# Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 3 | RIO DE JANEIRO, TUESDAY, March 7th, 1916 | N. 10

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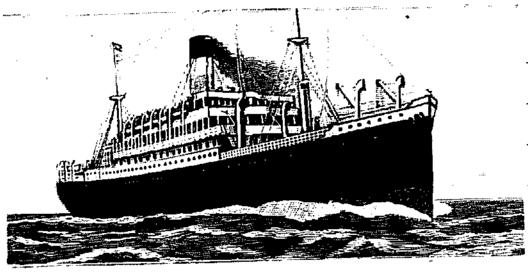

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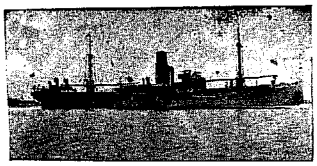

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# MAIL FIXTURES

FOR EUROPE.

Mar. 8.—FLANDRE, Sud-Atlantique, for Bordeaux.
.. 8.—GELRIA, Holland Lloyd, for Amsterdam.
.. 10.—DARRO, Royal Mail, for Liverpool.
.. 17.—DESNA, Royal Mail, for Liverpool.
.. 20.—VICTORIA, P.S.N.C., for Liverpool.

FOR RIVER PLATE AND PACIFIC.

Mar. 10.—HOLLANDIA, Holland Lloyd for River Plate.
.. 11.—LIGER, Sud-Atlantique, for River Plate.
.. 13.—MEXICO, Royal Mail, for River Plate and Pacific.
.. 17.—ARAGUAYA, Royal Mail, for River Plate.
.. 22.—DRINA, Royal Mail, for River Plate.

FOR THE UNITED STATES.

Mar. 21.—VAUBAN, 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.**

# 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.**

**The Funding Loan.** According to the "Jornal do Commercio," the service of the foreign debt on the expiration of the funding arrangement on 31st July, 1917, will be as follows:—

| | |
|---|---|
| Sundry loans on which coupons of interest and amortisation are at present suspended, including Port Works Loans ............................ | 50.890:536$152 |
| Interest (£750,000) on new (1914) funding bonds £15,000,000 ............................ | 6,666:000$000 |
| Total payable per annum from 31st July, 1917 £6,475,758 or ............................Rs. | 57.556:536$152 |

We agree with the "Jornal do Commercio" that it will be impossible, in view of the shrinkage of federal revenues and decline of exchange, to renew specie payments on the foreign debt at the stipulated date and that negotiations should be at once undertaken for the renewal of the funding arrangement.

Financial requirements have been reduced by the funding of federal and many state issues almost to the minimum. Imports have been cut down likewise to an almost irreducible minimum; exports, however, show increase and leave a heavy apparent balance in favour of the country.

Yet no gold comes out on balance and exchange, after reacting from 10½d., its quotation on 29th Octoebr. 1914, the date of signature of the federal funding loan, to 14d. in December, 1914, fell again to nearly 11d., and now stands at 12d. per milreis.

The cause of the weakness of exchange is explicable only by the drain of foreign capital from the country, stimulated as it must be by repeated issues of paper money.

Judging from the difficulty encountered in meeting even petty payments, the resources of the Treasury must be almost exhausted , and a fresh issue for administrative purposes be imminent.

Meanwhile little or nothing has been done to tackle the real problem of the creation of resources either to meet the inevitable deficit in 1917 nor for the withdrawal of paper money, so liberally, if to some degree unavoidably indulged in.

There were two alternatives to fresh issues of paper money—rigorous economy in every branch of the service or increased taxation, and yet a third—sale of unnecessary arms and ammunition.

The two first have been adopted in so half-hearted a way as to be ineffective, while the third has been rejected in limine. Taxation has been limited to consumption, but capital, the principal beneficiary of the extravagance that resulted in the lamentable position of Brazilian finances, has, practically, not been touched.

That a renewal of the funding arrangement is urgent from the Brazilian point of view is indisputable, though it may be questioned whether European creditors will take the same view unless some definite scheme of taxation can be ensured that will provide for future engagements on their maturity.

It is only by further and drastic taxation that such resources can be assured.

Indirect taxation has reached the limit at which increase would be counteractive.

The only alternative is direct taxation of capital and income, and the sooner Congress sets about it the better.

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**Trading with the Enemy.** According to cables from London "blacklists" of subjects of enemy nationality have been already published in London and will soon be on the way out to the respective country.

The right on the part of a belligerent government to prohibit trading between its subjects resident within its own jurisdiction and subjects of enemy nationality is indisputable. It is a purely national or internal precaution that can only interest neutrals so far as such prohibition affects treaty rights.

War abrogates all treaties with belligerents and brings subjects of enemy nationality wheresoever they may be under the same category. An enemy subject resident or carrying on business in Brazil or the United States or his associaties is, therefore, regarded and is now classed as an enemy subject and is liable to the corresponding disabilities.

Concerns or firms in neutral countries in which Germans are interested, though ostensibly Brazilian or American, are therefore liable to be blacklisted, as occurred in South Africa with an important German-American manufacturer of mining machinery.

With regard to the legality of the new departure, there would seem to be no question, but while insisting on its rights, the British Government has no desire or intention to disturb the trade of neutrals and for that reason declined so far to adopt the French principle of declaring all Germans, Austrians, Turks and Bulgarians to be enemies wheresoever they may be found.

The general principle of the new departure would seem to be to put a stop to trading between Great Britain and enemy subjects in neutral countries wherever practicable, by forbidding transactions between certain specified enemy firms and British firms. Discrimination will, it appears, be exercised and where no British interest seems to be affected, blacklisting will not be resorted to. The British Government, moreover, reserves the right to revise such lists and add to or deduct from them as advisable.

British shipping, of course, comes under the same prohibition and penalties as trading in Great Britain itself with enemy subjects.

Once blacklisted, no enemy subject or his associate can deal with anyone under British jurisdiction and should any British subject in a neutral country attempt to carry on business on account of the enemy with Great Britain he too would be liable to prescription.

There are banks and firms, particularly on the Amazon, who, in spite of all warnings, persist in carrying on dealings with enemy subjects, accepting cargo for account of Germans and their substitutes and opening credits for enemy and suspected firms. It would be well, however, for such banks and firms to remember that from the date blacklists are published such operations become illegal and subject infractors to severe penalties.

---

—The cable announcing that the "Moewe" has reached an unknown German port with a million marks on board after sinking 15 British steamers, requires some confirmation. The fact that the Moewe could escape from the Baltic shows that, under similar weather conditions, she might possibly again elude the vigigance of the fleet and succeed in running the gauntlet. However it may be, she has clearly not been captured yet. Her commander, taking a leaf out of the Emden's book, seems to be playing the game and so long as he does it, his prowess will meet only with admiration on our side. A chain of British cruisers, inclusive of the Highflyer, Glasgow, Vindictive, Marmora, Macedonia and Edinburgh Castle are said to have been watching the route between the Canaries and Plate, whilst the Moewe, if the cable is to be believed, was steering for the Baltic! Not that the cruisers are to blame. Once the Moewe got off the trade routes she might lie for months in the waste of the Atlantic or escape into other waters with little chance of being spotted.

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There seems to be no foundation for the rumoured sale of German interned steamers here or in Argentina, as neither Gt. Britain or Germany would consent. As far as Gt. Britain is concerned, certainly no interned steamer could be sold or transfer be recognised to neutral owners so long as the war lasts. Should, however, these steamers be requisitioned by neutral governments, as in the case of Portugal, it would be up to the German Government to protest if it chose, but on the part of Gt. Britain there would probably be little objection so long as payment in any form were deferred until after the war and the vessels were employed in trade with neutral or allied countries.

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—The explosion on board the s.s. Tennyson is causing some commotion in Argentina, more on economic than humanitarian grounds, because it is feared that such outrages may put up freights. There seems to be no question as to the damage having been caused by a bomb in the cargo shipped by the custom house agent of the Schuckertworke Co. at Bahia.

The extraordinary part of the affair being that the agent of the Lamport and Holt Line, who is also British Consul, after refusing to accept cargo from German firms in general and from this German firm in particular, should, it is alleged, have consented to the very same cargo being shipped in the Tennyson under the name of the same firm's customs clearance clerk!

There is only one rule for Germans—to have no dealings whatsoever with them. As Germans get more and more desperate their methods become more and more ferocious, and it will not be long before the Tennyson outrage is repeated unless Germans are absolutely tabooed and prevented from shipping in British bottoms.

The Agents of the Royal Mail and Pacific Co. made a stand against acceptance of German cargo from the first, but the Lamport and Holt, Prince Line and Booth Line, hitherto apparently manifested, have no objection to shipping for Germans and so risking the lives and property confided to their care.

**German Naval Activity.** There are 14 or 15 German steamers and one sailing ship at Rio, besides one steamer at Santos, which have been here since the outbreak of the war. Empty and high out of the water and covered with barnacles, their chances of escape would be but slight should they venture out of the port—as they have a perfect right to do so long as they have satisfied the requirements of the local authorities.

At Pernambuco there are some other German boats lying, we believe, in the offing, which, it is to be presumed, have been kept shipshape and ready to scoot when called upon.

If the report be true that some German steamers have escaped already from their anchorages in South American waters and been converted into auxiliary cruisers, certainly none of them were from Rio or Santos, nor is there any evidence that any at Pernambuco escaped.

It is likewise reported that the Moewe was at the mouth of the Amazon estuary, but as there are no interned steamers in those waters, it was probably to obtain provisions or water. There are also rumours of Norwegian trawlers having been seen off the north-east coast of Brazil, north of Pernambuco, and of German submarines, brought out by them, having been refitted in those waters.

There is, however, no real evidence of anything of the sort and most of the rumours concerning this country, at least, would seem born of some too fertile journalistic imagination!

To Buenos Aires, however, the same does not apply, and there is little doubt that some German steamers have received coal and provisions and cleared from that port for destinations unknown.

The performance of the Moewe and reports of other disguised German cruisers having escaped taken with the activity at German military ports, points to something unusual; perhaps to an attack of the German fleet or much more probably to a rush for liberty, with their interned steamers acting as tenders.

The British navy, powerful as it is, has its limits, and, as the escape of the Moewe shows, cannot absolutely guarantee that no German cruiser shall not run the gauntlet on a dark or foggy night.

There are dozens of British cruisers and auxiliary cruisers prowling around the coast of America, searching for the escaped enemy cruisers and steamers, and perhaps, though we know nothing of it, some of them have been captured already.

An enemy fleet cannot rely long on the booty captured from prizes to maintain its supply of coal and provisions.

In anticipation of war Germany took the precaution of organising in advance its services for replenishing in every sea. The rest of the world, inclusive of neutrals, was taken by surprise and so time was lost in counter organisation and German cruisers roamed the seas for a time at will.

As, however, organisation of allied and neutral resources was perfected, the facilities that Germans found in coaling and revictualling from the coast ports of North and South America grew less and less.

Now conditions have altered vastly. Not only have the Allies immensely improved their organisation, but the neutral powers of both North and South America are imbued with a proper sense of their responsibility and can be counted on to prevent breaches of their neutrality.

For such reasons we fancy that a maurading campaign on a comprehensive scale would, at least, be short lived. There are indications that the German navy is tired of inaction. Rumours are current of German destroyers, besides the Moewe, being at large. War risks are rising, interned steamers have escaped, and thousands of German sailors been transferred from frontier service to Kiel. If, then, the German advance on Verdun were to sychronise with a raid or attempt to run the blockade in the North Sea, it would be scarcely surprising, and certainly find the British Navy ready and anxious to deal with it.

A new commerce-destroying campaign could not, however, be regarded even by neutrals with indifference, seeing how dependent they are on Allied shipping for transport of their produce. Argentine farmers are, as our able contemporary "The Times of Argentina," points out, already receiving 2 per cent. less for their produce in consequence of the increase of war risks, and should it be necesary to recur to a system of convoys, Argentine grain would be worth only half its present value!

The same would apply to our own shipments of coffee and other produce in Allied bottoms, which at present carry 70 për cent of the whole exports to Europe and a good deal of that to America. In no case would trade be likely to stop entirely, though it might be greatly embarrassed.

