the old world has less to spend, because coffee, and to a less degree, tea, will be in greater demand than ever.

The present situation of coffee, its low price and vast chances of higher values present a rare opportunity that anyone now going into the article will never find cause to regret.

—The New York "Journal of Commerce," of 31st December says: "The reduction in primary stocks indicates that the movement to Europe has not been interfered with as yet by the British Government, which refused permits here for export to Scandinavia.'

—How German firms manage to carry on in spite of cargo after cargo being seized and sold by the Prize Court in England is only explainable on the supposition that they are insured against seizure by the German Government.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Jan. 27 1916	Jan. 20 1916	Jan. 28 1915	Jan. 27 1916	Jan. 20 1915
Central and Leopoldina Ry..........	54.470	39.770	71.767	2.031.147	1.469.303
Inland..........	3 497	828	1.399	69.960	26.887
Coastwise, discharged ..	4.674	5.950	1.686	91.505	28.377
Total..........	62.636	46.548	74.852	2.192.612	1.524.567
Transferido from Rio to Nictheroy	—	708	2.169	56.433	22.170
Net Entries at Rio......	62.636	45.845	72.683	2.136.179	1.502.397
Nictheroy from Rio & Leopoldina..........	—	5.413	8.844	248.171	193.239
Total Rio, including Nictheroy & transit.	62.636	51.258	81.527	2.384.350	1.695.636
Total Santos :	168.226	247.117	290.407	9.598.695	7.132.535
Tota Rio & Santos.	230.862	298.375	371.934	11.983.045	8.828.171

The coast arrivals for the week ended January 27th, 1916. were from :—

The total entries by the different S. Paulo Railways for the Crop to January 27th 1916 were as follows

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1915/1916	7.933.445	1 555.508	9.488.953	9.598.695	—
1914/1915	6.019.804	1.118.069	7.137.873	7.,82.535	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	January 27,1916.	January 20 1916.	January 28/1915.
United States Ports ...	1.581.000	1.551.000	1.306.000
Havre..................	1.780.000	1.788.000	1.842.000
Both....... ...	3.361.000	3.359.000	3.148.000
Deliveries United States	136 000	139 000	105.000
Visible Supply at United States ports........	2.117.000	2,104.000	1.857 000

SALES OF COFFEE.

During the week ending January 27th, 1916.

	January 27/1916.	January 20 1916.	January 28/1915.
Rio..........................	33.537	42.020	66,459
Santos.......................	125.000	129.139	102.364
Total..................	158.537	171.159	168.823

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1916 Jan. 27	1916 Jan. 20	1915 Jan. 28	1916 Jan. 27	1915 Jan. 28
Rio..........................	50,313	69 489	111,188	2,130,531	1.465,510
Nictheroy....................	—	13,888	8,009	250.549	177 971
In transit...................	—	—	—	—	—
Total Rio including Nictheroy & transit................	50,313	83 377	119.197	2,381,080	1.643,481
Santos.......................	191,065	303,492	287,142	7,518,745	7.202,824
Rio & Santos.........	241.378	386,869	406,339	9,899,825	8.846,305

COFFEE SAILED.

During the week ending January 27th, 1916, were consigned 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.......	27,030	35,226	5,659	650	—	—	68,565	2,262,953
Santos....	106.049	174,464	—	1,535	—	200	282 218	7,510,844
1915/1916..	133,049	209,690	5,659	2,185	—	200	350,783	9,773,797
1914/1915..	79,728	180,754	8,678	5,324	—	—	274,514	6,950,265

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending January 27th, 1916.

IN BAGS OF 60 KILOS.

	Jan. 27	Jan. 20	Jan. 27	Jan. 27	Crop to Jan. 27/916	
	Bags	Bags	£	£	Bags	£
Rio................	62.906	5,005	121.271	9 887	2,105,928	2,684,606
Santos.............	282.218	133,090	547.785	258,327	7.510,844	15,371,008
Total 1915/1916..	345,124	138,095	672,056	268,214	9,616,772	18,055,814
do 1914/1915.	274,514	440,800	551,138	909,335	6,950,265	14,653,153

OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO Stock on January 20th, 1916..........................		242 204
Entries during week ended January 27th, 1916.......		62 636
		304.840
Loaded «Embarques», for the week Jan. 27th, 1916.....		50.313
STOCK IN RIO ON January 27th, 1916..............		254.527
Stock at Nictheroy and Porto da Madama on » January 20th, 1916......................	12.596	
» Afloat on January 20th, 1916.......	166.762	
Entries at Nictheroy plus total *embarques* including transit..................................	50.313	
	229.671	
Deduct : embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week January 27th, 1915......................	188,029	
STOCK IN NICTHEROY AND AFLOAT ON Jan. 27th, 1916.		41.642
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON January 27th, 1916....		296.169
SANTOS Stock on January 27th, 1915................	2.515.813	
Entries for week ended January 27th, 1915...	168.226	
	2.684.039	
Loaded (*embarques*) during same week..........	191.065	
STOCK IN SANTOS ON January 27th, 1916.		2.493 974
Stock in Rio and Santos on January 27th, 1916.		2.789.143
do do on January 20th, 1916.		2.954.669
» » » January 28ht, 1915.		2.161.781

COFFEE PRICE CURRENT.

During the week ending January 27th, 1916.

	Jan. 21	Jan. 22	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Average
RIO—							
Market N. 6 10 kilos	— 6.196	— 6.196	— 6.196	6.196 6.264	6.264 6.332	6.264 6.332	— 6.248
» N. 7	— 5.992	— 5.992	— 5.992	5.992 6.060	6.060 6 128	6.060 6 128	— 6.044
» N. 8	— 5.720	— 5.720	— 5.720	5.720 5.788	5.788 5.856	5.788 5 856	— 5.772
» N. 9	— 5.447	— 5.447	— 5.447	5.447 5.515	5.515 5.583	5 515 5.583	— 5.499
SANTOS—							
Superior per 10 kilos...	5.500	5.500	5.500	—	5.500	5.500	5.500
Good Average..........	3.800	3.800	3.800	—	3.800	3.500	3.800
N. YORK, per lb..							
Spot N. 7 ...... cent.	—	—	—	—	—	—	—
» » 8 ...... »	—	—	—	—	—	—	—
Options—							
» Mar..... »	697	699	701	707	722	729	709
» May.... »	705	705	706	716	726	734	715
» Sept.... »	725	726	736	737	748	752	737
HAVRE per 50 kilos							
Options.......... francs							
» Mar..... »	58.50	58.50	59.00	59 50	60.00	—	59 10
» May.... »	57.00	57.03	57.50	58.00	58 50	59.00	57.83
» Sept.... »	55 50	—	50.16	56.25	56.75	57.25	55.08
HAMBURG per 1/2 kilos							
Otipons......... pfennig							
» Mar... »	—	—	—	—	—	—	—
» May.. »	—	—	—	—	—	—	—
» Sept.. »	—	—	—	—	—	—	—
LONDON cwt							
Options........ shillings							
» Mar... »	40/6	41/-	41/-	41/6	41/9	42/-	41/3
» May... »	—	—	—	—	—	—	—
» Sept... »	40/9	41/9	41/6	42/-	42 3	42/6	41/9

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending January 27th, 1916.

