

Mailman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS

VOL. 3

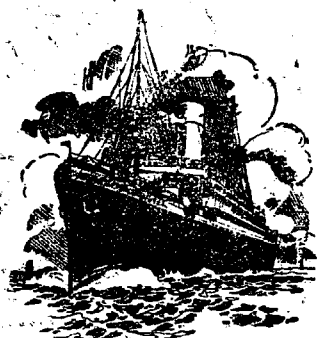
RIO DE JANEIRO, TUESDAY, April 18th, 1916

N. 16

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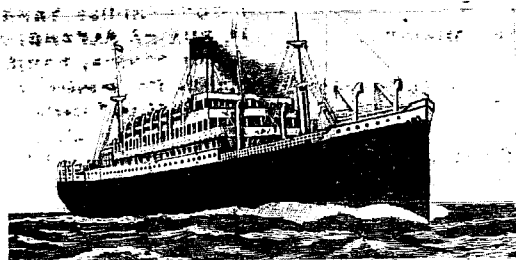
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Wileman's Brazilian Review

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RIO DE JANEIRO, TUESDAY, April 18th, 1916

No. 16

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MAIL FIXTURES**FOR EUROPE.**

April 19.—ORITA, P.S.N.C., for Liverpool.

May 11.—AMAZON, Royal Mail, for Liverpool.

FOR RIVER PLATE AND PACIFIC.

April 28.—DESEADO, Royal Mail, for River Plate.

May 30.—AMAZON, Royal Mail, for River Plate.

FOR THE UNITED STATES.

May 2.—BYRON, Lamport and Holt, for New York.

NOTICE TO BRITISH SUBJECTS.**NEW PASSPORT REGULATIONS.**

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

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

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

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

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

British Consulate General, 30th August, 1915.

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.

NOTES**OFFICIAL ANNOUNCEMENT.**

His Majesty's Government desire that all neutral shipowners should be warned that should any of their ships carry coal which should ultimately reach any German coal depot or German ship they will be immediately placed on the black list, whether previously on the white list or not.

To avoid such an eventuality they should therefore take all possible precautions in their own interests.

MANIFESTS — OFFICIAL NOTICE.

The Foreign Office announce to shippers of merchandise to neutral ports in Europe that the manifests transmitted through His Majesty's Consular Officers sometimes fail to specify clearly the actual weights and the ultimate destination of the goods in question. It is desired accordingly that shippers should be warned that delay and inconvenience will arise unless the above particulars are clearly shown. For instance, in the case of coffee the weight of the bags besides the number of bags should always be given and whether transshipment at a port en route is intended, the ultimate port of destination must be given, it being insufficient merely to indicate the port at which transshipment is to take place.

Blacklist v. Boycott. Simultaneously with the publication of the British "Black List" in this country, a combined boycott of all enemy trade was proposed by the influential Portuguese colony but afterwards abandoned as impracticable.

Both expedients were, naturally, subjected to considerable criticism by the Brazilian Press, to whom both Black List and Boycott seem equally objectionable.

To understand clearly what is aimed at, it might, therefore, be as well to recapitulate their respective advantages and disadvantages as applied to this particular issue.

The right of every sovereign power to regulate commerce within its own jurisdiction, subject only to such agreements as may have been previously entered into in virtue of treaties or been generally accepted by international law, and, in war time, to prohibit any trading whatsoever with enemy subjects in neutral countries as well as with neutrals associated with or suspected of connivance with them, seems indisputable.

By French law, trading between enemy and French subjects anywhere is absolutely forbidden, and as to this there can be no question whatsoever, nor, to our knowledge, has the exercise of so elementary a right ever given rise to protests on the part of neutrals.

How French practice succeeds in discriminating between traders of unquestionable and questionable nationality, i.e., between really enemy subjects and those of apparent enemy origin naturalised or born under a neutral flag, like the American, we cannot say; but unless in some way discrimination has been effectively exercised, the law itself must to a large degree have been left a dead letter.

Questions have already arisen between the United States and Great Britain as to the right to blacklist merchandise belonging

to firms with German partners or companies with German shareholders, duly registered in the United States and therefore, it is maintained, of truly American origin and entitled to the protection of American law and, consequently, to all the rights and privileges ensured to neutrals under international law and special treaties.