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**British Control of Shipping Freights.** The success of Government efforts to control freight rates is clearly indicated in the case of the meat-carrying steamers, over which a recent order in council gives still further powers to the authorities. Shortly after the war opened, many large insulated steamers were requisitioned for transport service, and this led owners to predict a sharp rise in meat freights, unless Government acted to prevent this. The Government was not at first inclined to view favourably the proposasl of the owners, who were working not merely for their own interests, but later requisitioned all refrigerated space in the steamers trading between this country and South America and Australia.

Acting on the same disinterested advice, the Government went further and contracted with the freezing works for a certain output of meat every month at fixed prices. The result has been that not only have the British and French armies been supplied with meat at reasonable prices, but prices to the public have also not advanced to an extraordinary level. The terms on which the insulated space was taken over by the State represented an advance of about 50 per cent. on the freights earned before the war, which advance was considered only sufficient to compensate owners for the great increase in their working expenses.

The Government has now given notice that it may requisition, in similar fashion, the whole of the insulated space in all steamers which are now, or may be, registered in the United Kingdom. The effect of this order will be to bring into the scheme, if necessary, a number of insulated vessels which are not employed regularly in any particular route and also some which are engaged in regular service between neutral countries. To what extent it may be considered necessary to make a present of these trades to foreign owners is a matter which can only be threshed out between the different Government departments. Due consideration needs to be given to the present tonnage requirements of this country and also to the consequence of the abandonment of business which has been built up by efforts extending over many years and the expenditure of a vast amount of capital.

But many traders quite fail to realise why, as it has been possible by Government action to limit the rise in meat freights to 50 per cent., the wheat freights could not be similarly restricted. To-day the wheat freights from South America represent a rise of not merely 50 per cent., but 1,000 per cent. There are many more vessels available to carry the grain than there are to carry the meat, and bread is an even more important article of food than meat.

The shipping situation, as it is to-day, is in fact full of anomalies. For instance, owing to the rise in coasting freights, the liners which bring meat to London have to pay about 20s. a ton more for their coal than those proceeding with their cargoes to South Wales, or Liverpool, or the north-east coast. As each of the liners consumes some 500 tons a day the additional cost for coal alone on a voyage of several weeks amounts to many thousand pounds. The Government, by the employment in the coasting trade of a number of detained enemy steamers, has eased the burden of certain gas, electricity and other utility companies in London, but it has done nothing to assist the bunkering of those steamers whose earnings it already controls. It is largely because of all the anomalies that many owners have been forced to the conclusion that treatment of all shipping on the same footing would, besides being in the interests of the whole nation, be fairer to the industry itself.

All meat ships are now in a similar class as regards the military demands for transport services as starred men in munition factories are in respect of recruiting requirements. In order that the damage to finance and commerce may be reduced to the minimum by better organisation, and large armies may be maintained, a list of reserved trades for shipping might well be prepared, as a preliminary step, on the lines of the reserved occupations in the Derby scheme.—New York "Journal of Commerce."

## THE CURRENCY (CORRECTED).

NOTES IN CIRCULATION.

| | Convertible | Inconvertible | Total |
|---|---|---|---|
| 1909 (31 Dec.) ... | 225.279:390$ | 628.452:782$ | 853.732:122$ |
| 1910 ........... | 303.990:250$ | 621.055:255$ | 924.945:505$ |
| 1911 ........... | 378.482:010$ | 612.540:625$ | 991.022:635$ |
| 1912 ........... | 406.035:800$ | 607.025:524$ | 1.013.061:524$ |
| 1913 ........... | 295.347:400$ | 601.488:303$ | 896.835:703$ |
| 1914 ........... | 157.786:930$ | 826.496:418$ | 984.283:349$ |
| 1915 ........... | 94.559:930$ | 982.089:517$ | 1.076.649:447$ |
| 1916 (Jan.) .... | 94.559:930$ | 993.089:517$ | 1.087.649:447$ |

The circulation consists of convertible and inconvertible notes nominally of the same denomination, though in practice the former command a slight premium.

By law 2,557 of December 31st, 1910, the ratefor deposit and conversion of notes of the Caixa de Conversão was *raised* from 15d. to 16d. per milreis, corresponding to 16$ and 15$ respectively per £1 sterling. This law came into execution on 21st January, 1911, as also a schedule modifying the rates at which foreign coinage would in future be received in deposit at the Caixa de Conversão on the basis of their respective mint par instead of exchange pars, with the exception of £ sterling, which continued to be received at its exchange value.

On 21st January, 1912, the position stood as follows:—

| | | |
|---|---|---|
| Gold in deposit at Caixa at 15d. per milreis ......... | | 303.990:336$ |
| Difference of exchange 15d. and 16d. | 18.999:396$ | |
| Difference in value of foreign coins received in deposit, Dec., 1911 to 21st January, 1912 .................. | 340:380$ | 19.339:779$ |
| Value of gold in deposit at 16d. on 21st Jan., 1912... | | 284.650:557$ |

Liability for the difference of Rs. 19.339:776$ between the value of deposits at the old rate of conversion (15d.) and the new (16d.) was assumed by the Federal Government.

On 19th February, 1913, deposits at the Caixa de Conversão reached their maximum, £26,772,000, since when there has been a regular decline to £18,400,500 in 1913, in consequence of the financial pressure which followed the Balkan War, and afterwards of the great war itself, whereby deposits were reduced by end of December, 1914, to £9,230,520 and by December, 1915, to only £5,005,000. In 1914, the Government suspended the conversion of notes and thus, virtually, prohibited the export of gold, except for Treasury purposes.

The amount of convertible notes in circulation on 31st December, 1915, was Rs. 94.559:930$, equivalent at 16d. to £6,303,996, of which Rs. 75.230:952$691 were covered by gold to value of £5,015,397 in deposit at the Caixa de Conversão and 10:798$707 by silver for conversion of fractions of notes, leaving 19.318:178$602 uncovered, the conversion of which is guaranteed by the Federal Government.

In spite of actual inconvertibility, these notes always command a premium of 5 per cent. or more, varying with the requirements of the Government, now practically the only buyer. For some time the total has been stereotyped at £5,015,397.

In convertible notes, or paper money, in circulation on 31st December, 1915, amounted to Rs. 982.089:517$500, an increase compared with the previous year of 155.593:099$ or 18.9 per cent., inclusive of the emergency issue of 250.000:000$ authorised by law of 1914 and a subsequent issue of 150.000:000$ authorised by law of 28th August, 1915. Of the former 10.000:551$ have been paid off and of the later 7.500:000$ remain to be issued.

Since 31st January, 11.000:000$ more have been issued, bringing up the total value of inconvertible notes to date (Feb., 1916) to Rs. 993.089:517$, equivalent at current exchange (11½d.) to £46,552,000 and at par (27d.) to nearly £112,000,000.

In 1897, on the proclamation of the Republic, federal issues did not exceed Rs. 198.815:562$, but on the occasion of the first suspension of specie payments on the foreign debt in 1897, had risen to 789.400:000$. By 1904 they had been reduced again to 675.028:127$ and finally rose to the giddy height of 993.089:517$ in February of the current year (1916).

Inclusive of convertible and inconvertible issues, notes to the value of Rs. 1.087:649:447$ are now in circulation, of a nominal value at current exchange of about £51,557,000.

In addition to fiduciary issues, large quantities of silver and nickel coins are in circulation, as to which we have no information.

Compared with 1887 (last year to the Empire) the increase in fiduciary issues was 447 per cent. and compared with 1897, the date of the first funding loan, was 37.7 per cent.

Meanwhile foreign exchange on London dropped from par (27d.) in 1889 to 5¾d. in 1897 and after recovery and remaining steady for seven years between 15d. and 16d., fell again to 11½d., and now stands about 12d.

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**Patriotic League of Britons Overseas, Rio de Janeiro Branch.** Statement for February, 1916:—

| | Donations | Subscriptions | Belgian Fd. |
|---|---|---|---|
| To 31st January, 1916. | £773 17 0 | 755 11 8 | 17 17 0 |
| February, 1916 ......... | 39 13 1 | 88 6 11 | — |
| | £813 10 1 | 843 18 7 | 17 17 0 |
| Prince of Wales' Fund | 152 9 8 | 357 3 0 | — |
| February, 1916 ......... | — | 49 6 8 | — |
| | £965 19 9 | 1,250 8 3 | 17 17 0 |

Rio de Janeiro, 1st March, 1916, F. S. Pryor, Hon. Treasurer.

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**Are we feeding the Germans?** The following is an extract from an article under this title from the "Daily Mail":—

Coffee.

| Total Danish Imports. | Copenhagen Imports. |
|---|---|
| 1913 | 1915 |
| 20,528 tons less. | |
| 5,000 tons re-exported. | |
| 14,528 tons. | 52,000 tons. |

The "Borsen" schedules coffee sometimes in pounds weight, sometimes in bags, but I have worked out the bags on an average of 140lb. per bag (less 2lb. weight of sack), which traders assure me is a conservative estimate. I may add that private traders' figures, which I obtained as some check on the "Borsen's" figures, give much greater imports of coffee than those used above, December's coffee total, for instance, according to one big importer, exceeds 22,000,000lb. This figure perhaps embraces all Denmark's ports, and not merely Copenhagen alone as mine do, and possibly also coffee in transit.

"Wileman's Brazilian Review," as quoted by a German paper I read in Copenhagen, says:—"The striking feature of the export movement of coffee from Brazil during the last crop year from August 1, 1914, to July 31, 1915, was that despite the complete closing of the great German and Belgian markets, particularly Hamburg and Antwerp, the total shipments of coffee from Brazil declined from those of the previous crop year by only 7.7 per cent., there being a great increase of shipments to the Scandinavian countries and Italy. The shipments of 1,933,373 bags to the Scandinavian countries show the remarkable increase of 489 per cent. The greater part of this was taken by Sweden alone, its imports of 1,346,839 bags being an increase of 1,100,988 bags, or 477 per cent .over those of the preceding year." The writer might have added that Denmark's increase was not inconsiderable either.

**"As Mil e Uma Saccas."** In order that the Fazendeiros of the State of S. Paulo may be able to help to lessen the sad state of the victims of the European war, the Association "Mil e Uma Saccas" (1.001 bags) have obtained from the railway and steamship companies, from three commercial houses and the Docas of Santos, help by means of which coffee can be sent from fazendas in any part of the State direct to the line of battle to the amount of 2.000 sacks without any expense whatever to the sender and with the minimum of trouble.

To send one or more sacks of coffee from a fazenda and to guarantee the delivery of it to the Red Cross in Havre, all that is necessary is to deliver the sacks to the nearest railway station, having first painted on them a red cros, nothing more. The railways generously transport the coffee to the station at the Port of Santos, from which the Union Transport Co. removes it in carts and relivers it the Brazilian Warrant Co., where it is classified and put into new sacks ready for shipment. After the deeds of despatch and the payment of duties have been arranged by Messrs. Ed. Johnston and Co., the Union Transport Co. takes the coffee on board the ship for export. From Santos to Europe the Cie. Chargeurs Reunis transports it gratuitously and delivers it to roasters and from them it goes to the Red Cross Societies.

Thus, from the fazendas to the line of battle, all will be done automatically and gratuitously. The fazendeiro paints the Red Cross on the each sack, the rest is done by the contributing companies and firms. Some fazendeiros are able and willing to give many sacks of coffee, others not so many, but all can help with at least one sack and so the gift will be from all the fazendeiros and not from merely a few few of the most rich.

In case you have already sent all your coffee to Santos, you need only send an order to your commissioner to paint a Red Cross on the sacks you wish to give and to call up telephone 404, when the Union Transport Co. cart will immediately appear and take the coffee to the Brazilian Warrant Co., where it will be stored till the number of 2,000 sacks is completed.

The post-card enclosed with this circular, addressed to Messrs. E. Johnston and Co., is to be posted after the fazendeiro has signed his name in the space appointed and filled in the number of sacks sent. The "Estado de S. Paulo" and "Correio Paulistano" will publish daily, gratuitously, the list of the contributors till the number of sacks is completed.

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**New British Capital.** Destination of capital in £1.000.000:—

| | 1913 | 1914 | 1915 |
|---|---|---|---|
| United Kingdom | 35.9 | 364.4 | 621.1 |
| British Possessions | 76.1 | 80.9 | 22.2 |
| Foreign countries | 84.5 | 67.2 | 41.9 |
| Total | 196.5 | 512.5 | 685.2 |
| Brazil only | 16.1 | 5.8 | — |

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**The Atlas Company** has been authorised to operate in this country. It will carry on a general produce business, including advances against produce or real estate. The authorised capital is £10,000, divided into 10,000 shares of £1 each.