—EIBERGEN—New Orleans	Ornstein & Co	[illegible]	
Ditto— ,,	Eugen Urban & Co	1,000	
Ditto— ,,	Theodor Wille & Co	1,000	
Ditto— ,,	McKinley & Co	500	
Ditto—New York	Eugen Urban & Co	2,126	
Ditto— ,,	Ornstein & Co	146	
Ditto— ,,	Theodor Wille & Co	7	15,529
—P. DE SATRUSTEGUI—Santander	Dias Garcia & Co	750	
Ditto—Bilbaó	Dias Garcia & Co	500	
Ditto—Gijon	Dias Garcia & Co	250	
Ditto ,,	Pinto & Co	125	
Ditto—Corunna	Ricardo Perez	270	
Ditto—Teneriffe	J. A. Hardman	225	
Ditto—Vigo	Pestana & Co	100	
Ditto—Las Palmas	J. A. Hardman	29	2,249
—ARAGUAYA—London	Henry Rogers & Sons	—	500
21—SAMARA—B. Aires	Castro Silva & Co	300	
Ditto—Montevideo	Pinto & Co	150	
Ditto ,,	Sequeira & Co	100	550
—PARANA—Marseilles	Produce Warrants Co.	10,000	
Ditto ,,	Karl Valais	6,000	
Ditto ,,	Louis Boher & Co	3,000	
Ditto ,,	Pinto & Co	2,000	
Ditto ,,	Galerno Gomes & Co	1,547	
Ditto ,,	Castro Silva & Co	500	
Ditto—Oran	Pierre Pradez	1,250	
Ditto ,,	Hard, Rand & Co	500	
Ditto ,,	Galerno Gomes & Co	250	
Ditto ,,	Castro Silva & Co	125	
Ditto ,,	Norton Megaw & Co	125	
Ditto—Algiers	Norton Megaw & Co	1,250	
Ditto— ,,	Castro Silva & Co	375	
Ditto—Gibraltar	Norton Megaw & Co	1,400	
Ditto—Malta	Norton Megaw & Co	730	
Ditto ,,	Jessouroun Irmaos	250	
Ditto—Mostaganem	Castro Silva & Co	625	
Ditto ,,	Noorton Megaw & Co	250	
Ditto—Tunis	Norton Megaw & Co	375	
Ditto ,,	Pinto & Co	375	
Ditto—Bone	Norton Megaw & Co	625	
Ditto—Palermo	Pinto & Co	500	
Ditto—Philippeville	Castro Silva & Co	300	
Ditto—Chypre	Pinto & Co	125	32,477
24—EASTERN PRINCE—N. Orleans	Leon Israel & Co	5,750	
Ditto— ,,	Louis Boher & Co	1,500	
Ditto— ,,	Ornstein & Co	1,000	
Ditto— ,,	Eugen Urban & Co	1,000	
Ditto— ,,	McKinley & Co	500	
Ditto—New York	Hard, Rand & Co	250	
Ditto— ,,	Louis Boher & Co	250	10,250
25—VESTRIS—B. Aires	Norton Megaw & Co	—	100
—VERDI—New York	Leon Israel & Co	1,001	
Ditto— ,,	Roberto do Couto	250	1,251
24—BRA-KAR—Christiania	Pinto & Co	4,250	
Ditto— ,,	Ag. Coop. M. Geraes	500	
Ditto— ,,	McKinley & Co	250	
Ditto—Trondjeim	Hard, Rand & Co	2,000	
Ditto— ,,	Eugen Urban & Co	750	
Ditto— ,,	Dias Garcia & Co	750	
Ditto— ,,	McKinley & Co	250	
Ditto—Bergen	Hard, Rand & Co	1,000	
Ditto— ,,	Castro Silva & Co	1,000	
Ditto— ,,	McKinley & Co	500	
Ditto— ,,	Norton Megaw & Co	500	
Ditto— ,,	Eugen Urban & Co	250	
Ditto—Dramen	Norton Megaw & Co	750	
Ditto— ,,	Eugen Urban & Co	250	
Ditto— ,,	Hard, Rand & Co	125	
Ditto—Aalesund	Hard, Rand & Co	1,000	
Ditto— ,,	Pinto & Co	125	
Ditto—Copenhagen	Hard, Rand & Co	500	
Ditto— ,,	Leon Israel & Co	500	
Ditto—Arendal	Eugen Urban & Co	500	
Ditto— ,,	Pinto & Co	250	
Ditto—Christiansund	Norton Megaw & Co	400	
Ditto— ,,	Eugen Urban & Co	250	
Ditto—Skein	Eugen Urban & Co	250	
Ditto—Laurvigg	Eugen Urban & Co	125	17,025
25—RENA—Gothemburg	Hard, Rand & Co	29,500	
Ditto— ,,	Jessouroun Irmaos	5,125	
Ditto— ,,	McKinley & Co	2,000	
Ditto ,,	Dias Garcia & Co	1,000	
Ditto— ,,	Pinto & Co	875	
Ditto—Stockholm	McKinley & Co	5,500	
Ditto— ,,	Pinto & Co	4,750	
Ditto— ,,	Jessouroun Irmaos	4,455	
Ditto— ,,	Hard, Rand & Co	2,250	
Ditto— ,,	Dias Garcia & Co	1,750	
Ditto— ,,	Castro Silva & Co	1,000	
Ditto— ,,	Norton Megaw & Co	500	
Ditto—Sundswall	Hard, Rand & Co	1,500	
Ditto— ,,	Pinto & Co	500	
Ditto—Malmo	Dias Garcia & Co	625	
Ditto—Gefle	Jessouroun Irmaos	500	
Ditto—Dramen	Hard, Rand & Co	375	
Ditto—Copenhagen	Jessouroun Irmaos	250	
Ditto—Carlstrom	Jessouroun Irmaos	250	
Ditto—Kalmar	Jessouroun Irmaos	250	
Ditto—Laurvig	Jessouroun Irmaos	250	
Ditto—Ystad	Dias, Garcia & Co	125	63,330
—FRISIA—Amsterdam	Castro Silva & Co	500	
Ditto— ,,	Louis Boher & Co	500	
Ditto— ,,	Ag. Coop. M. Geraes	500	
Ditto— ,,	Dias Garcia & Co	500	
Ditto— ,,	Hard, Rand & Co	500	
Ditto— ,,	M. da Costa Almeida	250	
Ditto— ,,	Pierre Pradez	250	
Ditto— ,,	McKinley & Co	250	
Ditto— ,,	Pinto & Co	248	3,498
—S. PAULO—New York	Eugen Urban & Co	2,374	
Ditto— ,,	Theodor Wille & Co	493	
Ditto— ,,	Ornstein & Co	104	2,971
25—UMFULI—Cape Town	Norton Megaw & Co	6,400	
Ditto— ,,	McKinley & Co	2,900	
Ditto— ,,	Hard, Rand & Co	2,250	
Ditto— ,,	Pinto & Co	1,100	
Ditto— ,,	Castro Silva & Co	500	
Ditto— ,,	Stolle Emerson & Co.	200	
Ditto—Alagoa Bay	Castro Silva & Co.	3,000	
Ditto— ,,	McKinley & Co	2,275	
Ditto— ,,	Norton Megaw & Co	2,250	
Ditto— ,,	Hard, Rand & Co	1,150	
Ditto— ,,	Pinto & Co	800	
Ditto— ,,	Stolle Emerson & Co.	50	
Ditto—Durban	McKinley & Co	1,600	
Ditto— ,,	Norton Megaw & Co.	985	
Ditto— ,,	Castro Silva & Co	650	
Ditto— ,,	Hard, Rand & Co	600	
Ditto— ,,	Pinto & Co	500	
Ditto— ,,	Stolle Emerson & Co.	58	
Ditto—Delagoa Bay	Hard, Rand & Co	2,225	
Ditto— ,,	Castro Silva & Co	755	
Ditto— ,,	McKinley & Co	650	
Ditto— ,,	Norton Megaw & Co	200	
Ditto— ,,	Stolle Emerson & Co	100	
Ditto—Mossel Bay	Norton Megaw & Co	550	
Ditto— ,,	Hard, Rand & Co	350	
Ditto— ,,	Castro Silva & Co	350	
Ditto— ,,	Pinto & Co	200	32,640
	Total overseas	—	182,270

COASTWISE.

—SATURNO—Corumbá	Zenha Ramos & Co	100	
Ditto— ,,	Pinto & Co	100	
Ditto— ,,	Dias Garcia & Co	99	
Ditto— ,,	Pinto Lopes	2	
Dttto—P. Murtinho	Freitas Oliveira	50	351
—PARA—Pará	Ornstein & Co	1,607	
Ditto— ,,	Stolle Emerson & Co.	500	
Ditto— ,,	Eugen Urban & Co	210	
Ditto—Manáos	Theodor Wille & Co	430	
Ditto— ,,	Castro Silva & Co	200	
Ditto— ,,	Sequeira & Co	170	
Ditto— ,,	Eugen Urban & Co	110	
Ditto— ,,	Ornstein & Co	80	
Ditto—Maranhão	Theodor Wille & Co	675	
Ditto— ,,	Eugen Urban & Co	25	
Ditto—Pernambuco	Ornstein & Co	300	
Ditto— ,,	Eugen Urban & Co	151	
Ditto—Maceió	Eugen Urban & Co	105	
Ditto—Ceará	Eugen Urban & Co	40	
Ditto— ,,	Sequeira & Co	40	
Ditto— ,,	Theodor Wille & Co	20	
Ditto—Natal	Ornstein & Co	30	4,693
—MUCURY—Pará	Stolle Emerson & Co.	500	
Ditto— ,,	Ornstein & Co	100	600
—PIAUHY—Aracaju	Lee & Villela	—	15
	Total coastwise	—	5,659

SANTOS

—S. PAULO—New York	Stolle Emerson & Co.	4,000	
Ditto— ,,	Hard, Rand & Co	4,000	
Ditto— ,,	Ed. Johnston & Co	3,000	
Ditto— ,,	G. Trinks & Co	3,000	
Ditto— ,,	Levy & Co	3,100	
Ditto— ,,	J. Aron & Co	2,056	
Ditto— ,,	Cia. Nacional de Café.	2,000	
Ditto— ,,	M. Wright & Co	1,000	
Ditto— ,,	Malta & Co	1,000	
Ditto— ,,	Joao Osorio	850	
Ditto— ,,	Cia. Prado Chaves	500	24,506
—ARAGUAYA—London	Geo. W. Ennor	4,060	
Ditto— ,,	M. Wright & Co	2,000	
Ditto— ,,	S. Paulo Coffee Estates	1,225	
Ditto— ,,	J. Almeida Cardia	8	
Ditto— ,,	Wilson Sons & Co	2	7,295
—PARANA—Marseilles	J. Osorio	4,550	
Ditto— ,,	Nioac & Co	3,475	
Ditto— ,,	R. Alves Toledo & Co.	1,936	
Ditto— ,,	Whitaker Brotero & Co.	1,600	
Ditto— ,,	Levy & Co	1,500	
Ditto— ,,	Leme Ferreira & Co.	566	
Ditto— ,,	L. F. dos Santos	5	
Ditto—Alexandria	R. Alves Toledo & Co.	13,375	
Ditto— ,,	Cia. Prado Chaves	3,750	
Ditto— ,,	Nauman Gepp & Co	1,250	
Ditto— ,,	Hard, Rand & Co	1,000	
Ditto— ,,	Cia. Prado Chaves	2,000	
Ditto—Port Said	Société F. Bresilienne.	32	
Ditto—Tunis	J. Thorton	1	35,040
Ditto—Consumption			