Whether guaranteed or no by special treaties, the claims of neutrals cannot be lightly disregarded by Great Britain on pain, of her engagements being treated, like Germany's, as so much waste paper.

If therefore, Gt. Britain has resolved to maintain her attitude with regard to participation of enemy subjects in neutral firms or companies trading in any form with the United Kingdom, as late apprehensions of partially-owned German ships and the publication of "black lists" would seem to imply, it can only be because the British Government is very sure of its premises and is perfectly prepared to justify them at the international bar when occasion offers.

It is not, therefore, from any doubt on the subject that the British Government refrained from outright prohibition of trading between its own and enemy subjects in neutral countries, but because the impracticability of distinguishing between really enemy and neutral traders in certain neutral countries would to a large extent neutralise prohibition itself and, moreover, tend to inflict occasional injustice on neutrals and give occasion for claims or their part later on.

To obviate such contretemps, the Black List was invented, in virtue of which and only after due investigation regarding enemy origin could an embargo be placed on trading with the enemies resident in neutral countries by British subjects resident or carrying on business in the United Kingdom. The inhibition, it should be noticed, does not apply to British subjects resident or carrying on business in neutral countries nor even in British colonies or possessions, who are left free to act in accordance with their consciences, but solely to traders under the direct jurisdiction of the British Government, amongst whom, of course, figure the owners of all British shipping trading with neutral countries.

The black list is, in fact, an exclusively internal measure that deals with exclusively domestic trade and can only indirectly affect neutral trade. That Great Britain has the right to prohibit anyone from trading with her own subjects in her own domain, or from utilising her vessels, which are a prolongation of sovereignty, wherever they may happen to be, for transport in any direction, or to simply forbid any trading or transport at all and withdraw vessels if judged requisite for national safety, will likewise be scarcely disputed.

Brazilian legislation follows the same lines as that of the United States with regard to the constitution of firms or companies, here regarded as Brazilian whosoever the shareholders may be. Which of the two interpretations—the British or American and Brazilian—is justifiable at international law is, however, a moot point, that can only be decided after the war. Meanwhile the interpretation of the British and French authorities must be accepted.

Absolute prohibition of trading between enemy and British subjects in neutral countries, like the United States and Brazil, where naturalised and descendants of enemy subjects are so numerous that, if enemy shareholders of joint stock companies were included, they would probably constitute the rule and not the exception, is impracticable; but by means of the black list and previous careful investigation, not only can proof of origin be reasonably established, but reparation in case of occasional injustice be simplified by merely removing a name from the black list. Moreover, it permits discrimination between interests of a purely enemy character and those in which enemy subjects may be concerned, practically, as trustees of important national and neutral interests; for example, as owners or administrators of public utility concerns, like gas or electric, mines or breweries, worked mostly with enemy capital. The Black List, in fact, is a compromise between the absolute prohibition of the French law and optional prohibition of British practice, liable, of course, like all human devices, to abuse, but in spite of all the protests it is at present inspiring, far more liberal and considerate of neutral interests than any other hard and fast rule could be!

—Prohibition, black lists, boycotts or strikes, call them what you may, the aim is the same—to embarrass to the utmost free interchange of commodities or services between communities or their sections.

They are and must always be prejudicial to general interests, because by suppressing competition some prices are raised and others lowered, economic equilibrium is disturbed and the interests of consumers suffer.

Economic pressure reaches the limit in a general strike; but, so interlaced are the interests of every organised community, that it is impossible to boycott even a single of its sections without every other suffering to some degree.

Whilst absolute prohibition of dealings between enemies in neutral countries, such as the French law enjoins, must necessarily cause the maximum disturbance to the interests of neutrals in the respective country, the black list reduces disturbance to a minimum by circumscribing the area and numbers prescribed. No doubt the elimination of even a few influential enemy importing or exporting firms would tend to reduce competition and throw business into the hands of their rivals, but so long as it does not result in monopoly, prices would not suffer materially.

To take the case of rubber: the black list applies only to exports by enemy firms and their associates to Great Britain or in British bottoms anywhere. To all countries excepting Great Britain the enemy is free to ship as much rubber as they please and if they can to even run the blockade, but not in British bottoms!

They can and do ship freely in Brazilian ships to the United States; and, so long as such conditions exist there can be no suspicion of attempt to establish monopoly that the "Correio da Manhã" lays such stress upon.