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# MONEY

Rio de Janeiro, March 4th, 1916.

Monday, February 28th. All banks opened at 11 23-32d., offering to take at 11 7-8d. The French Bank came out almost immediately with 11¾d., which all the rest adopted and at close some were offering to draw at 11 25-32d., but without finding either money or bills.

Tuesday, 29th February. The City, Ultramarino and French banks opened at 11¾d.; during the day the two former banks raised their rates alternatively until at the close the City Bank quoted 11 27-32d. and drew something at 11 7-8d. No bills.

Wednesday, March 1st. The City, Ultramarino and Italian Banks opened at 11 7-8d., others at 11 13-16d. and 11 27-32d. The City Bank during the day raised its rate until at the close it was offering to draw at 11 15-16d., accompanied by the Ultramarino. No bills.

Thursday, March 2nd. The City and Ultramarino Banks opened at 11 31-32d., others at 11 29-32d. About noon the City Bank drew at 12d., followed by the Ultramarino, at which a great amount of money was found. At close the City Bank quoted but would not draw at 12d. Money offering in quantities at 12d., but no bills.

Friday, March 3rd. The City Bank opened at 11 15-16d. and others at 11 7-8d., the former offering to take at 11 15-16d. The City Bank endeavoured to maintain this rate by raising its rate to 11 29-32, after having retired just before to 11 27-32d. A few bills were offered during the course of the day at 11 29-32d. and afterwards at 11 15-16d., the market closing with banks unwilling drawers at 11 7-8d. and no bills obtainable over 11 13-16d.

Saturday, March 4th. The City Bank opened at 11 13-16d. "for the market," and others at 11¾d. The City and Ultramarino during the day retired to 11 23-32d.; business done in commercial at 11¾dd. At close City and Ultramarino quoted 11 25-32d. and offering to take at 11 7-8d., with an occasional bills at 11 13-16d. No money.

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Ninety days' rate on London varied during the week between 11 23-32d. and 12d., closing this afternoon at 11 25-32d. in the City Bank.

As far as bills are concerned, the market seems to be kept going chiefly by speculative paper, embarques having yielded £589,000 as against £490,000 for the previous week, mostly drawn for long ago. Rubber prices are almost stationary at 3s. 2d., but shipping difficulties increase daily.

On the other hand little money is offering, except when rates are pushed to 12d., when it comes with a rush, showing that however liberally the supply may have been supplemented by speculation, there is still demand enough in reserve to swamp the market until coffee shipments to the States become active again.

If they are inactive now it is not for want of coffee, but because freights are too high and the qualities of most of the coffees in stock not very desirable, whilst American markets are well supplied and can wait with a certain amount of equanimity for a turn in the tide.

In fact, everything, exchange, coffee and rubber depend on the supply of tonnage. Should that fail the supply of bills would fail too and though prices might rise perhaps precipitately in American markets, here, unless otherwise supported, they would give way.

We can see no reason to look for any immediate improvement in shipping conditions, but, on the contrary, should the German submarine menace assume more importance, fear that the supply of tonnage may get shorter and shorter.

But people are generally optimistic, and inclined to rely on contingencies, such as the requisition of the German steamers interned in Brazilian ports and an early peace and so on, rather than look disagreeable possibilities in the face.

Presuming, however, that there be no interruption of exports and that next crops of coffee, rubber, etc., can be freely shipped, the prospects would seem to make for an improvement in foreign exchanges, seeing how very small the demand for bills by importers actually is and is likely for some time to be and the very heavy liquidation that the absorption of favourable balances to the amount of £27,000,000 must have entailed. Capital may be still leaving the country, but necessarily on a diminishing scale, so that sooner or later a point must be reached at which gold will begin to be once more imported.

The rise of exchange from 11 3-8d. to 12d. just at the moment when the dearth of bills seemed to threaten a further decline, whatever its origin, would seem to show how little is required to re-establish equilibrium and to start exchanges on the upward track, where it not for uncertainty with regard to shipping.

**Caixa de Conversão.** No alteration. Deposits £5,015,397.

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**The Emergency Issue.** Statement for 4th March:—

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 | | 28:316$ |
| Interest due from banks | | 17:395$ |
| Repaid by banks on account of amort. and int.— | | |
| Cash | 5.391:926$ | |
| Treasury bills | 76.473:400$ | |
| Interest on same | 187:028$ | |
| Expenses of issue | 491:273$ | 82.543:627$ |
| | | 342.611:889$ |

LIABILITIES.

| | |
|---|---|
| Emission authorised | 250.000:000$ |
| 10 per cent. of Customs receipts Rio and Santos | 2 985:582$ |
| Amortisation of loans | 85.901:802$ |
| Interest on loans | 3.724:505$ |
| | 342.611:889$ |

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**Latest Quotations:—**

| | 1916 Mar. 5 | 1916 Feb. 5 | 1915 Mar. 5 |
|---|---|---|---|
| 4 per cent., 1889 | 46¼ | 45½ | 50 |
| Funding, 1898, 5 per cent. | 89 | 87½ | 98 |
| Funding, 1914 | 74¾ | 73 | 74¼ |
| 1910, 4 per cent. | 44½ | 45½ | 50 |
| Leopoldina stock | 36 | 35½ | 38½ |
| S Poulo Railway Ordinary | 179 | 179 | 188½ |
| Traction Ordinary | 51 | 51 | 51½ |
| Brazil Railway | 8½ | 7½ | 7 |
| Dumont Coffee Co. | 8¼ | 8 | 8½ |

Treasury bills, 10 to 11 per cent. discount.

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# COFFEE

**Entries** for the week ended 2nd March at the two ports show slight revival, being 56,700 bags larger thn for the previous week, of which 22,999 bags at Rio and 33,702 at Santos. For the crop. entries to 2nd March at the two ports amounted to 12,959,866 bags or 2,676,500 bags more than corresponding period last year.

**Clearances** were slightly larger for the week under review and for the crop to 2nd March show an increase compared with same period last year of 1,903,991 bags and their f.o.b. value of £2,033,865. For the week f.o.b. value for the two ports averaged £2.028 as against £1.995 for previous week.

**Stocks** at the two ports on March 2nd were 2,703,882 bags, a shrinkage of 48,560 bags for the week, accounted for by increase at Rio of 55,296 and decrease at Santos of 103,856 bags.

**Embarques** improved slightly, being 44,914 bags at the two ports over previous week's, yielding at £2.028 per bag £589,000 as against £490,000 for previous week.

Of the total of 292,418 bags **Sailed,** 139,421 bags left for the States, 25,888 for Scandinavian ports, 80,955 for France, 37,548 for rest of Europe and Mediterranean, 27,421 for River Plate and 5,864 coastwise.

**Manifests.** British shippers last week headed the list of exporters with .90,283 bags, though the heaviest destination was the States with 139,421 bags and British vessels do not figure at all in the manifests for the week, in which Norwegian steamers were facile princeps with 104,920 bags.

**Prices** show a rising tendency in most markets. At Rio, however, a slight decline was registered compared with previous week, but improvement at Santos in both superior and good average. Options at New York were about the same, but show some improvement at Havre and London. At New York Spot No. 7 rose to 9 3-8c.

| Average for week. | Feb. 24 | Mar. 2 |
|---|---|---|
| Rio No. 6, 10 kilos | 6$238 | 6$196 |
| No. 7 | 6$034 | 5$755 |
| No. 8 | 5$762 | 5$719 |
| No. 9 | 5$489 | 5$447 |
| Santos Superior | 5$720 | 5$900 |
| Good Average | 4$120 | 4$300 |
| New York Spot No. 7 | 9 3-8 | — |
| Spot No. 9 | 9 1-8 | — |
| Options, March-May | 7.73c. | 7.71c. |
| May-July | 7.86c. | 7.86c. |
| July-Sept. | 8.03c. | 8.06c. |
| Havre Options, March-May | 63f.66 | 63f.87 |
| May-July | 61f.79 | 62f.10 |
| July-Sept. | 60f.25 | 60f.60 |
| London, March-May | 42/5 | 42/11 |
| September | 43/3 | 44/3 |

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STOCKS in 1,000 Bags. (From M. Laneuville's "Le Café.")

| | 1 Jan. 1916 | 1 Feb. 1916 | 1 Feb. 1915 | Jan,1916 Feb,1916 | Feb,1915 Feb,1916 |
|---|---|---|---|---|---|
| England | 529 | 523 | 274 | − 6 | +249 |
| Hamburg | 150 | 100 | 420 | − 50 | −320 |
| Holland | 366 | 287 | 386 | − 79 | − 99 |
| Antwerp | 100 | 100 | 978 | — | −878 |
| Havre | 2,051 | 2,160 | 2,014 | +109 | +146 |
| Bordeaux | 47 | 47 | 39 | — | + 8 |
| Marseilles | 167 | 192 | 93 | + 25 | + 99 |
| Trieste | 5 | 5 | 12 | — | − 7 |
| Bremen | 5 | 5 | 46 | — | − 41 |
| Copenhagen | 90 | 90 | 66 | — | + 24 |
| 10 ports | 3,510 | 3,509 | 4,328 | − 1 | −819 |
| Brazil sorts | 2,671 | 2,733 | 3,535 | + 62 | −802 |
| Other | 839 | 776 | 793 | − 63 | − 17 |
| Visible Supply of the World:— | | | | | |
| Brazil sorts | 8,911 | 8,624 | 8,995 | −287 | −371 |
| Other | 1,343 | 1,366 | 1,149 | + 23 | +217 |
| Total | 10,254 | 9,990 | 10,144 | −264 | −154 |

The world's supply on 1st February underwent a shrinkage of 264,000 bags compared with previous month and decrease of 154,000 compared with Feb., 1915. On 1st February, the world's visible supply amounted to 9,990,000 bags as against 10,144,000 on 1st February, 1915, and 13,301,000 on 1s tFebruary, 1914. The movement for Hamburg and Antwerp for the month is stated to have been as follows:—

| | | | |
|---|---|---|---|
| Hamburg, deliveries January | 50,000 | Stock | 100,000 |
| Antwerp, ditto | Nil | | 100,000 |

As statistics for Copenhagen are suppressed for a time, the figures for stocks at that port have been left unchanged. The suppression of these statistics is due to the large quantities seized that makes it very difficult to verify the amount of free merchandise.

Deliveries are very satisfactory, amounting to 2,010,000 bags for the month, as against 1,802,000 in January, 1915 and 1,657,000 in 1914. Total deliveries at all ports for the first seven months of the crop reached 12,929,000 bags, as against 12,180,000 in 1914-15 and 11,024,000 in 1913-14.

According to M. Laneuville the visible supply of the world on 1st March amounted to 9,301,000, as agains. 9,990.000 compared with February, a shrinkage of 689.000 bags and 10.018.000 on 1st March, 1914, a shrinkage of 717,000 bags.

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The rain that has lately fallen all over the coffee area should no doubt be beneficial to the growing 1917-18 crop, but that it will "break the record," as some exchange bulls pretend, is extremely improbable, seeing how much has gone out of production during the last ten years and the diminishing yield of even the very best districts like Ribeirão Preto.