19—BRA-KAR—Christiania	Ed. Johnston & Co	2,875	
Ditto— „	R. Alves Toledo & Co.	2,000	
Ditto— „	Nauman Gepp & Co...	2,000	
Ditto— „	Leite Santos & Co	1,500	
Ditto— „	Cia. Prado Chaves	1,500	
Ditto— „	Prado Ferreira & Co.	1,250	
Ditto— „	J. Osorio	1,000	
Ditto— „	Cia. Nacional de Café.	1,000	
Ditto— „	M. Wright & Co	1,250	
Ditto— „	Santos Coffee Co	250	
Ditto—Copenhagen	R. Alves Toledo & Co.	2,750	
Ditto— „	Ed. Johnston & Co	2,000	
Ditto— „	Eugen Urban & Co	2,000	
Ditto— „	M. Wright & Co	1,750	
Ditto— „	Prado Ferreira & Co.	1,500	
Ditto— „	Leite Santos & Co	635	
Ditto—Bergen	Leme Ferreira & Co...	1,750	
Ditto— „	Hard, Rand & Co	1,250	
Ditto— „	Leon Israel & Co	1,750	
Ditto— „	Berent Johan Friele	1,000	
Ditto— „	Leite Santos & Co	500	
Ditto— „	Prado Ferreira & Co...	500	
Ditto— „	Eugen Urban & Co	250	
Ditto—Trondhjem	Cia. Prado Chaves	1,000	
Ditto „	R. Alves Toledo & Co.	250	
Ditto— „	M. Wright & Co	250	
Ditto— „	Nauman Gepp & Co...	250	
Ditto—Aalesund	Hard, Rand & Co	1,100	
Ditto— „	Nauman Gepp & Co...	250	
Ditto—Stavanger	Nauman Gepp & Co...	500	
Ditto— „	Leon Israel & Co	500	
Ditto—Christiansund	José Constante	252	
Ditto—Arendal	Prado Ferreira & Co...	250	
Ditto—Christiansund	G. Trinks & Co	250	
Ditto—Larevig	Eugen Urban & Co	125	
Ditto—Consumption	Runes Bark	2	37,739
21—SERGIPE—New Orleans	Leon Israel & Co	14,641	
Ditto „	Picone & Co.	5,000	
Ditt „	Theodor Wille & Co...	2,750	
Ditto „	G. Trinks & Co	2,400	
Ditto „	Levy & Co	1,000	
Ditto „	Nossack & C.	750	
Ditto „	Raphael Sampaio & Co	500	27,041
21—P. CHRISTOPHERSEN—Stockhlm	Société F. Bresilienne.	5,567	
Ditto— „	Ed. Johnston & Co	4,500	
Ditto— „	Nauman Gepp & Co...	3,500	
Ditto— „	Levy & Co	3,500	
Ditto— „	Whitaker Brotero & Co	2,000	
Ditto— „	Hard, Rand & Co	1,750	
Ditto— „	M. Wright & Co	1,250	
Ditto— „	Malta & Co	1,000	
Ditto— „	Prado Ferreira & Co...	750	
Ditto— „	Nioac & Co	635	
Ditto— „	R. Alves Toledo &Co.	500	
Ditto— „	Cia. Prado Chaves	250	
Ditto—Gothemburg	Hard, Rand & Co	4,750	
Ditto— „	Whitaker Brotero & Co.	4,000	
Ditto— „	Cia. Prado Chaves	3,500	
Ditto— „	Nauman Gepp & Co...	2,250	
Ditto— „	Leon Israel & Co	2,250	
Ditto— „	Levy & Co	1,250	
Ditto— „	Prado Ferreira & Co.	1,000	
Ditto— „	M. Wright & Co	1,500	
Ditto— „	Ed. Johnston & Co	750	
Ditto— „	Diebold & Co	500	
Ditto— „	R. Alves Toledo & Co.	250	
Ditto—Christiania	Toledo Assumpçao	2,000	
Ditto— „	G. Trinks & Co	1,000	
Ditto— „	Leite Santos & Co	1,000	
Ditto— „	Leme Ferreira & Co.	750	
Ditto— „	Whitaker Brotero & Co	500	
Ditto „	Eugen Urban & Co	250	
Ditto—Malmo	Ed. Johnston & Co	1,250	
Ditto— „	M. Wright & Co	1,000	
Ditto— „	Malta & Co	1,000	
Ditto— „	J. Osorio	500	
Ditto „	Prado Ferreira & Co...	250	56,702
21—P. DE ASTURIAS—Barcelona.	Société F. Bresilienne.	1,875	
Ditto— „	Troncoso Hermanos	750	
Ditto— „	Nauman Gepp & Co...	250	
Ditto— „	Leite & Santos	150	
Ditto— „	Santos Coffee Co	125	
Ditto— „	Ageurra & Co	50	
Ditto— „	F. J. Saraiva	50	
Ditto— „	Villas Bôas Co.	50	
Ditto— „	Ildefoneo Perez	40	
Ditto— „	Prado Ferreira & Co...	125	
Ditto— „	Nioac & Co	1,040	
Ditto—Malaga	Troncoso Hermanos	250	
Ditto— „	Leite Santos & Co	292	
Ditto— „	Prado Ferreira & Co...	125	
Ditto „	Nauman Gepp & Co...	125	
Ditto—Sevilha	Francisco Tenorio	1,238	
Ditto— „	Nauman Gepp & Co...	125	
Ditto— „	F. Valleyo	62	
Ditto—Santander	Prado Ferreira & Co...	375	
Ditto— „	Leite Santos & Co	125	
Ditto—Huelva	Francisco Tenorio	738	
Ditto—Cadiz	Juan Sicre	300	
Ditto— „	Ildefonso Perez	67	
Ditto—Vigo	Prado Ferreira & Co...	300	8,627
22—EASTERN PRINCE—N. Orleans	Ed. Johnston & Co	8,000	
Ditto „	Leon Israel & Co	5,000	
Ditto „	Santos Coffee Co	4,050	
Ditto „	Hard, Rand & Co	3,250	
Ditto „	M. Wright & Co	3,250	
Ditto „	Nioac & Co	3,085	
Ditto „	Malta & Co	2,600	
Ditto „	Nauman Gepp & Co...	2,500	
Ditto „	J. Aron & Co	2,000	
Ditto „	Nia. Nacional de Café.	2,000	
Ditto „	Raphael Sampaio & Co	500	
Ditto—New York	Nioac & Co	7,000	
Ditto „	Stolle Emerson & Co.	5,000	
Ditto „	M. Wright & Co	3,787	
Ditto „	Hard Rand & Co	1,750	
Ditto „	Whitaker Brotero & Co	1,500	
Ditto „	J. Osorio	1,000	
Ditto „	Nauman Gepp & Co...	[illegible]	
Ditto „	Malta a& Co	[illegible]	
Ditto „	J. Thornton	1	57,189
22—SAMARA—Consumption	A. Falcao & Co	—	20
24—RIO DE JANEIRO—B. Aires	G. Trinks & Co	349	
Ditto „	Cia. Nacional de Café.	502	851
24—ARNFINN JARL—N. Orleans	R. Alves Toledo & Co.	4,000	
Ditto „	Nauman Gepp & Co.	3,250	
Ditto „	Ed. Johnston & Co	2,550	
Ditto „	Leon Israel & Co	2,000	
Ditto „	Santos Coffee Co	2,000	
Ditto „	Theodor Wille & Co...	2,000	
Ditto „	Prado Ferreira & Co.	1,750	
Ditto „	Cia. Nacional de Café	1,500	
Ditto „	J. Aron & Co	1,500	
Ditto „	Société F. Bresilienne.	1,000	
Ditto „	Eugen Urban & Co	1,000	
Ditto „	Stolle Emerson & Co.	1,000	
Ditto „	Malta & Co	500	
Ditto „	Leite Santos & Co	265	
Ditto „	Zerrenner Bulow & Co	4	24,319
24—A. R. GENOUILLY—B. Aires	Société F. Bresilienne.	582	
Ditto „	Prado Ferreira & Co...	100	
Dito—Consumption	D. F. Martins	1	
Ditto „	A. Falçao	1	684
24—ROSCOMMON—Havre	Ed. Johnston& Co o...	—	2,000
25—VICTORIA—Valparaiso	Ed. Johnston & Co	—	200
	Total overseas	—	282,218

Anaylsis for the week ending January, 1916.

DESTINATIONS		SHIPPERS.	
United States	163,061	Brazilian	135,817
Sweden	113,657	American	122,823
Norway	49,254	British	109,916
France	46,729	German & Austrian	39,603
The Cape	32,640	French	35,141
Egypt	21,408	Belgian	10,000
Denmark	11,885	Spanish	5,288
Spain	10,876	Italian	5,000
Gt. Britain and Colonies	9,195	Norwegian	1,000
Holland	3,498		
South America	2,385		
Overseas	464,588	Overseas	464,588
Coastwise	5,659	Coastwise	5,659
Total	470,247	Total	470,247

PER SHIPPING COMPANIES

Swedish	120,032
British	109,330
Norwegian	79,934
French	70,087
Brazilian	70,047
Spanish	11,560
Duach	3,498
Overseas	464,588
Coastwise	5,659
Total	470,247

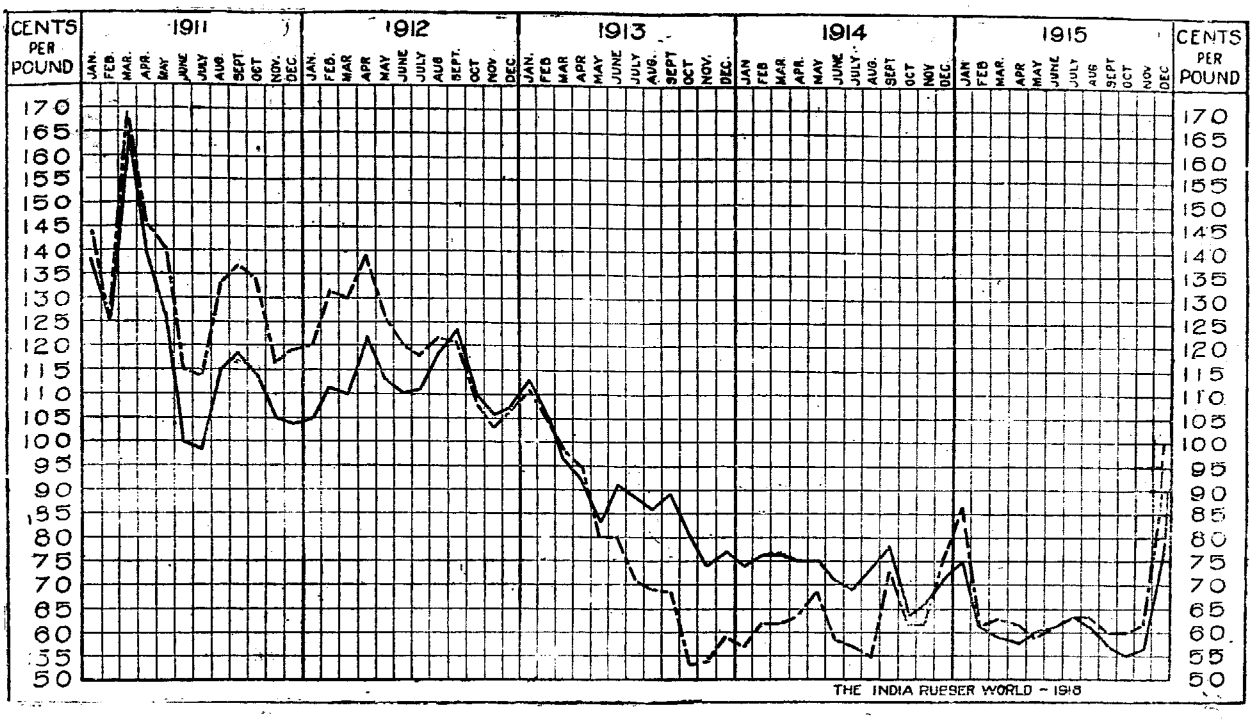
Analysis for the month of December, 1915.

PER DESTINATIONS		PER SHIPPERS.	
United States	654,191		
France	403,411	Brazilian	543,806
Sweden	289,482	American	516,427
Norway	176,874	British	356,262
Italy	102,883	French	140,114
Gt. Britain & Colonies...	41,685	German & Austrian ...	104,721
Denmark	37,912	Italian	44,777
Holland	32,103	Belgian	27,500
South America	23,109	Norwegian	4,500
Egypt	16,500	Sundry	53,511
Spain	12,438		
Portugal	1,030		
Overseas	1,791,618	Overseas	1,791,618
Coastwise	23,271	Coastwise	23,271
Total	1,814,889	Total	1,814,889

PER SHIPPING COMPANIES.

British	452,492
French	340,290
Swedish	334,464
Brazilian	269,458
Russian	123,000
Norwegian	108,554
Italian	78,911
Dutch	37,137
Danish	32,037
Spanish	13,650
Chilean	1,625
Overseas	1,791,618
Coastwise	23,271
Total	1,814,889

RUBBER



Up-river Fine —————— First Latex Crepe — - — - — - —

Chart of the "India Rubber World," showing Fluctuations in Pará and Plantation Rubber for Five Years.

The prices are spot quotations on the first of each month, and are indicated on imaginary vertical lines bisecting the spaces representing the months.

Review of Crude Rubber Market. "India Rubber World" (New York). December, 1915, will be remembered in the trade for the remarkable advances in prices it witnessed, gains of 25 cents per pound for first latex and 20 cents for up-river fine being recorded, with the market still strong, and with an upward tendency at the end of the month. The forecast of $1 rubber is already realised, and the present tone of the market indicates that $1.10 may be reached before long—the highest price quoted since Jan. 1, 1913.

The grounds on which this forecast was based are qualified to affect a market as sensitive as that for crude rubber, and in reality are those on which the forward movement that started early last November was founded. When it is considered that it has resulted thus far in the phenomenal gain of 38 cents per pound in plantation rubber, which was aided by recent rumours of interference with plantation shipments, threats of labour troubles in the Far East, menaces to rubber carriers and fear of an ultimate shortage of plantation rubber, the appearance of a prophet who could truly elucidate the peculiar possibilities of this market would be welcome.

First latex spot was quoted on December 1 at 75 cents, January to March deliveries at 73 cents and January to June deliveries at 71 cents. Upriver fine spot was firm and prices were moving steadily upward when the cables brought the news of the sinking of the steamship Langton Hall in the Mediterranean with 500 tons of rubber. This sufficed to demoralise the market, and new levels were established with first latex spot selling at 84 cents, January to June 77 cents and Upriver fine 69 cents.

Encouraged by heavy buying in London the upward movement continued as the month progressed, higher prices being quoted daily, even advances in Singapore freights affecting the market to the extent of a gain of at least a cent. Finally came, as a factor in the elevation of prices, the news of the closing of the Suez Canal to rubber shipments in the form of an announcement that two steamships carrying rubber—the Bolton Castle and the Inverclyde—had been routed via the Cape of Good Hope.

The local December market was characterised as a creation of the dealers, with a few of the smaller rubber mills in evidence, large buyers appearing to be satisfied with making enquiries. During the last week of the year, uncertainty prevailed in Beaver street, a strong market serving to steady the rapidly advancing prices. First latex spot was quoted on December 30 at $1. Upriver fine was strong at 88 cents.

—The main feature with regard to raw rubber has been the rapid rise towards the end of November to 3s. 7½d. per pound. This rise is due to the shortage of rubber for immediate delivery, combined with an uneasy feeling among manufacturers as to impending greater difficulties at the docks and on the seas, and it is generally expected that a 3s. level will be maintained for some time. There has been considerable activity lately in obtaining permits in London for direct shipments of rubber from the Far East to America, both by the New York and San Francisco routes. With the collapse of the German export trade and the restrictions which hamper the French output, it is not surprising that British manufacturers have received inquiries and orders on a greatly increased scale from practically all over the world. To such an extent is this the case with some of the more prominent firms that new business is not keenly welcomed. In fact, some important orders have only been accepted on the terms that cash must be paid before delivery and that no complaints can be considered if the goods do not come up to expectations.—"India Rubber World."

Weekly Cable. London quotations for hard fine closed on Friday, 8th, at 2s. 11d. per lb., a drop of 8d. or 18.6 per cent. since previous Friday and at Para at 5$200 per kilo, a decline of 1$300 or 20 per cent.

Commercial Synthetic Rubber. The news comes from Germany—is even affirmed by the German Chancellor in a speech before the Reichstag—of the use of synthetic rubber in lieu of the natural product. The statement is undoubtedly true. At the same time it is probably of no importance to those interested in rubber outside of the countries controlled by the Germanic allies. Before the war synthetic rubber in ton lots was made in Germany. It cost so much, however, that it could not compete in price with either the wild or the plantation product. At the present time, because of the rubber famine in Germany, the price of plantation crepe is between $10 and $12 a pound. At such figures synthetic rubber can be profitably produced. With rubber at 86 cents, however, and no famine, synthetic rubber would still be commercially impracticable. The rubber planter may, therefore, rest secure on a product that costs from one to two shillings, as against one that costs several dollars a pound. The fact that Germany is actually making and using synthetic rubber will, of course, startle some readers. It is for their comfort, therefore, that the foregoing is written. As to further reassurance, there is the fact that the German Colonial Association, in a recent resolution, laid emphasis on the future need to the Fatherland of colonies in which could be grown rubber and gutta percha. They advise plantations, not laboratories. The inference would seem to be sufficiently plain. —"India Rubber World."