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# Coffee Statistics

## ENTRIES.

IN BAGS OF 60 KILOS.

| RIO | FOR THE WEEK ENDED Mar. 2 1916 | Fev. 24 1916 | Mar. 4 1915 | FOR THE CROP TO Mar. 2 1916 | Mar. 4 1915 |
|---|---|---|---|---|---|
| Central and Leopoldina Ry | 52.849 | 37.486 | 68 167 | 2.301.119 | 1.875.441 |
| Inland | 1.347 | 1.665 | 3.036 | 77.466 | 43.215 |
| Coastwise, discharged | 9.960 | 920 | 3 745 | 106.801 | 44.869 |
| Total | 64.156 | 40.071 | 74.948 | 2.485.386 | 1.[illegible]63.525 |
| Transferido from Rio to Nictheroy | 1.097 | 1.374 | 1.467 | 63.304 | 29.876 |
| Net Entrie at Rio | 63 059 | 38.697 | 73.481 | 2 422 082 | 1.933.649 |
| Nictheroy from Rio & Leopoldina | 5.178 | 6.541 | 12.597 | 281.054 | 256.375 |
| Total Rio, including Nictheroy & transit. | 68.237 | 45.238 | 86 078 | 2.703 136 | 2.190.024 |
| Total Santos : | 116.398 | 82.696 | 168.746 | 10.256.730 | 8.093.542 |
| Tota Rio & Santos. | 184.635 | 127 934 | 254.824 | 12 959 866 | 10.283.566 |

The coast arrivals for the week ended March 2nd, 1916. were from:—

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The total entries by the different S. Paulo Railways for the Crop to March 2nd 1916 were as follows

| | Past Jundiahy | Per Sorocabana and others | Total at S. Paulo | Total at Santos | Remaining at S. Paulo |
|---|---|---|---|---|---|
| 1915/1916 | 8.393 573 | 1.721.693 | 10.115.266 | 10.256.730 | — |
| 1914/1915 | 6.779.181 | 1.3[illegible]8.443 | 8.097.624 | 8.093.542 | — |

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## FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

| | March 2/1916. | February 24/1916. | March 4/1915. |
|---|---|---|---|
| United States Ports | 1.444.000 | 1.539.000 | 1.365.000 |
| Havre | 1.983.000 | 1.941.000 | 1.797.000 |
| Both | 3.427.000 | 3.480 000 | 3.162.000 |
| Deliveries United States | 150.000 | 162.000 | 150.000 |
| Visible Supply at United States ports | 1.850.000 | 1 925.000 | 1.777.000 |

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## SALES OF COFFEE.

During the week ending March 2nd, 1916.

| | March 2/1916. | February 24 1916. | March 4/1915. |
|---|---|---|---|
| Rio | 21.163 | 39.441 | 27.007 |
| Santos | 90.000 | 55.000 | 173.817 |
| Total | 111.163 | 94.441 | 200.824 |

## COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

| | DURING WEEK ENDED 1916 Mar. 2 | 1916 Fev. 24 | 1915 Mar. 4 | FOR THE CROP TO 1916 Mar. 2 | 1915 Mar. 4 |
|---|---|---|---|---|---|
| Rio | 69 707 | 43,[illegible]2 | 40,758 | 2,323,632 | 1,835,722 |
| Nictheroy | 500 | 2,485 | 7,876 | 278.608 | 245 635 |
| In transit | — | — | — | — | — |
| Total Rio including Nictheroy & transit | 70 207 | 45 527 | 48,634 | 2,602,240 | 2,081,357 |
| Santos | 220,254 | 200,020 | 376,290 | 8,391,146 | 8,474,425 |
| Rio & Santos | 290,461 | 245 547 | 424,924 | 10,993,386 | 10,555,782 |

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## COFFEE SAILED.

**During the week ending March 2nd, 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 | — | 8,500 | 4,441 | | — | — | 12,941 | 2,527,835 |
| Santos | 139.421 | 135,891 | 1,423 | 2,742 | — | — | 279 477 | 8,301,807 |
| 1915/1916 | 139,421 | 144,391 | 5.864 | 2,742 | — | — | 292,418 | 10,829,642 |
| 1914/1915 | 110,731 | 136 213 | 211 | 5,734 | — | — | 256,889 | 8,900,461 |

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## VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending March 2nd, 1916.

IN BAGS OF 60 KILOS.

| | Mar. 2 | Fev. 24 | Mar. 2 | Fev. 24 | Crop to Mar. 4/916. | |
|---|---|---|---|---|---|---|
| | Bags | Bags | £ | £ | Bags | £ |
| Rio | 8 500 | 14 080 | 16 582 | 28.647 | 2,353,573 | 2,944,432 |
| Santos | 278,054 | 86 264 | 564.728 | 171,579 | 8,292,796 | 16,976,634 |
| Total 1915/1916 | 286,554 | 100,344 | 581,310 | 20[illegible],226 | 10,646,369 | 19,921,066 |
| do 1914/1915. | 254,048 | 346,600 | 454,221 | 591,935 | 8,742,378 | 17,887,201 |

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## OUR OWN STOCK.

IN BAGS OF 60 KILOS.

| | | |
|---|---|---|
| RIO Stock on February 24th, 1916 | | 353.977 |
| Entries during week ended March 2nd, 1916 | | 63.059 |
| | | 417.036 |
| Loaded «Embarques», for the week Mar. 2nd, 1916 | | 69.707 |
| STOCK IN RIO ON ar March 2nd, 1916 | | 347.329 |
| Stock at Nictheroy and Porto da Madama on February 24th, 1916 | 16.477 | |
| » Afloat on February 24th, 1916 | 47.522 | |
| Entries at Nictheroy plus total *embarques* including transit | 75.385 | |
| | 139.384 | |
| Deduct : embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week March 2nd, 1915 | 13.441 | |
| STOCK IN NICTHEROY AND AFLOAT ON Mar. 2nd 1916. | | 125.943 |
| STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON March 2nd, 1916 | | 473.272 |
| SANTOS Stock on February 24th, 1915 | 2.334.466 | |
| Entries for week ended March 2nd, 1915 | 116.398 | |
| | 2 450.864 | |
| Loaded (*embarques*) during same week | 220.254 | |
| STOCK IN SANTOS ON March 2nd, 1916. | | 2.230.610 |
| Stock in Rio and Santos on March 2nd, 1916. | | 2.703.882 |
| do do on February 24th, 1916. | | 2.752.442 |
| » » » March 4th, 1915. | | 1.880.227 |

## COFFEE PRICE CURRENT.

During the week ending March 2nd, 1916.

| | Fev. 25 | Fev. 26 | Fev. 28 | Fev. 29 | Mar. 1 | Mar. 2 | Average |
|---|---|---|---|---|---|---|---|
| RIO— | | | | | | | |
| Market N. 6 10 kilos | 6.264 | — | — | — | — | 6.128 | — |
| | 6.332 | 6. 96 | 6.196 | 6.128 | 6.128 | 6.196 | 6.196 |
| " N. 7 | 6.060 | — | — | — | — | 5.293 | — |
| | 6.128 | 5.992 | 5.992 | 5.293 | 5.293 | 5.992 | 6.755 |
| " N. 8 | 5.788 | — | — | — | — | 5.651 | — |
| | 5.856 | 5.719 | 5.719 | 5.651 | 5.651 | 5.719 | 5.719 |
| " N. 9 | 5.515 | — | — | — | — | 5.379 | — |
| | 5.583 | 5.447 | 5.447 | 5.379 | 5.379 | 5.447 | 5.447 |
| SANTOS— | | | | | | | |
| Superior per 10 kilos... | 5.000 | 5.900 | 5.900 | 5.900 | — | 5.900 | 5.900 |
| Good Average......... | 4.300 | 4.300 | 4.300 | 4.300 | — | 4.300 | 4.300 |
| N. YORK, per lb.. | | | | | | | |
| Spot N. 7 ...... cent. | — | 9 1/8 | — | — | — | 9 3/8 | — |
| " " 8 ...... " | — | 8 7/8 | — | — | — | 9 1/8 | — |
| Options— | | | | | | | |
| " Mar..... " | 765 | 757 | 760 | 765 | 775 | 809 | 771 |
| " May.... " | 777 | 776 | 780 | 780 | 788 | 818 | 786 |
| " Sept.... " | 793 | 795 | 800 | 799 | 806 | 826 | 803 |
| HAVRE per 50 kilos | | | | | | | |
| Options.......... francs | | | | | | | |
| " Mar..... " | 63·25 | 63.75 | 63.75 | — | — | 64.75 | 63.87 |
| " May.... " | 61.25 | 62.00 | 62.00 | — | 62.25 | 63.00 | 62.10 |
| " Sept.... " | 59.75 | 60.25 | 60.50 | — | 61.00 | 61.50 | 60.60 |
| HAMBURG per 1/2 kilos | | | | | | | |
| Otipons......... pfennig | | | | | | | |
| " Mar... " | — | — | — | — | — | — | — |
| " May.. " | — | — | — | — | — | — | — |
| " Sept.. " | — | — | — | — | — | — | — |
| LONDON cwt | | | | | | | |
| Options........ shillings | | | | | | | |
| " Mar... " | 42/3 | 42/6 | 42/6 | 43/- | 43/3 | 44/- | 42/11 |
| " May... " | — | — | — | — | — | — | — |
| " Sept... " | 43/6 | 43/9 | 43/9 | 44/6 | 44/9 | 45/6 | 44/3 |

## MANIFESTS OF COFFEE.

### RIO DE JANEIRO.

During the week ending March 2nd, 1916.

| | | | |
|---|---|---|---|
| —RIO DE JANEIRO—Christtiania | McKinley & Co ........... | 2,750 | |
| Ditto—Bergen .................... | McKinley & Co ........... | 1,250 | |
| Ditto " ......................... | Hard, Rand & Co ...... | 500 | |
| Ditto " ......................... | Norton Megaw & Co ... | 500 | |
| Ditto—Trondhjem .............. | Hard, Rand & Co ...... | 750 | |
| Ditto " ......................... | Eugen Urban & Co ... | 250 | |
| Ditto—Aalesund .............. | Hard, Rand & Co ...... | 1,000 | |
| Ditto—Christiansund ......... | Hard, Rand & Co ...... | 500 | |
| Ditto—Skien ...................... | McKinley & Co ........... | 250 | |
| Ditto—Dramen .................. | Hard, Rand & Co...... | 250 | |
| Ditto—Norway .................. | McKinley & Co ........... | 250 | 8,250 |

### COASTWISE.

| | | | |
|---|---|---|---|
| —ASSU—Pará .............................. | Hard, Rand & Co ...... | 170 | |
| Ditto " ......................... | Stolle Emerson & Co. | 50 | 220 |
| —BAHIA—Manáos ......................... | Ornstein & Co ........... | 1,370 | |
| Ditto " ......................... | Theodor Wille & Co... | 30 | |
| Ditto " ......................... | Eugen Urban & Co ... | 50 | |
| Ditto " ......................... | Sequeira & Co ........... | 30 | |
| Ditto—Maranhão ......... ... | Ornstein & Co ........... | 285 | |
| Ditto " ......................... | Theodor Wille & Co... | 285 | |
| Ditto " ......................... | Sequeira & Co ........... | 220 | 2,270 |
| 25—SIRIO—Recife .......................... | Ornstein & Co ........... | 270 | |
| Ditto—Natal ..................... | Ornstein & Co ........... | 70 | |
| Ditto—Ceará ..................... | Theodor Wille & Co... | 50 | |
| Ditto—Maceió ..................... | Theodor Wille & Co... | 30 | 420 |
| —ITAPACY—Ibituba ..................... | Alves & Co ................. | 20 | |
| Ditto—Pelotas ..................... | Stolle Emerson & Co. | 50 | 70 |
| —ITAGIBA—Rio Grande ............ | Stolle Emerson & Co. | 25 | |
| Ditto " ......................... | Theodor Wille & Co... | 50 | |
| Ditto " ......................... | Ornstein & Co ........... | 50 | |
| Ditto—Pelotas ..................... | McKinley & Co ........... | 96 | |
| Ditto " ......................... | Castro Silva & Co ...... | 50 | |
| Ditto " ......................... | Ornstein & Co ........... | 30 | |
| Ditto—Porto Alegre ........... | Stolle Emerson & Co. | 50 | |
| Ditto " ......................... | Eugen Urban & Co ... | 50 | 401 |
| —ITAPERUNA—Aracaju ........... | L. Villela ............... | — | 10 |
| —ITAPUCA—Pelotas .................... | Sequeira & Co ........... | 50 | |
| Ditto " ......................... | Stolle Emerson & Co. | 125 | |
| Ditto " ......................... | Jessouroun Irmaos ... | 60 | |
| Ditto " ......................... | Ornstein & Co ........... | 30 | |
| Ditto—Porto Alegre ......... | Sequeira & Co ........... | 70 | |
| Ditto " ......................... | E. Bacellar ............... | 100 | 435 |
| —ITAQUERA—S. Francisco ......... | Queiroz Moreira ...... | 25 | |
| Ditto—Pelotas ..................... | Ornstein & Co ........... | 80 | |
| Ditto— " ......................... | Castro Silva & Co ...... | 75 | |
| Ditto—Porto Alegre ........... | McKinley & Co ........... | 00 | 480 |
| 25—ITATINGA—Maceio ............... | Sequeira & Co ........... | — | 110 |
| 27—ITAQUI—Recife ........................ | Eugen Urban & Co ... | — | 25 |
| | Total coastwise ........ | — | 4,441 |

### SANTOS

During the week ending March 2nd, 1916.