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended.	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1916	22nd. Jan.	490:000$	11 5/16	£ 29,096	£ 74,630
1915	23rd. Jan.	520:000$	13 13/16	£ 29,927	£ 92,537
Increase....	—	—	—	£ —	—
Decrease....	—	30:000$	2 1/2	6.831	£ 17,707

THE S. PAULO RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1916	16th Jan.	660:971$	11 3/8	31,327-5-10	61,446-8-3
1915	17th Jan.	622:251$	13 15/16	36,136-2-11	74,861-5-1
Increase...	—	38:716$	—	—	—
Decrease...	—	—	2 9/16	4,808-17-1	13,414-16-10

HIDES

Rio Grande do Sul. The following appears in Mr. Jorge Vereker's Circular of 31st December, 1915:—

	Salted Hides		Dry Hides		
	Europe	U.S.A.	Europe	U.S.A.	Total
1915	164,045	74,871	55,651	63,611	358,178
1914	306,856	2,000	66,283	65,053	440,192
1913	454,960	—	157,680	37,325	649,965
1912	484,095	—	208,583	21,327	714,005
1911	446,643	—	265,357	—	712,000
1910	551,523	—	254,552	600	806,675
1905	350,409	—	358,313	14,513	723,235

Current Prices:—Salted ox hides, per kilo, 1$050; cow, 1$050; heavy dry 2$000, light 2$000, kips 1$800, hide cuttings, 15 kilos, 1$900; dry horse hides nominal; salted, ditto; bone ash, per ton, 50$000; calcined bones 27$000; horns, per 100, ox, 22$000; bones, per 1,000, 15$000; piths, 8$00; hair, mixed, per kilo, 1$300; wool, per 15 kilos, fina, 30$000; mestiça 23$500; creoula 18$000; grease, per 15 kilos, 15$800; mixed tallow, 15$000; pure, 16$900; Cardiff coal, per ton, 80$000; salt, Cardif, 35 kilos, 4$800; Mossoro, per 30 kilos, 2$900; flour, American 100lbs., 18-20; Argentine, 19-20. Exchange: London 90 days', 11 16-16d.; commercial 12 1-8d.; Paris, 745; Hamburg, 865.

SHIPPING

Engagements. The Royal Mail reports 15,000 engaged at Rio for Havre per s.s. Carmarthenshire to sail end February or beginning March and 100,000 Santos, and expects no difficulty in filling up her full complement of 180,000 bags. The next steamer will be the Denbighshire, on her way out, and the Tyne in March, for neither of which any space has so far been engaged.

The s.s. Pembrokeshire has been requisitioned. By the s.s. Orita for Valparaiso 1,000 bags, leaving 15th February. The s.s. Oriana, on homeward voyage, is full up. By s.s. Demerara, 4th February, 200 bags for Liverpool. None by Amazon for Plate on 18th so far.

To end of March the Royal Mail has fixed rate to Havre at 210 frs. and 10 per cent. per 900 kilos, with usual rbeate of 10 per cent.

We hear that the Royal Mail offered to charter all Brazilian steamers on berth for Europe, inclusive of Costeira's, undertaking to keep them in the coffee trade to Europe and U.S.A. if Government agreed.

The Royal Mail and Chargeurs Reunis have already guaranteed 444,000 bags for Havre for February and will give 500,000 bags March.

The reason why rates are so high for Havre is that the port is so congested that even when a company owns its own lighters like the Royal Mail, it takes six weeks to discharge them.

Connundrum: If it takes six weeks for the Royal Mail to discharge at Havre, how long will it take the Lloyd Brasileiro or Commercio e Navegação?

Mr. Luiz Campos reports following engagements:—For Feb.: Prinsessan Ingeborg, 25,000 Santos, 16,000 Rio, 51,000 in all; for March, s.s. Axel Johnson, 27,500 Santos, 11,000 Rio, 28,500 in all; s.s. Kronprinsessan Margareta, 40,000 Santos, 28,000 Rio, 68,000 all told.

There are enquiries for 100,000 bags more for Santos and 20,000 bags for Rio for March, but so far no steamer.

For Genoa, per s.s. Toscana, 16,000 Rio and 40,000 Santos, or 56,000 in all.

Mr. Cumming Young reports 7,000 bags from Rio and 18,000 bags from Santos engaged for Norwegian s.s. Rio de Janeiro and 11,000 bags from Rio and 6,000 bags from Santos per s.s. Estrella all for Norwegian ports.

Cia. Commercio e Navegação report following engagements: For New York per s.s. Gurupy 40,000 bags, s.s. Taquary 37,000 bags, s.s. Guayba 37,000 bags. For New Orleans, per s.s. Mossoro 35,000 bags, about February. The steamers Aracaty, Mucury and Jaguahy are under offer for same destinations.

For Havre 60,000 bags are closed per s.s. Tupy and the s.s. Tijuca is under offer.

Rates for New York by the two national lines have been raised gradually to $1.50 per bag.

—Cables from London quote best offer 115 cents per bag for coffee by sailer for New York or New Orleans.

—For steamer leaving for Marseilles about beginning of Feb., 200 frs. is quoted, 225 frs. for the next, and talk of 250 frs. for the steamer after. Here's a chance for the Lloyd Brasileiro to chip in.

—We hear that the United Steamship Co. of Copenhagen will take proceedings against recalcitrant shippers, mostly Germans, who failed to honour their engagements. There is also talk of a change of agents now that the company has opened an office in London. The actual agents are Theodor Wille and Co.

—It might facilitate matters for the Johnson Swedish line if some other than a German firm could be found to represent them at Santos.

—Negotiations looking to the settlement of the claims held against the White Star Line as the result of the sinking of the s.s. Titanic have almost reached a successful conclusion. The line is ready to disburse $664,000 among the claimants. A formal agreement has been drafted and it only awaits execution, according to C. C. Burlingham of counsel for the line. The claims filed in the Federal courts for injury, loss of life, and property amounted to about $18,000,000. The owners, however, sought to limit their liability under the U.S. statute to the value of the wreckage recovered plus her freight and passenger money. This in the case of the Titanic amounted to approximately $97,772, which with interest from the date of the accident would amount to $119,000. The attorneys for the claimants contended that the Oceanic Steam Navigation Co. (White Star Line) was not entitled to a limitation because the ship had been sunk as the result of the carelessness of her officers and crew. The hearings were finished last summer, but Judge Mayer has not yet rendered his decision.

—Another protest against the presence of British cruisers close off New York and other U.S. ports has been made to Great Britain by the State Department. The explanation by the British Government of the chase of the Wagner steamer Vineland, while on her way from New York to Newport News has been accepted as satisfactory, but the incident has been made the basis of the new protest against maintenance of British cruisers just outside the three-mile limit and in the neighbourhood of American ports as an annoying and unwarrantable interference with American commerce.

—The Board of Trade have issued a notice that in future the offices of the Ship Licensing Committee will be at Adelphi Terrace House, 1 Robert Street, Adelphi, W.C. (telephone number, Gerrard 7300) where all communications should be addressed. The Committee wish it to be know that it will facilitate the prompt deailing with applications for licences to carry cargo from one foreign port to another foreign port if a copy of the charter-party is forwarded with the application. In many instances owners, when asking for licences, send their charter-parties to the Committee, so that the Committee can see the whole transaction. There should, therefore, be no difficulty in all owners following this lead. There are obvious reasons why this should be done, because there have for some time been rumours that where it has been impossible, owing to licences being refused, for foreign owners to secure the transfer to a foreign flag of British vessels purchased, the boats have been kept under the British flag and a company formed to acquire them. In order to escape the excess profits tax, it is believed that in some cases the vessels have been time-chartered to the foreign purchasers at an absurdly low rate, with the obvious intention of preventing any of the profits being taken by the Government. If such transactions occur in the future, the Committee, with the charter-parties before them, will at once be able to see whether the rates in the charter are or are not the current market rates. It is believed that one "British" company, practically the whole of whose shareholders resided in the United States, recently fixed up their vessel for a long period of years at a rate of freight which would only about pay the expenses of the vessel. It would thus be possible for the shareholders who chartered the boat to re-charter her at the current market price, the whole of the profits going to America, where the income-tax authorities are not so greedy as in this country.

The Tonnage off the market, inclusive of that requisitioned by the British Government and war losses represents 25 per cent. of the total shipping tonnage of the world.

Freights. The subjoined extract from "Fairplay," of Jan 6, gives a graphic description of the conditions of the freight market and the consequences that may be expected unless the rise in freights can be checked. In general, opinion seems to be that things must take their course, but there must be some means of putting a stop to this insane competition for tonnage. As freights rise the cost of living is forced up and in countries that, like England, depend chiefly on oversea supplies for maintenance, increase in the cost of living may yet prove the decisive factor of the war.

Transport in British bottoms between neutral countries is now subject to special license issued by the new Ship Licensing Committee, with offices at the Adelphi, and as the scarcity of tonnage increases it seems likely that British tonnage will be wholly reserved entirely for Allied uses and the rest of the world be left to shift for itself.

We do not know whether Allied tonnage would alone suffice to supply their necessities, but if a maximum rate for all Allied shipping could be determined, further rise of prices on this score might be obviated at least as far as the Allies were concerned.

Shortage of tonnage would likewise affect the cost of commodities seeking oversea transport between neutral countries and drive prices down in exporting countries whilst raising them disproportionately to importers.

The cost of living and of raw materials would, consequently, be driven up in most neutral more even than in Allied countries until neutral governments would be forced to intervene and regulate freights in their respective countries likewise.

On this hypothesis it would seem but a matter of common sense and prudence for the neutral and allied countries to get together and take steps to fix a common maximum rate for all their shipping and even to put interned German vessels into commission.

It would be outrageous if merely to spite Germany neutral countries were deprived of the shipping indispensable to move their crops and trade with one another . But that is clearly what it will come to unless some means of supplementing neutral shipping can be found.

There are some thirteen large German and Austrian steamers laid up at Rio and perhaps half as many again at other Brazilian ports. What their original cost may have been we do not know, but whatever it was it has depreciated immensely since they were interned eighteen months ago. Empty and high out of the water and covered with barnacles, they look like desolate islands thrown up by the sea, floating monuments to Britain's power. No doubt Germans would be only too glad to get rid of them at almost any price and if the permission of the Allies could be obtained for their transfer to a neutral power, there seems no reason why these ships should continue idle when their services are so badly wanted by allies and neutrals alike.

The S. Paulo Government is creditor for some millions sterling on account of valorisation coffee seized at Hamburg by the German Government, deposited with the Berlin bankers Bleichroder until after the war.

This coffee, however, is mortgaged to the service of certain London loans and stands in the name of the trustees. Being enemies of Germany the money cannot be transferred without favour to the enemy. The London banks want their money and the German owners of interned ships at Rio and Pernambuco want to sell, so that if they could only come to an agreement everybody would be pleased, the British because they get their money, the Germans because they sold their ships, neutrals because they bought them and both Governments because so long as conditions were equitable the exchange would favour neither one side or the other!

Never in our history has the advent of the New Year taken place under conditions so serious and grave as now exist. This statement must not be misconstrued as being forlorn, discouraging or even pessimistic, because almost the world-wide situation is one of anxiety and perplexity as to the effects of the continuance of the war, and also the position in which every trading country will ultimately be placed. The wastage of war is now upon such a colossal scale, is being so greatly augmented from month to month, that it will be utterly impossible to make it good over the next two or three decades, or probably longer. The whole world will have to suffer for the economic condition of our country. Freights are booming, in fact there is no word now capable of adequately expressing the level that rates have reached. And the root cause is the grave famine in tonnage. A situation is quickly developing that must further force up the cost of living. Unfortunately there is not the slightest hope of the advance in freights being checked; on the contrary, before this war is over we may see them very much higher, for there is no telling to what extent force of circumstances may compel merchants and shippers to advance their rates. It has now become a gigantic struggle and fierce competition to obtain tonnage, whatever the rate of freight, for the consumer must be supplied regardless of cost. Shipowners fully realise the situation. No one can really blame them. They have not put up the rates of freight; they have been advanced, as it were, against them just in the same way as during a period of acute depression they are forced down and down against them. It is the charterers and merchants who have advanced their rates from day to day, determined to cover their tonnage requirements at any cost. We know that the majority of shipowners are not happy with their huge profits. They, to a man, as much as any other trading community, want to see this war at an end, but only one ending, and that one, whatever sacrifices the country may yet be called upon to make, which will for ever terminate the military barbarism of our enemies. The most glorious day for them will be when the "transports" can be released once again to return to ordinary peaceful trading, when the end of Government requisitioning comes and the boats can be employed for the commercial benefit of the country, when freights become more upon a normal basis and all can equally share in the profits of a regenerated trading country.—"Fairplay."

British Freight Markets. Freights have reached a level, says "Fairplay" of 30th December, beyond expectations. They are gigantic rates and yet the year closes with every prospect of new records, for it is clear that the advance cannot be checked because there is insufficient tonnage to meet requirements, which it is utterly impossible for any Government action to alter. The only remedy is to build as quickly as possible or perhaps it may come yet to some of the German interned boats being set free as the rise of freights is affecting consumers all over the world, Allies and neutrals included.

Representative fixture: s.s., 6.500 tons, U.S. Brazil and Plate, 26s. 6d., eight months.

American Freight Markets. Steam chartering, says "Shipping Illustrated," has fallen off on account of the holidays. Rates are strong at highest point reached. For coals for Rio de Janeiro tonnage can be placed at 52s. 6d.

Argentine Freight Market. "The Times of Argentina," of 17 January says: "The market has ruled strong and steady during the past week, with little disposition on the part of shipping to operate at the inflated prices of freight and augmenting grain values, which have been met by a very restricted supply of tonnage of all dates. Even in war time such rates as £8 for the homeward voyage should not rule and it seems that the prohibitive level has been reached as local grain values do not weaken and consumers on the other side are inclined to kick. We hope that we have seen the highest rate, although we would not like to bet on it."

Our contemporary thinks that should the maize crop be small, as is possible unless rains fall copiously in January, the volume of the cereals crop may be considerably reduced and the tonnage shortage be much smaller than at present anticipated and that from April onward the world's demand may wane and rates with them.

They quote: B. A. to Florianopolis $5; to Santos and Rio de Janeiro, $6; to Antonina, Paranagua, Rio Grande and San Francisco, $7; to Pelotas and Porto Alegre, $8; with 50 cents higher for up-river loading.

Coal Trade. The long expected boom, says "Shipping Illustrated," has come at last and $2.50 to $3 per ton for Pensylvania grades on cars at the mines have been paid. On 1st January a further advance to $4 in New York harbour was announced as the average for good steam coal. Certain bunkering concerns which make contracts ahead with shipowners have been hard hit and been obliged to cover in the open market. Sailing vessels are being snapped up, but so many have come togrief lately while laden with export coal that this method of shipment is distrusted except when sailers are square rigged.

—Coal rates for Rio: 6th Jan., 41s. 6d. to 42s. 6d. Representative fixture: s.s. Eversby to Rio de Janeiro, 43s.; s.s., 5,000 tons, to Rio de Janeiro, 45s,. fuel.

The demand for Welsh coal is strong and persistent and the output reduced, values consequently rising. The Admiralty are requisitioning more tonnage in view of extended operations.

Coal values were qoted on Jan. 6 as follows:—Best Cardiff coals nominal, second Cardiff coals nominal, ordinaries 26s. to 26s. 6d.; best dry coals, 25s. 6d. to 26s. 6d., second dry coals 23s.6d. to 24s. 6d., Black Veins (Cardiff shipment) 25s. to 26s., Western Valleys (Cardiff shipment) 24s. to 25s., Eastern Valleys (Cardiff shipment) 23s. to 24s., No. 1 Rhonddas 20s. to 21s., best steam smalls 15s. 6d. to 16s. 6d., second steam smalls 13s. to 14s., cargo smalls 7s. 6d. to 10s. All the above prices are f.o.b. Cardiff, Penarth or Barry, payment by net cash in 14 days.

VESSELS ARRIVING AT THE PORT OR RIO DE JANEIRO

During the week ending January 27th, 1916.

Jan. 21.—HOLMBANK, British s.s, 1937 tons, from Buenos Aires
21.—PACIFIC, Norwegian s.s, 4360 tons, from Seattle
21.—ISTHMIAN, American s.s, 4643 tons, from Philadelphia
21.—SATELLITE, Brazilian s.s, 892 tons, from Montevideo
21.—PATAGONIA, American s.s, 1041 tons, from Arribada
21.—RIO DE JANEIRO. Norwegian s.s, 148 9tons, from Aalborg
21.—BRASIL, Brazilian s.s, 1999 tons, from Manáos
22.—IRIS, Brazilian s.s, 899 tons, from Manáos
22.—PLANETA, Brazilian s.s, 252 tons, from Bahia
22.—CAPEVARY, Brazilian s.s, 449 tons, from Amarraçao
22.—P. CHRISTOPHERSEN, Swedish s.s, 2392 tons, from Santos
22.—LIBERTAD, Argentine s.s, 618 tons, from B. Aires
22.—ITAUBA, Brazilian s.s, 978 tons, from Porto Alegre
23.—P. DI UDINE, Italian s.s, 4936 tons, from Genoa
23.—EASTERN PRINCE, British s.s, 1789 tons, from B. Aires
23.—PYRINEUS, Brazilian s.s, 1044 tons, from Porto Alegre
23.—SIRIO, Brazilian s.s, 930 tons, from Montevideo
23.—MANTIQUEIRA, Brazilian s.s, 873 tons, from Amarraçao
24.—VICTORIA, British s.s, 3593 tons, from Liverpool
24.—SAN HILARIO, British s.s, 6454 tons, from Tampico
24.—PIRANGY, Brazilian s.s, 950 tons, from Santos
24.—FIDELENSE, Brazilian s.s, 359 tons, from S. J. da Barra
24.—RIO PARDO, Brazilian s.s, 597 tons, from Aracaju
24.—TUBANTIA, Dutch s.s, 8561 tons, from Amsterdam
24.—VESTRIS, British s.s, 6623 tons, from New York
25.—VERDI, British s.s, 4482 tons, from Buenos Aires
25.—GURUPY, Brazilian s.s, 1221 tons, from Pará
26.—URANO, Brazilian s.s, 141 tons, from Cabo Frio
26.—ANTWERPEN, Danish s.s, 1026 tons, from Copenhagen
26.—H. LUCKENBACH, American s.s, 3516 tons, from Iquiqui
26.—ITASSUCE, Brazilian s.s, 1175 tons, from Porto Alegre
26.—ROSCOMMON, British s.s, 2745 tons, from Santos
26.—FRISIA, Dutch s.s, 4068 tons, from Buenos Aires
27.—MAROIM, Brazilian s.s, 925 tons, from Porto Alegre
27.—CLIO, Dutch s.s, 1827 tons, from Valparaiso
27.—SUL AMERICA, Brazilian tug, 60 tons, from Victoria
27.—ITAPUHY, Brazilian s.s, 1230 tons, from Recife

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO

During the week ending January 27th, 1916.