| | | | |
|---|---|---|---|
| —INF. ISABEL—Seville ............... | Francisco Tenorio ...... | 2,347 | |
| Ditto— " ......................... | Prado Ferreira & Co... | 1,000 | |
| Ditto— " ......................... | J. de Aleida Costa....... | 200 | |
| Ditto—Barcelona ............... | Hard, Rand & Co ... | 1,125 | |
| Ditto " ......................... | Nauman Gepp & Co... | 1,000 | |
| Ditto " ......................... | Cia. Nacional de Café. | 250 | |
| Ditto " ......................... | Santos Coffee Co ......... | 250 | |
| Ditto " ......................... | Leite Santos & Co ...... | 200 | |
| Ditto " ......................... | Troncoso Hermanos ... | 52 | |
| Ditto " ......................... | B. Pinheiro ............... | 1 | |
| Ditto—Huelva ..................... | Francisco Tenorio ...... | 881 | |
| Ditto " ......................... | Hard, Rand & Co ...... | 125 | |
| Ditto—Malaga ..................... | Nioac & Co ............... | 625 | |
| Ditto " ......................... | Hard, Rand & Co ...... | 250 | |
| Ditto—Bilbaó ..................... | Hard, Rand & Co ...... | 375 | |
| Ditto—Cadiz ..................... | R. Alves Toledo & Co. | 150 | |
| Ditto " ......................... | Juan Sicre ............... | 100 | |
| Ditto " ......................... | Trancoso Hermanos ... | 50 | |
| Ditto " ......................... | Pasqual Gomes ........ | 2 | |
| Ditto—Valencia ............... | Nauman Gepp & Co... | 125 | |
| Ditto— " ......................... | Pasqual Gomes ......... | 1 | |
| Ditto—Gijon ..................... | Hard, Rand & Co ...... | 125 | |
| Ditto—Santander ............... | Nauman Gepp & Co... | 12. | |
| Dito—Consumption ............ | Ribas Hermanos ...... | 30 | 9,389 |
| —GUAHYBA—New York ............ | Levy & Co ................. | 13,600 | |
| Ditto— " ......................... | Hard, Rand & Co ...... | 5,000 | |
| Ditto— " ......................... | Santos Coffee Co ...... | 4,988 | |
| Ditto— " ......................... | M. Wright & Co ........ | 3,500 | |
| Ditto— " ......................... | Cia. Nacional de Café | 3,500 | |
| Ditto— " ......................... | J. Aron & Co ............. | 3,000 | |
| Ditto— " ......................... | Malta & Co ............... | 2,000 | |
| Ditto— " ......................... | A. Baeta Neva ........... | 1 | 35,589 |
| 21—SALLAND—Buenos Aires ....... | Diebold & Co ........... | 100 | |
| Ditto—Montevideo ............ | Diebold & Co ............... | 100 | 200 |
| 22—ZEELANDIA—Amsterdam .... | Cia. Prado Chaves ...... | 3,000 | |
| Ditto— " ......................... | Hard, Rand & Co ...... | 3,000 | |
| Ditto— " ......................... | Nauman Gepp & Co... | 3,000 | |
| Ditto— " ......................... | Theodor Wille & Co... | 2,000 | |
| Ditto— " ......................... | R. Alves Toledo & Co. | 2,000 | |
| Ditto— " ......................... | Société F. Bresilienne. | 1,900 | |
| Ditto— " ......................... | M. Wright & Co ......... | 1,500 | |
| Ditto— " ......................... | Eugen Urban & Co ... | 1,250 | |
| Ditto— " ......................... | Leme Ferreira & Co... | 1,000 | |
| Ditto— " ......................... | Ed. Johnston & Co ... | 1,000 | |
| Ditto— " ......................... | Stolle Emerson & Co. | 1,000 | |
| Ditto— " ......................... | Levy & Co ................. | 1,000 | |
| Ditto— " ......................... | Diebold & Co ........... | 1,000 | |
| Ditto— " ......................... | Raphael Sampaio & C. | 1,000 | |
| Ditto— " ......................... | Whitaker Brotero & C. | 1,000 | |
| Ditto— " ......................... | G. Trinks & Co. ......... | 750 | |
| Ditto— " ......................... | Leon Israel & Co ......... | 750 | |
| Ditto— " ......................... | Malta & Co ............... | 500 | |
| Ditto— " ......................... | Zerrenner Bulow & C. | 500 | |
| Ditto— " ......................... | Santos Coffee Co ......... | 500 | |
| Ditto— " ......................... | Dauch & Co ............... | 500 | |
| Ditto— " ......................... | A. Reismann & Co...... | 1 | 28,151 |
| —A. TROUDE—Buenos Aires ......... | Luiz Suplicy ............... | 396 | |
| Ditto— " ......................... | A. Guimarwes ........... | 200 | 596 |
| 23—RIO DE JANEIRO—Bergen ... | G. Trinks ................. | 1,500 | |
| Ditto— " ......................... | Prado Ferreira & Co... | 1,250 | |
| Ditto— " ......................... | Cia. Prado Chaves ...... | 1,250 | |
| Ditto- " ......................... | Leon Israel & Co ...... | 1,000 | |
| Ditto— " ......................... | Société F. Bresilienne. | 775 | |
| Ditto— " ......................... | Hard, Rand & Co ...... | 750 | |
| Ditto— " ......................... | R. Alves Toledo & Co. | 500 | |
| Ditto—Trondjeim ............... | Hard, Rand & Co ...... | 2,000 | |
| Ditto " ......................... | Leme Ferreira & Co ... | 1,875 | |
| Ditto—Christiania ............ | Hard, Rand & Co ...... | 1,500 | |
| Ditto— " ......................... | Prado Ferreira & Co ... | 625 | |
| Ditto— " ......................... | Santos Coffee Co ...... | 625 | |
| Ditto— " ......................... | Société F. Bresilienne. | 500 | |
| Ditto— " ......................... | Leme Ferreira & Co.... | 250 | |
| Ditto— " ......................... | Eugen Urban & Co ... | 250 | |
| Ditto—Stavanger ............... | Leon Israel & Co ...... | 1,000 | |
| Ditto—Alesund ..................... | Hard, Rand & Co ...... | 1,000 | |
| Ditto—Arendal ..................... | Nauman Gepp & Co... | 250 | |

| | | | |
|---|---|---|---|
| Ditto .. | Santos Coffee Co | 125 | |
| Ditto—Skein | Santos Coffee Co | 250 | |
| Ditto— .. | Zerrenner Bulow & C. | 13 | 17,388 |
| —DUPLEIX—Havre | Nauman Gepp & Co... | 16.000 | |
| Ditto— .. | Leon Israel & Co | 15.000 | |
| Ditto— .. | Nioac & Co | 11.455 | |
| Ditto— .. | Whitaker Brotero & C. | 11.375 | |
| Ditto— .. | J. Osorio | 7.500 | |
| Ditto— .. | R. Alves Toledo & Co. | 7.000 | |
| Ditto— .. | Ed. Johnston & Co ... | 3.750 | |
| Ditto— .. | R. Sampaio & Co | 3.000 | |
| Ditto— .. | Cia. Prado Chaves | 2.375 | |
| Ditto— .. | Picone & Co | 2.000 | |
| Ditto— .. | I. R. F. Matarazzo ... | 1.000 | |
| Ditto— .. | Société F. Bresilienne. | 500 | 80.955 |
| Ditto— .. | | | |
| 23—GELRIA—B. Aires | Eugen Urban & Co ... | 1.000 | |
| Ditto— | Theodor Wille & Co... | 446 | |
| Ditto— .. | Dauch & Co | 231 | |
| Ditto— .. | R. Alves Toledo & Co. | 165 | |
| Ditto— .. | Nauman Gepp & Co... | 100 | |
| Ditto— .. | Sundry | 4 | 1.946 |
| 24—FLANDRE—Consumption | A. Falcao | | 8 |
| 26—TIJUCA—New York | Levy & Co | 14 300 | |
| Ditto— .. | Arbuckle & Co | 10.000 | |
| Ditto— .. | Theodor Wille & Co... | 500 | 24.870 |
| 28—GUEDJERTH—New York | McLaughlin & Co | 5.000 | |
| Ditto— .. | M. Wright & Co | 14.050 | |
| Ditto— .. | Santos Coffee Co | 20.250 | |
| Ditto— .. | Sundry | 4 | 39.304 |
| —EINAR JARL—New Orleans | J. Aron & Co | 2.500 | |
| Ditto— .. | Santos Coffee Co | 2.500 | |
| Ditto— .. | Hard. Rand & Co | 2.500 | |
| Ditto— .. | R. Alves Toledo & Co. | 2.500 | |
| Ditto— .. | Ed. Johnston & Co ... | 2.500 | |
| Ditto— .. | M. Wright & Co | 2.500 | |
| Ditto— .. | Nossack & Co | 2.500 | |
| Ditto— .. | Cia. Nacional de Café. | 2.400 | |
| Ditto— .. | Nauman Gepp & Co. | 2.250 | |
| Ditto— .. | Leon Israel & Co | 2.075 | |
| Ditto— .. | Levy & Coo | 2.000 | |
| Ditto— .. | Société F. Bresilienne. | 2.000 | |
| Ditto— .. | Arbuckle & Co | 2.000 | |
| Ditto— .. | Malta & Co | 2.000 | |
| Ditto— .. | Eugen Urban & Co ... | 2.000 | |
| Ditto | Theodor Wille & Co... | 2.000 | |
| Ditto— .. | Cia. Prado Chaves | 1.500 | |
| Ditto— .. | Diebold & Co | 1.250 | |
| Ditto— .. | Nioac & Co | 750 | |
| Ditto— .. | Zerrenner Bulow & C. | 3 | 39.728 |
| | Total overseas | — | 278.054 |

## SANTOS—COASTWISE.

| | | | |
|---|---|---|---|
| —ITAGIBA—Rio Grande | Diebold & Coo | — | 30 |
| —ITAJUBA—Pernambuco | G. Santos | 750 | |
| Ditto Rio | A. Almeida Costa | 124 | 874 |
| —ITATINGA—Pernambuco | Eugen Urban & Co ... | 150 | |
| Ditto .. | G. Santos | 100 | 250 |
| —ITAPACY—Porto Alegre | V. Faria & Irmao | 200 | |
| Ditto— .. | Banto de Souza | 69 | 2 9 |
| | Total coastwise | — | 1.423 |

| SHIPPERS. | | DESTINATIONS | |
|---|---|---|---|
| British | 9[illegible]83 | United States | 139.421 |
| Brazilian | 80.031 | France | 80.963 |
| American | 66.575 | Holland | 28,151 |
| French | 21 535 | Norway | 25,888 |
| German & Austrian | 17,327 | Spain | 9.389 |
| Italian | 10.838 | South America | 2.742 |
| Overseas | 286.554 | Overseas | 286.554 |
| Coastwise | 5.864 | Coastwise | 5.864 |
| Total | 292.418 | Total | 292.418 |

### PER SHIPPING COMPANIES

| | |
|---|---|
| Norwegian | 104.920 |
| French | 81.559 |
| Brazilian | 60.389 |
| Dutch | 30,297 |
| Spanish | 9,389 |
| Overseas | 286.554 |
| Coastwise | 5.864 |
| Total | 292.418 |

## PERNAMBUCO MARKET REPORT.

25th February, 1916.

**Sugar.** Entries during the past week have been at the rate of about 10,000 bags a day, bringing the total during the present month to 19th inst. to 156,066 bags, compared with 192,711 bags for same date last year. Markets are quiet but very steady and all the week planters have obtained 8$ to 8$300 for usinas, 7$500 to 7$800 white crystals, 7$300 to 7$800 ordinary whites 3a, 6$ to 6$200 for somenos, 4$300 to 4$700 bruto seccos a granel. Dealers prices for bagged article are unchanged as given last week. The demand for southern markets still hangs fire and they appear to be just buying from hand to mouth so as not to run out of certain qualities. Shipments have again been small and comprise only 5,200 bags to Rio, 19,622 bags Santos and 9,717 bags Rio Grande ports.