Jan. 21.—MONTANAN, American s.s, 4046 tons, for Baltimore
21.—HOLMSBANK, British s.s, 1937 tons, for S. Vicente
21.—GOTHLAND, British s.s, 1973 tons, for Buenos Aires
21.—FREDA, Norwegian s.s, 1097 tons, for Buenos Aires
21.—PATAGONIA, American s.s, 1041 tons, for Buenos Aires
21.—PACIFIC(Norwegian s.s, 4380 tons, for Havr e
21.—SAMARA, French s.s, 3772 tons, for Buenos Aires
21.—DEMERARA, British s.s, 7292 tons, from Buenos Aires
22.—ITATINGA, Brazilian s.s, 1181 tons, for Recife
22.—PHILADELPHIA, Brazilian s.s, 258 tons, for Caravellas
22.—KALLIOPE, Norwegian barque, 1588 tons, for B. Aires
22.—BORBOREMA, Brazilian s.s, 1082 tons, for Buenos Aires
22.—MUCURY, Brazilian s.s, 1302 tons, fro Manáos
22.—MOSSORO, Brazilian s.s, 924 tons, for Santos
22.—RIO DE JANEIRO, Norwegian s.s, 2213 tons, for Buenos Aires
22.—CACIQUE, American s.s, 4543 tons, for Porto Alegre
23.—P. DI UDINE, Italian s.s, 4936 tons, for B. Aires
23.—ITAPURA, Brazilian s.s, 1179 tons, for Porto Alegre
24.—BRAGANCA, Brazilian s.s, 751 tons, for Ceará
24.—VICTORIA, British s.s, 3692 tons, for Callao
24.—BRA-KAR, Norwegian s.s, 2973 tons, for Christiania
24.—EASTERN PRINCE, British s.s, 1789 tons, for New York
24.—PLANETA, Brazilian s.s, 253 tons, for Bahia
24.—TUBANTIA, Dutch s.s, 8561 tons, for B. Aires
25.—SOCRATES, Norwegian s.s, 1604 tons, for Glasgow
25.—CARANGOLA, Brazilian s.s, 258 tons, for Rio Doce
25.—SAN HILARIO, British s.s, 6454 tons, for B. Aires
25.—FEBO, Italian s.s, 1764 tons, for Rosario
25.—RENO, Norwegian s.s, 2885 tons, for Gothemburg
25.—NEVADARO, American s.s, 2824 tons, for Philadelphhia.
25.—VESTRIS, British s.s, 5623 tons, for Buenos Aires

25.—VERDI, British s.s, 4824 tons, for New York
25.—CEARA, Brazilian s.s, 2078 tons, for Manáos
26.—AYMORE, Brazilian s.s, 289 tons, for Recife
26.—FRISIA, Dutch s.s, 4608 tons, for Amsterdam
27.—IRIS, Brazilian s.s, 899 tons, for Montevideo
27.—GURUPY, Brazilian s.s, 1221 tons, for Santos
27.—H. LUCKENBACH, American s.s, 3516 tons, for Trinidad
27.—CLIO, Dutch s.s, 1827 tons, for S. Vicente
27.—ITAUBA, Brazilian s.s, 978 tons, for Porto Alegre

VESSELS ARRIVING AT THE PORT OF SANTOS

During the week ending January 27th, 1916.

Feb. 19.—MAYRINK, Brazilian s.s, 234 tons, from Rio
19.—INDEPENDENCIA, Argentine s.s, 618 tons, from Rosario
19.—ITATINGA, Brazilian s.s, 926 tons, from Porto Alegre
19.—ANNA, Brazilian s.s, 247 tons, from Rio
19.—MANTANAN, American s.s, 4124 tons, from New York
20.—OSCAR FREDERICK, Swedish s.s, 2549 tons, from B. Aires
20.—PYRINEOS, Brazilian s.s, 885 tons, from Porto Alegre
20.—TOSCANA, Italian s.s, 2559 tons, from Naples
20.—P. DI ASTURIAS, Spanish s.s, 4327 tons, from Buenos Aires
21.—LAPA, Brazilian s.s, 885 tons, from Rio
21.—ITAUBA, Brazilian s.s, 927 tons, from Rio Grande do Norte
21.—LOTOS, Norwegian barque, 1975 tons, from London
21.—ITAPERUNA, Brazilian s.s, 619 tons, from Rio
22.—SAMARA, French s.s, 3772 tons, for Bordeaux
22.—DEMERARA, British s.s, 7292 tons, from Liverpool
22.—SIRIO, Brazilian s.s, 555 tons, from Montevideo
22.—RIO COLORADO, British s.s, 2267 tons, from Rio
23.—RIO DE JANEIRO, Norwegian s.s, 1489 tons, from Christnia
23.—MOSSORO, Brazilian s.s, 924 tons, from Pernambuco
23.—CACIQUE, American s.s, 4543 tons, from New York
23 BORBOREMA, Brazilian s.s, 885 tons, from Rio
24.—ITAPURA, Brazilian s.s, 926 tons, from Rio
24.—A. R. DE GENOUILLY, Frenchh ss., 3458 tons, from Havre
24.—P. DI UDINE, Italian s.s, 4936 tons, from Genoa
25.—MAROIM, Brazilian s.s, 779 tons, from Porto Alegre
25.—ITASSUCE, Brazilian s.s, 926 tons, from Porto Alegre
25.—VICTORIA, British s.s 3692 tons, from Liverpool
25.—FRISIA, Dutch s.s, 4608 tons from Buenos Aires
25.—TUBANTIA, Dutch s.s 8561 tons, from Amsterdam
25.—ITAPACY, Brazilian s.s, 51[illegible] tons, from Porto Alegre
26.—VESTRIS, British s.s, 5622 tons, from New York

VESSELS SAILING FROM THE PORT OF SANTOS

During the week ending January 27th, 1916.

Jan. 19.—BRA-KAR, Norwegian s.s, 2973 tons, for Christiania
19.—ANNA, Brazilian s.s, 247 tons, for Laguna
19.—MAYRINK, Brazilian s.s, 234 tons, for Laguna
19.—ITATINGA, Brazilian s.s, 926 tons, for Pernambuco
19.—LAMIA, Italian s.s, 1311 tons, for Buenos Aires
20.—SERGIPE, Brazilian s.s, 820 tons, for New York
20.—P. DE ASTURIAS, Spanish s.s, 4327 tons, for Barcelona
21.—ASSU, Brazilian s.s, 779 tons, for Porto Alegre
21.—TOSCANA, Italian s.s, 2559 tons, for Buenos Aires
21.—P. CHRISTOPERSEN, Swedish s.s, 2282 tons, for Stockholm
21.—MENTOR, Grecian s.s, 1944 tons, for Montevideo
21.—ITAGIBA, Brazilian s.s, 927 tons, from Porto Alegre
21.—SWETHOPE, British s.s, 1707 tons, for Rosario
22.—INDEPENDENCIA, Argentine s.s, 618 tons, for Paranaguá
22.—EASTERN PRINCE, British s.s, 1789 tons, for New York
22.—SAMARA, French s.s, 3772 tons, from Buenos
22.—EGEA, Brazilian yacht, 65 tons, for Itajahy
22.—PYRINEOS, Brazilian s.s, 885 tons, for Rio
22.—SIRIO, Brazilian s.s, 554 tons, for Rio
23.—ITAPERUNA Brazilian s.s, 619 tons, for Porto Alegre
23.—DEMERARA, British s.s, 7292 tons, for Buenos Aires
23.—PIRANGY, Brazilian s.s, 570 tons, for Pará
23.—AMFFINN JARL, Norwegian s.s, 649 tons, for Ne wOrleans
24.—PHIDEAS, British s.s, 3564 tons, for Buenos Aires
24.—P. DI UDINE, Italian s.s, 4936 tons for Buenos Aires
24.—ITAPURA, Brazilian s.s, 926 tons, for Porto Alegre
24.—RIO DE JANEIRO, Norwegian s.s, 1489 tons, for B. Aires
25.—MAROIM, Brazilian s.s, 779 tons, for Rio
25.—ITASSUCE, Brazilian s.s, 926 tons, for Pernambuco
25.—ROSCOMMON, British s.s, 4730 tons, for London
25.—VICTORIA, British s.s, 3692 tons, for Callao
25.—A. R. JENOUILLY, French s.s, 3458 tons, for B. Aires
25.—TUBANTIA, Dutch s.s, 8561 tons, for B. Aires
25.—FRISIA, Dutch s.s, 4608 tons, for Amsterdam
25.—CACIQUE, American s.s, 4543 tons, for Rio Grande do Sul
26.—ITAPACY, Brazilian s.s, 512 tons, for Aracaju
26.—VESTRIS, British s.s, 6622 tons, for Buenos Aires

The Week's Official War News

The following resumé of extracts from the enemy press, dealing with the economic situation in Germany has been received by His Majesty's Minister:—

London, 27th January, 1916.

The "Deutscher Reichsanzeiger," of 14th January refers to the financial position of Prussia and the proposals of the government as explained by the Prussian Finance Minister in the Lower House, on 13th of January. It states that the war has converted the expected surplus of 79 million marks on the 1914 budget to a deficit of 116 millions due to the heavy decline of the revenues which remain below normal and show no prospect of improvement. Expenditure has increased, because the cost of living has made it necessary to pay war bonuses to low paid officials and teachers married with children. The Minister added: "It will be years before the state of finances can be restored to a condition of equilibrium." The knowledge of this fact is compelling the Prussian Government to abandon its previous practice of meeting deficits by a loan repayable from future surpluses. The country is faced with a series of deficits the end of which cannot be foreseen and borrowing would involve a sum so large that no later surpluses could approximately cover. With hesitation, but under the pressure of necessity, the government has resolved upon a war tax on incomes of 2,400 marks upwards calculated to yield a hundred million marks annually.