**Cotton.** Entries are on a smaller scale and to 19th have been only 16.526 bags compared with 20,865 bags same date last year and sellers say henceforward there will be a steady decrease in the receipts as compared with last crop, and it is feared the expected winter crop anticipated after the December rains will not now come off, as past two months have once more been very dry and the new shoots have not flowered as they should have done. During the week exporters have offered freely 28$, but sellers have as steadily refused this price, although once or twice there have been reports of sales at this figure, it has turned out to be merely insignificant transactions between dealers themselves, with the object, no doubt, of making a quotation, but as a matter of fact the only real sales during the week have been at 28$500 and in most cases for stuff already arrived at the stations and requiring to be cleared, so market keeps very steady and there are signs that the factories here are getting short of supplies once more and they would pay 28$500 for any decent lots, but holders are very independent and so far demand 30$, but most likely a bid of 29$ would result in some business, but at the moment neither side seems disposed to give way.

Shipments during the week have been 500 bags and 500 pressed bales to Rio; 981 bags and 200 bales to Santos, 137 bales to Bahia and 100 bales each to Rio Grande and Pelotas.

**Coffee** is firm at 8$500 for consumption and coastwise shipments, but for export there is no enquiry.

**Cereals.** There is steady demand at unchanged prices, milho 11$ to 11$200 per bag of 60 kilos; beans 17$ to 18$ per bag of 60 kilos imported lots, there being no stocks of home grown for sale. Farinha 14$500 to 15$ per bag of 50 kilos Porto Algere, whilst home grown is firm at 32$ to 38$ per bag of 100 kilos.

**Freights** nothing new and no steamers on berth so far.

**Exchange** has been erratic but trend has been downwards once more and opening to-day was 11½d. to 11 9-16d., but at mid-day the market was considered steady at the higher rate, but in reality there is very little business passing. In private there have been no transactions.

# RUBBER

**Weekly Cable. London quotation for hard fine on Saturday, 4th inst., closed 1d. up at 3s. 2d. per lb. and at Para 100 reis up at 5$600 per kilo.**

—A correspondent writes:—"The highest price touched was Rs. 7$500, during the first week in January. Prices are down to 6$700. Caucho Ball was up to 6$000. The violent upward movement, was, of course, assisted by speculative buying. The rubber then bought is now (February) arriving in consuming markets. Profit taking, no doubt, started the fall, on which manufacturers retired, so that nothing but a repeated lowering of prices could enable dealers to make any sales at all.

The once rich rubber districts on the rivers Solimões and Purus are now abandoned, having been completely exhausted. In the Islands around Pará the trees are being literally tapped to death.

**Transport of Rubber for the year 1915:—**

| | Europe | U.S. | Europe | U.S. | Total |
|---|---|---|---|---|---|
| | Pará | | Manáos | | |
| Booth Line (British). | 7,146 | 6,993 | 6.646 | 7,038 | 27,823 |
| Lloyd Brazileiro ...... | — | 6,303 | — | 640 | 6.943 |
| Commercio e Naveg.. | — | 48 | — | — | 48 |
| Total .................. | 7,046 | 13.334 | 6.646 | 7,678 | 34.814 |
| Lloyd Brazileiro (coastwise ..................................... | | | | | 51 |
| Grand total .......................................................... | | | | | 34.865 |

Last year 61.9 per cent. of all the cargo for New York from Pará and Manáos was carried in British bottoms. Where are the neutral vessels to come from if the British cease to do it? The Amazon is not popular among shippers nor, coeteris paribus, likely to attract much neutral tonnage.

## RUBBER EXPORTS BY DESTINATION.

| | Crop | | | August-December | | |
|---|---|---|---|---|---|---|
| | 1913 | 1914 | 1915 | 1913 | 1914 | 1915 |
| Germany .............. | 1,013 | 481 | — | 297 | — | — |
| Argentina .............. | 14 | 68 | .171 | 13 | 14 | 87 |
| Belgium ................ | 175 | 1 | — | 29 | — | |
| Cape of Good Hope... | 2 | — | — | 2 | — | — |
| United States ......... | 16,807 | 19.397 | 20,770 | 6,431 | 8.564 | 8.764 |
| France .................. | 3.199 | 1.608 | 12.809 | 1,194 | 95 | 4.625 |
| Great Britain ......... | 14.557 | 11.485 | 835 | 5.057 | 3.327 | 456 |
| Spain .................... | — | — | 15 | — | — | 12 |
| Italy ...................... | — | 37 | 79 | — | 35 | 15 |
| Portugal ................ | 1 | 27 | 5 | — | — | 3 |
| Uruguay ................. | 462 | 4.7 | 481 | 38 | 35 | 209 |
| Total .............. | 36,230 | 33.531 | 35,165 | 13,061 | 12.072 | 14.105 |
| Value in contos .......... | 155,631 | 113,598 | 135,786 | 48.785 | 42,171 | 58.952 |
| Value in £1,000 ......... | 10,375 | 7,063 | 7,040 | 3,252 | 2,301 | 2.965 |
| Av. value per ton £ ... | 0.28 | 0.21 | 0.20 | — | — | — |
| Ditto, Rs. ................. | 4:295$ | 3:387$ | 3:861$ | — | — | — |

Compared with the last normal year 1913, there was a shrinkage in exports in 1915 of 1,065 tons or only 2.9 per cent., but an increase compared with 1914 of 1,634 tons or 4.8 per cent.

Compared with 1913 sterling value shows a decline of £3,335,000 or 32.1 per cent., but in currency f.o.b. value a shrinkage of only Rs. 19.845:000$ or 12.7 percent., owing to the differences of exchange.

Compared with 1914 f.o.b. sterling value in 1915 were almost the same, but in currency show an improvement of Rs. 22.188:000$. Compared with 1913, f.o.b. sterling value per ton shows a shrinkage of £0.08 or 1s. 7½d., but is practically identical with 1914.

Since the beginning of the war in August, 1914, rubber to the amount of 47,237 tons have been supplied to different countries, of which 29,334 tons or 62.1 per cent. to the United States, 17,187 tons directly to Allied countries, inclusive of Portugal, 15 tons to Spain, and 701 tons in transit to Buenos Aires and Montevideo from Matto Grosso, the destination of which is unknown.

—It would be thought that with so tremendous a wastage of rubber there should be a lively demand for waste rubber, but though a moderate amount of business is said to be doing, there is nothing in the shape of a rush, in consequence of the difficulties in handling, available labour being so greatly depleted by military demands.

—With regard to the temporary suspension of permits for direct shipment of rubber from the East to the United States, the President, Lord Balfour, of the Tin and Rubber Exports Committee, made the following announcement:—

"Lord Balfour of Burleigh explained to the deputation that the committee were fully alive to the desirability of facilitating all the demands of legitimate trade of this country, and were reluctant to interfere with the exporting of rubber to the United States of America, but their first duty was to safeguard the requirements of this country and its Allies. During the past few weeks applications had been received for the shipment of such large quantities of rubber that, had they been granted, and that they were genuine, practically the entire output of the East in the period in question would have been shipped to America. He, therefore, wished to impress upon the deputation that rubber being a contraband article, and permission to ship to neutral countries being an act of grace, the Association should most strongly urge on its members the necessity of making no applications in excess of their actual necessities. The Committee is in possession of sufficient information to enable them to discriminate generally between bona-fide and speculative applications, and while they endeavour to meet the requirements of bona-fide applicants, it will be their policy to discourage all applications for excessive or speculative quantities."

—The Dutch Government has prohibited the export of raw rubber and gutta-percha and manufactures thereof, and so brought itself into line with other neutrals and strengthened the position of the Netherlands Oversea Trust. This announcement is all the more significant because the Dutch Colonies themselves export large quantities of rubber and that it was from this source, probably, that Germany still obtained some supplies.

**It's an ill wind that blows nobody any good!** The fall of prices at the close of January was due partly to profit taking on the part of speculators, but also to modifications of the conditions that made for a shortage of supplies. The long Cape route, says the "India Rubber Journal," of 29th January, which was to occupy a fortnight longer, now proves to be very little different in point of time. Owing to the snag at Suez, coaling facilities at Port Natal mean a nine days quicker turn round than at the Suez station, whilst some of the biggest consuming interests in the States are standing out of the market, their accumulated stock and forward purchases being sufficient to carry them a long way yet. Many manufacturers do not hesitate to say that at the present level of prices they are not seeking orders with their accustomed diligence.

The output for 1915 is likely to turn out to have been much larger than reported and the 1916 crop is expected to be larger still.

[Note of Ed. of W.B.R.—It would be interesting to learn precisely how much of the late rise in prices is attributable to higher freight rates. The shortage of tonnage seems likely to increase as more and more steamers are put out of service. The tendency of freights will consequently be to rise and the c. and f. value of rubber likewise. In the case of coffee it has been proved that the extra cost of freights has so far been paid by the consumer, whilst cost in producing countries has advanced, naturally, because the demand for coffee still exceeds the supply in spite of all drawbacks. Whether the same reasoning applies to rubber we have no means of verifying, in the absence of information regarding freight rates from the East and from the Amazon before and after the late rise. To our mind the rise was a carefully engineered corner that succeeded because for a moment when supplies seemed likely to be cut off and freights had risen; but in the long run the ability to make the consumer pay by maintaining prices at a parity with increase of freight depends on the relation of the demand to the supply of the commodity.]

# Railway News

## THE LEOPOLDINA RAILWAY COMPANY.

### ESTIMATED WEEKLY TRAFFIC RECEIPTS.

| Year | Week Ended. | Receipts for Week | | | Total from 1st Jan. |
|---|---|---|---|---|---|
| | | Currency. | Exch. | Sterling. | |
| 1916 | 26th Feb. | 466:000$ | 11 21/32 | £ 22,632 | £ 195,399 |
| 1915 | 27th. Feb. | 691:000$ | 12 15/32 | £ 35,900 | £ 271,854 |
| Increase.... | — | — | — | £ — | — |
| Decrease.... | — | 225:000$ | 13/16 | 13.268 | £ 76,455 |

## THE S. PAULO RAILWAY COMPANY.

### ESTIMATED WEEKLY TRAFFIC RECEIPTS.

| Year | Week Ended | Receipts for Week | | | TOTAL from 1st January |
|---|---|---|---|---|---|
| | | Currency. | Exchange | Sterling | |
| 1916 | 20th Feb. | 464:016$100 | 11 11/16 | 22,596-12-4 | 186,199-9-8 |
| 1915 | 21st Feb. | 522:221$400 | 12 3/8 | 26,927-0-10 | 238,726-1-6 |
| Increase... | — | — | — | — | — |
| Decrease... | — | 58:205$300 | 11/16 | 4,330-8-6 | 52,526-11-10 |

# SHIPPING

**Engagements.** The only engagement reported by the Royal Mail is 5,000 bags Santos to London per s.s. Cardinganshire.

For Havre by the Chargeurs Reunis s.s. Champlain only 12,000 bags have been engaged so far, shippers complaining that they cannot do business with Havre at present rates.

The Transportes Maritimes report no steamer until April and no engagements can be made until names of steamers are known and amount that can be loaded is fixed by underwriters for each boat. The s.s. Nivernais, which left last week, could have taken 2,000 bags more but for the exigencies of underwriters.

Mr. Luiz Campos reports 15,000 bags Rio and 30,000 Santos for Scandinavian ports per s.s. Kronprinsessan Sophia, end of the month; 8,000 Rio and 10,000 Santos, per s.s. K. Augusta, April; 29,000 Rio, 14,000 Santos and 10,000 Victoria, per s.s. K. Margareta, beginning April; 15,000 Rio and 25,000 Santos per s.s. Gustav Adolph, April. Per s.s. Satrustegui, for Spanish ports, 10,000 bags Rio in March and 1,500 April per s.s. Leon XIII; no more space for Brazil.

The Commercio e Navegação report their steamers filling easily at $2.00 for New York and $2.30 for New Orlaens. The boats loading are Taquary, Santos, Rio and Victoria, 30,000 bags, leaving in March; Tijuca, received 24,000 bags Santos and now loading hides here for New York, to leave about 8th March; s.s. Mucury, with part cargo for New Orleans, to leave first fortnight in March.

This company owns 19 ocean-going steamers, of the aggregate of 50,000 tons, three of which are still laid up in British ports awaiting discharge, but one has at last been freed and gone on to Gothemburg to deliver her cargo.

There seems to be some reluctance among shippers to accept current freight rates for New York and New Orleans. At $2.00 c. and f. is away above into-store prices on the other side, and unless something can be knocked off freights, shippers think business will languish.

It is not very easy to forsee what rates may be in even the near future. If many boats are destroyed by the Germans and available tonnage reduced, unless it can be made good by requisitioning of the German steamers interned in this and other countries, especially the United States, prospects seem to make for higher freights. For a moment the action of the British Government has been successful in putting a check on the rise and rates for grain at Buenos Aires declined in consequence from 150s. to 130s. This naturally affects rates here too and explains why for the moment rates should be stationary. In the course of the war it is inevitable that more and perhaps a great many more ships will be sunk and the improvement due to concentration and coordination of effort be neutralised if not negatived.

If the German Government would consent to the requisitioning of the steamers interned in our harbours, as it seems to have done with Portugal, it would be the best possible solution of the freight question and allow ample tonnage to move not only coffee, but all other crops.

Otherwise we fail to see whence tonnage to move 800,000 tons of produce to U.S. is to come from should all Brtiish tonnage be withdrawn from inter-neutral trade.

We are glad to hear that the Brazilian Foreign Office is moving in this matter. No reliance, however, is to be put on assistance from British or Allied shipping, which is hard put to it to satisfy its own requirements, and trust that Dr. Lauro Muller may yet see his way to the requisitioning of the German interned steamers, now like so many white elephants eating their heads off in durance vile. Should the German Government consent and the Brazilian Government agree to work the boats solely for neutral traffic, not much opposition should be expected from Gt. Britain so long as no money were paid over until after the war.

**The Freight Market.** "Fairplay" of 3rd February, reports the market firm all round, though no sooner is a rate fixed from U.S.A. at highest rate procurable than the license is refused or the boat requisitioned. There is no doubt that the gradual semi-control of the freight market by the Government in regard to homeward business is intended to keep freights down to a more reasonable level and, in this respect, no doubt, it will be successful judging from the reductions already effected.

What owners desire is that some guarantee should be given that charters ahead shall be respected; requisition from time to time may be imperative, but the incessant interference with charters upsets all arrangements. Requisition is the more intolerable because the rates paid are so much below the market basis. For example, the rate for Burmah is 170s., for which on requisition basis an owner would get only 11s.! If a proper basis could be arranged owners would welcome requisition.

Rates from the Plate, says "Fairplay," are easier at 137s. 6d. for Feb. loading and 135s. March for U.K., merchants being prepared to deal in neutral steamers at 142s. 6d. to 145s. in preference.

Representative fixture: s.s., 6,500 tons, coal, South Wales to Santos, 50s. (1,000)

**Shipbuilding.** In America vessels to the aggregate of 761,511 tons are being constructed and 126 steamers of 151,422 tons had been ordered since 1st July last. In Holland all the yards were full up, as also in Norway and Sweden.

**Coal Markets.** The supply of prompt coal, says "Fairplay," of 3rd Feb., is scarce, but that of tonnage ample. The Admiralty show no signs of having satisfied their requirements and until then commercial shipments must remain in the background.

Current coal values are approximately as follows:—Best Cardiff coals nominal, second Cardiff coals nominal, ordinaries 34s. to 35s., best dry coals 34s. to 35s.,second dry coals 31s. to 32s., Black Veins (Cardiff shipment) 33s. to 34s , Western Valleys Cardiff shipment) 32s. to 33s., Eastern Valleys (Cardiff shipment) 31s. to 32s., No. 2 Rhonddas 30s. to 31s., best steam smalls 19s. to 19s. 6d., second steam smalls 17s. to 18s., cargo smalls, 12s. to 13s. All the above prices are f.o.b. Cardiff, Penarth or Barry, payment by net cash in 14 days.

**New Norwegian Line** for passengers and cargo between the United States, Brazil and the River Plate has been formed at Christiania and will start at once with three new steamers of 10,000 tons, just delivered by Dutch shipbuilders. The vessels will be known as the Columbia, Equador and Venezuela. They have accommodation for 110 first class passengers and 6,000 tons of cargo.

**Prince Line.** In answer to a question in Parliament, it was stated that of 243 ships requisitioned belonging to 11 different owners, 99 or over 40 per cent. had been requisitioned for Admiralty service, inclusive of 8 ships or 21 per cent. of the total fleet of 39 vessels belonging to the Prince Line alone.

**Ships whose Cargoes, or part of them, have been detained in British Ports** since last notification (Jan .21):—

Forde, Norwegian s.s., at The Downs, left Rio on 14th Dec. with 15,500 bags coffee.

**—The Brazilian market is steady and strong in the neighbourhood of $8 for grain to Santos and Rio de Janeiro, $15 for hay and $12 for tallow. At these rates the coasters are doing far better than they were last year. We quote as follows:—B.A. to Antonina and Paranagua, $6; to San Francisco, $6.50; to Rio de Janeiro, Santos, and Rio Grande, $8; to Pelotas and Porto Alegre, $9, with 50 cents extra for up-river loading.—"The Times of Argentina, 21st February.**

—The Brazilian market is quiet and sustained and a very fair business is doing at the following rates:—B. A. to Antonina and Paranagua, $6.50; to San Francisco, $7; to Rio de Janeiro, Santos and Rio Grande, $8; to Pelotas and Porto Alegre, $9; with 50 cents extra for up-river loading.—"The Times of Argentina," February 28th.

**Vessels Requisitioned by Portugal,** according to a list published in the "Jornal do Commercio":—

| | |
|---|---|
| Lisbon, 36 steamers ....................tons | 98,958 |
| S. Vicente, 6 steamers ........................ | 15,382 |
| Angola, 2 steamers ............................. | 4,661 |
| East Africa, 3 steamers ........................ | 12,072 |
| East Indies, 6 steamers ........................ | 21,137 |
| Total tonnage ............ | 152,210 |

Besides 4 steamers the tonnage of which is unknown and 3 sailers of 331 tons, or in all some 160,000 tons, quite a respectable addition to available tonnage, if only they are not sunk.

### VESSELS ARRIVING AT THE PORT OR RIO DE JANEIRO

During the week ending March 2nd, 1916.

Feb. 25.—**ANNA**, Norwegian s.s, 1017 tons, from S. Francisco
25.—**ITAPURA**, Brazilian s.s, 1179 tons, from Recife
25.—**ARASSUAHY**, Brazilian s.,s 650 tons, from Puntaa Arenas
25.—**TERNERO**, Argentine s.s, 933 tons, from Buenos Aires
25.—**JUPITER**, Brazilian s.s, 1800 tons, from Montevideo
26.—**ITAJUBA**, Brazilian s.s, 958 tons, from Santos
26.—**ITAPEMA**, Brazilian s.s, 825 tons, from Porto Alegre
26.—**SEQUANA**, French s.s, 3497 tons, from Bordeaux
26.—**OLEI**, British s.s, 2305 tons, for San Nicolas
26.—**MURTINHO**, Brazilian s.s, 511 tons, from Paranaguá
27.—**NUCERIA**, British s.s, 2728 tons, from Bahia Blanca
27.—**SANTOS**, Brazilian tug, 966 tons, from Santos
27.—**MUSICIAN**, British s.s, 3047 tons, from Coronel
27.—**HOWICK HALL**, American s.s, 3094 tons, from Panama
27.—**TIJUCA**, Brazilian s.s, 1108 tons, from Santos
27.—**TAQUARY**, Brazilian s.s, 1176 tons, from Natal
27.—**CARMARTHENSHIRE**, British s.s, 4969 tons, from Cardiff
27.—**FIDELENSE**, Brazilian s.s, 359 tons, from Victoria
28.—**FORDSDAL**, Norwegian s.s, 3299 tons, from Bahia Blanca
28.—**TERENCE**, British s.s, 2690 tons, from Liverpool
28.—**ANNIE JOHNSON**, Swedish s.s, 2358 tons, from Gothemburg
28.—**ITAIPAVA**, Brazilian s.s, 707 ton,s from Porto Alegre
29.—**CEARA**, Brazilian s.s, 2097 tons, from Manáos
29.—**COTOVIA**, British s.s, 2527 tons, from Bahia Blanca
29.—**JABUARIBE**, Brazilian s.s, 909 tons, from Pará
29.—**IRIS**, Brazilian s.s, 988 tons, from Montevideo
29.—**MUCURY**, Brazilian ss, 1402 tons, from Pará
29.—**ITACOLOMY**, Brazilian s.s, 569 tons, from Port oAlegre
29.—**STRATHBYRN**, British s.s, 2804 tons, from Newport News
29.—**HERMION**, Norwegian s.s,2 726 tons, from Santos
Mar. 1.—**INDIANA**, Italian s.s, 3051 tons, from Buenos Aires
1.—**PAMPA**, French ss., 2812 tons, from Genoa
1.—**AMAZON**, British s.s, 6301 tons from Buenos Aires
**DESNA**, British s.s, 7288 tons, from Liverpool
1.—**LEBA**, Chilean s.s, 1653 tons, from Caleta Buena
1.—**LTANEMA**, Brazilian s.s, 553 tons, from Buenos Aires
1.—**ILYMA**, Brecian s.s, 2305 tons for Greece
1.—**LUSIANA**, Italian s.s, 3061 tons, from Genoa
1.—**ALTANTIC**, American s.s, 3395 tons, from Newport News
1.—**PHILADELPHIA**, Brazilian s.s, 359 tons, from Maceio
1.—**HIGHLAND PRINCE**, British s.s, 2197 tons, from B. Aires
1.—**PIAUHY**, Brazilian s,s. 643 tons, from Camocim
1.—**A. V. DE JOYEUSE**, French s.s, 3688 tons, from Santos
1.—**RIO BRANCO**, British s.s, 1395 tons, from New York
2.—**MINAS GERAES**, Brazilian s.s, 2179 tons, from New York
2.—**NIVERNAIS**, French s.s, 1880 tons, from Santos
2.—**RIO DE JANEIRO**, Brazilian s.s, 2213 tons, from Santos
2.—**ITAPEMA**, Brazilian s.s, 713 tons, from Aracaju

### VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO

During the week ending March 2nd, 1916.

Feb. 25.—**SIRIO**, Brazilian s.s, 930 tons, for Ceará
25.—**INVERAN**, British s.s, 2853 tons, for Las Palmas
26.—**ITATINGA**, Brazilian s.s, 1181 tons, for Recife
26.—**SAN FRATERNO**, British s.s, 6053 tons, for Santos
26.—**HAWAIIAN**, American s.s, 3651 tons, for Philadelphia
26.—**ANNA**, Norwegian s.s, 1017 tons, for S. Vicente
26.—**OLEI**, British s.s, 2035 tons, for Las Palmas
26.—**CATANEA**, American s.s, 2535 tons, for Tampico
26.—**PARAHYBA**, Oriental s.s, 1940 tons, for Lisbon
27.—**ITAPURA**, Brazilian s.s, 1179 tons, for Porto Alegre
27.—**ITAQUI**, Brazilian s.s, 572 tons, for Recife
27.—**CUBATAO**, Brazilian s.s, 1080 tons, for Montevideo
27.—**TAQUARY**, Brazilian s.s, 1176 tons, for Santos
27.—**HENRICH HALL**, American s.s, 3094 tons, for New York
28.—**SEQUANA**, French s.s, 3497 tons, for Buenos Aires
28.—**NUCERIA**, British s.s, 2872 tons, for S. Vicente
28.—**MUSICIAN**, Brtiish s.s, 3047 tons, for Las Palmas
28.—**TORSDALE**, Norwegian s.s, 2299 tons, for Teneriffe
28.—**JAVARY**, Brazilian s.s, 250 tons, for Recife
29.—**ITAJUBA**, Brazilian s.s, 958 tons, for Recife
29.—**ANNA**, Brazilian s.s, 364 tons, for Florianopolis
29.—**BURNHOLM**, British s.s, 2183 tons, for Bahia Blanca
Mar 1.—**INDIANA**, Italian s.s, 3051 tons, for Genoa
1.—**PAMPA**, French s.s, 2812 tons, for Buenos Aires
1.—**ITAIPAVA**, Brazilian s.s, 707 tons, for Aracaju
1.—**FIDELENSE**, Brazilian s.s, 259 tons, for S. J. da Barra
1.—**IBIAPABA**, Brazilian s.s, 1082 tons, for Porto Alegre
1.—**LEBA**, Chilean s.s, 1653 tons, for S. Vicente
1.—**HUMA**, Grecian s.s, 2356 tons, for Hull
1.—**AMAZON**, British s.s, 6301 tons, for Liverpool
1.—**OLINDA**, Brazilian s.s, 1240 tons, for Manáos
2.—**JUPITER**, Brazilian s.s, 1806 tons, for Montevideo
2.—**DESNA**, British s.s, 7288 tons, for Buenos Aires
2.—**TERNERO**, Argentine s.s, 933 tons, for Paranaguá
2.—**CARMARTHENSHIRE**, British s.s, 4969 tons, for Santos
2.—**ARASSUAHY**, Brazilian s.s, 650 tons, for Victoria
2.—**WERBERGEN**, Dutch ss, 3495 tons, for Santos

### VESSELS ARRIVING AT THE PORT OF SANTOS

During the week ending March 2nd. 1916.