An article in the "Frankfurter Zeitung," of 14th January, suggests that the government should issue a handbill appealing to the public to deliver up bank-notes to the Reichsbank as a patriotic duty. The existing system of hoarding banknotes, says the writer, is bad for Germany, for the large number of notes in circulation will account for outlandish notions about government currency in foreign countries.

The Swiss Bank Verein, according to the "Nieuwe Rotterdamsche Courant," of 15th January, publishes statistics of the consolidated debt of the great European powers at the beginning of the war to the end of 1915, showing an increase for Germany of 515½ per cent, England 165, Austria 74¼, France 62, Russia 34, and Italy 14.

The "Deutscher Reichsanzeiger," of 12th to 15th January, alludes to the discussion of food supply in the Reichstag and the speech of Doctor Michaelis, president of the Imperial Corn Office, who complained of the undesirable results which the increase in the bread rations produced, making it necessary to return with all energy to the former thrift. The wealthier classes must again submit to restrictions, because two-thirds of the harvest of the year had yet to come. It was absolutely necessary to have grain. During the previous year the reserve was just sufficient to tide over the transition from the new harvest period, but if the reserve had been smaller the greatest difficulty would have arisen. The consumers must fulfill the task set before them and "we must clench our teeth even if often we do not like much what we have between them."

"Die Zeit," of the 13th January, states that the Austrian glass industry has suffered most by the war because it is the mainstay of Austrian port trade, amounting to 90,000,000 kronen annually, and England, America, India and the East were among its principal customers. The English blockade had thus killed export trade and industry, handicapped by an inadequate supply of fuel and a scarcity of trucks for the transport of goods.

The "Gummi Zeitung," of 30th November, notes with great concern the significant fact that on the 14th October crude asbestos was placed on the British-French list of contraband, thus preventing all possibility of importing this commodity, even by roundabout ways via neutral countries.

The serious grain problem in Austria has had an adverse effect on the brewing industry, according to the "Die Zeit," of 12th January. Till recently the breweries were obtaining 35 per cent. of the normal requirements of barley, but owing to the present shortage of barley this allowance has been stopped, barley being required for sowing and being precious for horse fodder as the result of a poor oat harvest. Small provincial breweries have already closed down; larger ones are thinking of following suit.

The "Frankfurter Zeitung" of 13th January, quotes an official announcement that, in order to make the most economic use of the available supplies of potatoes, it is extremely important for fresh potatoes to be used for the preparation of bread and dried potato products be reserved for later use. Dried potatoes are not liable to loss of weight and the danger of rotting incidental to storing fresh potatoes.

The "Kolnische Zeitung," of 4th January admits that distress exists in the crowded industrial districts of Westphalia and Rhineland and states that all the able bodied men were with the colours. The women, bravely shouldering their burden, wathered in the harvest and prepared the ground for new, owing to the shortage of men.

His Majesty's Minister has received the following resumé of a study of the question of German casualty lists, made by the English military critic, Mr. Hilary Belloc.

London, 28th January, 1916.

Mr. Hilaire Belloc, the famous military critic, discussing the German losses, says:—The official figures given by the German Government of losses in casualty lists up to and including those of 30th November, but excluding losses at sea, give a total of just over two and a half millions. These lists do not include losses from disease, save deaths from disease. The average lists do not refer to a date later than the early days of October and certain features in them point to their incompleteness. For instance, we find that in the individual lists periodically issued, over 600,000 are accounted for as dead, but official German totals give barely more than 500,000 and the small proportion of wounded as compared to dead clearly indicates the omission of many light cases. Again the figures set down for deaths from disease are manifestly misleading. They can only refer to some particular category such as deaths in base hospitals or deaths from a particular set of diseases. We know that this is the case because the figures given are actually less than half the death rate from disease of men of military age in peace time. The number of German prisoners in the hands of the various Allies further proves that figures for missing are insufficient, allowing as one must a considerable margin for missing not prisoners but de erters or dead. The total losses of the German Empire alone up to the date in question, viz., November 30th and not the early days of October to which the latest official German figures refer, are upon every line of evidence somewhat over four million. Of these, however, close upon one million must have returned to service after recovery from wounds or sickness and we may set total loss of fighting men from forces of the German Empire to November 30th at not less than three and a quarter millions. more probably three and a half million or even over.

Later, he says: It is only after a delay of more than three months that it is possible to establish from the German casualty lists themselves the extent of the catastrophes suffered by German armies during the great blows delivered upon them in the Anglo-French offensive in Champagne at the end of last September. It will be remembered that the enemy put forward the obviously untenable claim that the main shock of this offensive was met in Champagne by not more than a division or say a full strength of 25,000 men. This statement carried no weight and has deservedly been forgotten, but it is remarkable how much greater his losses were even than was at the moment estimated by the Allies. The highest such estimate made by the victors upon that occasion put the enemy losses at some 240,000. So far we can already discover from German lists alone, a loss of close upon 300,000 men, excluding all the cases of shock, sickness, etc., necessarily arising amongst large numbers from so intense an action. We must further remark upon the delays in the publication of the German lists and their consequent incompleteness. Even during the third month after the action, the infantry lists alone included 12,000 names checked and admitted after so great a lapse of time and this the fourth month after action, viz., January, is still providing us with new names in the lists. It will probably be found when the history of the war is written that counting all casualties, the enemy suffered no less than three hundred and fifty thousand loss and certainly more than a third of a million in those memorable days.

London, January 29th, 1916.

The Western front witnessed another little local offensive, the Germans first attacking the neighbourhood of Arras, then the extreme north of our line and finally Arras again. In the two former attacks the Germans momentarily reached the French first line trench but the last attack did not even succeed in doing that. All the offensives collapsed and may be compared to the jerks made by a man struggling to keep a door shut against gradually increasing pressure from without.

There has been no movement on the Italian front nor at Salonika, except that French aeroplanes, avoiding civilian buildings, dropped 200 bombs on Monastir.

From the Eastern front details have arrived of the fighting in Volhynia showing an immense Austrian wastage in the fighting in the Pinsk marshes. While the Russians were clearing the east bank of the Strypa of Austro-German troops, one Austrian division crossing ankle-deep in slush with a covering of rotten ice, was caught by the full blast of the Russian artillery. The ice would not bear the waggons, which were all captured and only a third of the Austrians escaped.

The Russian rout of the Turks before Erzerum is complete and the former are now in touch with the outer forts of Erzerum, though probably without seige trains.

General Aylmer's forces are facing the Turks 23 miles below Kutelamara and fighting has ceased owing to the unprecedented badness of the weather, the Tigris rising seven feet at Kut. General Townshend remains at Kutelamara and reports no fighting, the Turks having abandoned the trenches on the land side of the Kut defences. The position is regarded with some anxiety, but Townshend reports that his supplies are sufficient.

On the western Egyptian boundary two columns of British, Colonial and Indian troops moved against a raiding party of 4,000 Senussi. On the 23rd the enemy endeavoured to surround the British, but was driven off in a westerly direction, leaving 150 killed and 500 wounded; the British losses were trivial. The Senussi camp was surrounded and burnt.

General Smith-Dorrien's force in German East Africa has captured one German camp and driven off the Germans.

After Sir E. Grey's speech, the King prorogued Parliament, perhaps the most famous in English history. It lasted fourteen months, sanctioned the addition of three million men to the army, passed credit votes amounting to £1,560,000,000, doubled the income tax, imposed a 50 per cent. tax on war profits and passed compulsory service by apractically unanimous vote.

Cardinal Mercier's visit to the Pope has ended and a great impression was made on the Pontiff and Rome by the quiet unostentatious dignity of the Cardinal's presentation of the Belgian case.

Great sensation has been caused in Switzerland by the alleged improper conduct of Swiss colonels on the general staff, which has given occasion for a reassertion of the determination of the Swiss Government to maintain neutrality and for much private expression of sympathy for the Allies.

London, January 29th, 1916.

The Russian official communiqué of January 28th states that in a fight in the region west of Melazgert, the Russians crushed a large Turkish column and took as prisoners 17 officers and 274 men, capturing also a large quantity of arms and munitions, including tens of thousands of cartridges and also ammunition carts. Their troops, pursuing the fleeing enemy, entered the town of Khryskala, between Erzerum and Mush, close on his heels. Here they found, besides troops whom they took prisoners, large reserves of munitions and supplies for the Turkish Army. The Turks are fleeing towards Mush.

In Persia, south of the Lake Arumiah, a little to the east of the Turkish frontier, the Russians defeated large Turkish forces and in pursuit of the enemy, fleeing precipitately, they took prisoners, numerous Turkish regulars and Kurdish irregulars, capturing large quantities of arms and munitions, a medical supply column and some thousands of cattle. South-east of Hamadan, near the Kandelian Pass, they drove the enemy back southwards.

London, January 29th, 1916.

28th January, 1915.—A search of the cargo of the s.s. Stockholm has revealed the fact that it compromises a consignment of meat amounting to 142 tons (50 boxes) which, although originally entered in the ship's manifest, has subsequently been struck out and for which there is no bill of lading with ship's papers. The loading of the Stockholm at New York was superintended by His Majesty's Consul who sealed the hatches and gave certificates to that effect. The alteration in the manifest cannot but give rise to the suspicion that some fraud was intended.