Mar. 23.—**LIBERTAD**, Argentine s.s, 618 ton,s from Rosario
23.—**ANNA**, Brazilian s.s, 247 tons, from Laguna
23.—**GELRIA**, Dutch s.s, 8320 tons, from Amsterdam
24.—**VAUBAN**, British s.s, 6699 tons, from New York
24.—**FLANDRE**, French s.s, 3898 tons, from Bordeaux
24.—**JUPITER**, Brazilian s.s, 159 tons, from Montevideo
25.—**CANOVA**, British s.s, 2929 tons, from Manchester
25.—**ITAGIBA**, Brazilian s.s, 927 tons, from Natal
25.—**FILUBERTO**, Portuguese lugger, 313 tons, from Oporto
25.—**DARRO**, British s.s, 7291 tons, from Liverpool
25.—**MAROIM**, Brazilian s.s, 797 tons, from Rio
26.—**ITAIPAVA**, Brazilian s.s, 513 tons, from Porto Alegre
26.—**AMAZONAS**, Brazilian s.s, 927 tons, from Rosario
26.—**IRIS**, Brazilian s.s, 887 tons, from Recife
26.—**BRAGANCA**, Brazilian s.s, 751 tons, from Ceará
27.—**ARACATY**, Brazilian s.s, 531 tons, from Manáos
28.—**SAN FRATERNO**, British s.s, 6053 tons, from Tampico
28.—**NIVERNAIS**, French s.s, 1880 tons, from Marseilles
28.—**INDIANA**, Italian s.s, 3051 tons, from B. Aires
28.—**ITAPURA**, Brazilian s.s, 926 tons, from Pernambuco

### VESSELS SAILING FROM THE PORT OF SANTOS

During the week ending March 2nd, 1916.

Mar. 23.—**ANNA**, Brazilian s.s, 247 tons, for Rio
23.—**DUPLEIX**, French s.s, 4646 tons, for Havre
23.—**ITAJUBA**, Brazilian s.s, 869 tons, for Pernambuco
23.—**RIO DE JANEIRO**, Norwegain s.s, 1490 tons, for Christiania
23.—**GELRIA**, Dutch s.s, 8520 tons, for Buenos Aires
24.—**FLANDRE**, French s.s, 3898 tons, for B. Aires
24.—**VAUBAN**, British s.s, 6699 tons, for B. Aires
24.—**JUPITER**, Brazilian s.s, 567 tons, for Rio
25.—**D. RODOLPHO**, Brazilian yacht, 47 tons, for Tijucas
25.—**SANTOS**, Brazilian s.s, 318 tons, for Rio
25.—**ITAGIBA**, Brazilian s.s, 927 tons, for Porto Alegre
25.—**DARRO**, British s.s, 7291 tons, for Buenos Aires
25.—**TIJUCA**, Brazilian s.s, 1108 tons, for New York
26.—**ITAIPAVA**, Brazilian s.s, 513 tons, for Aracaju
26.—**MAROIM**, Brazilian s.s, 779 tons, for Porto Alegre
28.—**IRIS**, Brazilian s.s, 887 tons, for Rio
28.—**ITAPURA**, Brazilian s.s, 926 tons, for Porto Alegre
28.—**HERMION**, Norwegian s.s, 2726 tons, for New York
28.—**LIBERTAD**, Argentine s.s, 618 tons, for Paranagua
28.—**EINAR JARL**, Norwegain s.s, 1121 tons, for New Orleans

# The Week's Official War News

The following official communiqués have been received by His Majesty's Consulate General:—

London, 28th February, 1916.

The English Press regards in its proper proportion the German activity on the Meuse. The "Times" article, which is typical of those in other papers, says:—"The German attack on the fortified area before Verdun increases in intensity and has succeeded in penetrating the French defences a little further, but they have suffered enormous losses and even the French authorities express astonishment at the recklessness with which the German troops are sacrificed to gain minor advantages. The French themselves have also lost considerably, though not in the same proportion and we must expect that they were not always able to remove their heavier guns in withdrawing from the evacuated area. The French have the situation well in hand and are pursuing tactics which will enable them to husband their strength and be confident about the issue. We shall well regard this tremendous battle with unshaken serenity and with the sense of proportion of the French authorities. The episode of the Fort de Douamont is a useful illustration which may readily arise. On Saturday evening the Germans claimed to have stormed the fort, but the French replied yesterday by pointing out that the fort was dismantled in the first months of the war and now contains neither guns nor garrison. The explanation is that modern forts are deemed actual shell traps, as was proved at Liege. If the Germans really stormed that fort, they were attacking a deserted structure. They may have seized and turned it momentarily into a glorified blockhouse, though even this is not finally clear. What is clear, is that the French still possess this area and hold their own. Our military correspondent, while acknowledging that the attack on Verdun is the real thing at last and that the Germans have been driven by forces, which were long known, to put their fortunes to touch in the west, urges that a sense of proportion must be preserved, even in the contemplation of these important operations. He doubts whether a single man of the main French reserve has yet been moved and hopes that the local reserves on the Meuse will suffice to hold up the German onslaught. Our correspondent further hints that the attack on Verdun may not prove the principal operation, as the Germans are believed to have 118 divisions in the west and only 25 divisons are recorded as participating in the thrust on Verdun. If the enemy are making their great trial of strength in the west, they may not long confine themselves to the Verdun salient, with nearly 100 divisions to spare. Our correspondent therefore guesses that we may look for a fresh German offensive elsewhere, possibly in Champagne. This suggestion explains the calmness of the French and their reluctance to use more weight than necessary in repelling the attack on Verdun. Major Moraht, in the "Berliner Tageblatt," says darkly that what the enemy has experienced in the west is only a foretaste of what is still to come. This confirms our correspondent's suggestion. The Allies ask for nothing better, knowing that when Germany has exerted her whole available strength in the west and failed, the whole aspect of the war will have undergone a dramatic alteration. In the presence of such immense possibilities, our correspondent plainly thinks that the greatest moment of the greatest war in history is at hand and guesses that Germany may stake her fortune at sea as well as on land, throwing all into the balance and will either wrest a victory from the Allies or suffer a defeat without precedent."

Another critic writes:—"The German effort at Verdun is an offensive on the scale of the two other great similar strokes during the war. Their own against Dunajec on April 30th-May 1st and the Allied stroke in Champagne and Artois on September 25th, 26th and 27th. Up to the present moment, the German effort against Verdun shows no result comparable to the other two efforts, which are, none the less, its exact parallels and models. In Champagne, after 48 hours bombardment, the whole of the German first line fell immediately. Field batteries were reached and passed and scores of pieces captured, hundreds of machine guns and the equivalent of a division (20,000 men) unwounded prisoners taken in this sector alone (omitting the contemporary action in Artois). On the Dunajec, earlier in the year, the Germans also after 48 hours intensive bombardment, broke the Russian front and captured in a vigorous pursuit over 100,000 men before the fresh effort relaxed. The results hitherto observed by efforts against Verdun are a symptom of the difference between that epoch and this. Here, after five days' effort, the enemy has as yet achieved nothing but the occupation of advanced positions from which the French retired voluntarily. Meanwhile those five days have cost the enemy at least as much as the great offensive of September cost the Allies and yet the issue still remains undecided."

London, 28th February, 1916.

The recent discussion of the food question in the Diet was published in the "Vorwarts," of Feb. 12th; a member, opening the discussion, made an attack upon the ill-advised price policy of the Imperial Potato Office, demanding that the price of potatoes to consumers should not be raised. The burgomaster of Plauen declared that in Vogtland, potatoes were really the most important food for the mass of the population, meat and bread having almost ceased to count. All the more serious was the unfortunate situation into which the potato supply had been brought. The agrarian speaker demanded that the press and members of the house should protect agriculture against unjustifiable attacks. In consequence of the criticisms levelled against agriculture a dangerous state of public feeling had arisen. Another serious view of the potato question continues to be taken. At a Hamburg meeting on 13th February of the Hamburg Food and Vegetable Dealers' Union, the opening speaker declared that, according to the "Hamburgischer Correspondent," of Feb. 13th, during the last few days it had been possible to speak of a potato famine in certain districts of the city and it was very questionable whether it would be possible to satisfy the demand for potatoes until June 15, when the new crop would be available, without enforcing a limitation on the consumption of potatoes. The President of the Imperial Potato Office has resigned. The "Frankfurter Zeitung," of Feb. 13th, regards his resignation as an admission of failure and hopes that his successor will do better. Herr Michaelis, President of the Imperial Grain Office, speaking in the Prussian lower house, on Feb. 16th, says, according to the "Reichsanzeiger," of 17th Feb.: "The first estimate made in July, 1915, gave the figure of 10,500,000 tons, but the result of the inventory taken on Nov. 16th, proved to be so far behind not merely the July estimate, but also the actual requirements, that the authorities were compelled in January to take various measures for the control of consumption so as to keep within available supplies."

London, March 2nd, 1916.

On the French front the massed German attack at Verdun has, as was expected, been followed by a lull and then a renewal in the Woeuvre district. The French are admitted to have displayed supreme ability in holding the German onslaught by tactical withdrawals to impregnable positions previously prepared. All the Allies are enjoying complete satisfaction from the knowledge that the gigantic massed attack on which Germany staked her prestige has been met and countered by the French with the finest manoeuvres in the war, while at the same time Joffre, refusing to play the enemy's game, has treated Verdun as a local affair and has not moved a men of the main reserves. Further movements are possible, but, if the French defence holds, the Germans will have suffered a severe defeat probably of a permanent nature, for the enemy's losses in the long continued attack are incomparably heavier than the French, who indeed only employed a third in quantity of the German troops. This attitude is reflected in the chastened tone since Saturday of the German newspapers and military experts, who seem to recognise the necessity of guarding against a revulsion in public mind from its recent jubilation, now that the seriousness of the present news is being realised in Berlin.

On the British front there has been only mine and air activity, three hostile aeroplanes having been brought down, while a German seaplane visited England on the first of March dropping bombs, but doing no military damage and killing only one child of nine months.

General Aylmers' column on the Tigris has resumed activity by making a circular movement and surprising the Turks, inflicting the maximum damage with artillery fire and obtaining valuable information. Unfortunately the Tigris shews signs of flooding again and delaying operations.

The renewed Bedouin Senussi raiding on the western border of Egypt has been severely handled. The enemy troops, under Nuri Bey, the brother of Enver Pasha, were attacked by the British and South Africans. A brilliant yeomanry charge resulted in the route of the enemy, the death of Nuri and the capture of the chief of staff.

In the Caucasus campaign, the Russian northern wing is approaching Trebizond, while the southern wing has occupied Kermanshah, a nest of German intrigue, threatening further the Bagdad railway and terminating the Allies' anxiety as to the Persian situation. The captures at Ezerum are officially announced as 235 Turkish officers, 12,753 men, 9 flags, 323 guns, first class stores, munitions and supplies.

The Italians skilfully evacuated Durazzo without losses of men or guns, removing the small force there by sea, while the main force concentrated for the defence of Valona.

The Germans inaugurated a new submarine campaign on 1st of March, threatening to sink without warning all merchantmen suspected of carrying arms, even defensive. As the British Admiralty issued on Tuesday a list of 40 unarmed British and 14 unarmed neutral vessels sunk without warning by Germans during 1915, no practical change is expected, except that if it is true that new and powerful German submarines have been commissioned recently, a temporary increase in submarine outrages is possible, but it is confidently anticipated that these will be checked as were the former.

London, March 3rd, 1916.

Sir Douglas Haig reports this morning that we attacked and recaptured the trenches at the Bluff on the Ypres-Commines Canal lost on 14th February. We also captured a small salient in the original German line. The counterattack launched by the enemy was repulsed. The German mine galleries in the captured trenches were destroyed. We took 180 prisoners, including 4 officers. There has been much artillery activity on both sides.