As a matter of fact, of the total of 6,684 tons of rubber exported from the Amazon for the half-year July-December, 4,109 tons or 61 per cent. went to the United States in 1915 and 2,575 tons or 39 per cent. only to Europe, of which American exporters accounted for 31.5 per cent., **Pralow and Co.** 26.9 per cent., Suter and Fradalezi (French and Italian) 23.8 per cent., Brazilian firms 11.4 per cent., sundry receivers, mostly Brazilian and Portuguese, 3.9 per cent., and **British shippers last of all with only 2.4 per cent.!**

Of the total of 1,799 tons exported by Pralow and Co., moreover, 1,176 tons or 65.4 per cent. were shipped to the United States and 623 tons or 34.6 per cent. to Europe, the latter in exclusively British steamers.

Where, then, is the monopoly?

As regards the outcry raised at the threat to blacklist Pralow's Portuguese and Brazilian partners also should they attempt to turn the firm into a joint stock company, naturally, by either buying out or preserving enemy interest under some other guise in same, it would be childish to imagine that the British Government could consent to so palpable an evasion.

If our friends the Portuguese desire to carry on business with Great Britain, no possible obstacle will be put in their way so long as they do not abuse their privileges as allies, as the Portuguese Ambassador has plainly pointed out, to assist or comfort the common enemy.

The Portuguese have, moreover, shown so fine and determined a spirit in this crisis that we may be assured that they will require no further reminder as to the course that both patriotism and interest should prompt them to take.

As regards the Brazilian partners of Pralow, the case is somewhat different. But, even so, no pressure is exercised except that they are prevented from shipping in British vessels to the United Kingdom or anywhere else. Otherwise the whole of the world is open to them! But, if they understand their own interests, they will seize this opportunity to establish a trade of their own on an unassailable footing and free themselves once and for all from German or any other leading strings.

Organised boycott of enemy interests by Portuguese residents in this country is impracticable.

Whilst Germans are in this country large employers of Portuguese labour, Portuguese tradesmen are the indispensable distributors of local German manufactures. For one to boycott the other would, in some cases, mean complete cessation of business and immense inconvenience to neutrals and nationals in all!

If boycotting were admissible and carried to its logical conclusion, railways under British control, for example, might refuse to carry German passengers, when the State would inevitably step in and oblige them on the ground that the railways, though owned and managed by foreigners, are, nevertheless, national and, for the time being at least, neutral undertakings.

The Brahma Brewery, to take another case, is both owned largely by German capital and administered by Germans; but its labour is mostly Portuguese, as also its distribution. Should labour decide to strike or the Portuguese retailers refuse to deliver the company's product, no power on earth could compel them except self interest, which in some cases over-rides even the loftiest patriotism! Many men will sacrifice life itself at their country's call, who hesitate when it comes to their means of living.

The Brahma Brewery, moreover, is really national in the sense that it caters chiefly for national requirements and that its disappearance or suspension would prejudice Brazilian consumers much more, even, than German shareholders. Germans might cease to earn profits and so be powerless to aid or comfort the enemy, but Brazilians would be deprived of their beer and blame the Allies for it.

Again the local cigar industry is practically in the hands of Germans. Who then would suffer most by its suspension: the Brazilian tobacco grower, cigar makers, mostly Brazilian, and Brazilian and neutral consumers, or the enemy manufacturer?

Clearly in such cases, where competition by allied industries is impracticable, the criterion should be the interest of the neutral consumer, with which both sides have identified themselves and are bound in loyalty to consider.

It is precisely this that the black listing method contemplates. Otherwise the importation of hops and of malt from the United Kingdom and, with it, the brewing of beer by Germans or anyone else, would have come to a stop long ago!

Trading with the Enemy on the Amazon. It is credibly reported that the names of Berringer, Suter and Ohliger have been removed from the Black List under date of 21st January, 1916, by instructions of the War Trade Department. This is absolutely inexplicable and, if it is to be trusted, will be promptly rectified by the F.O., to whose attention the matter has been drawn.

In view of the late heavy losses of tonnage by submarines, the British Government has determined to requisition 25 per cent. of existing free tonnage, inclusive of passenger steamers, and commencing, it is believed, with the British lines still running between neutral ports, in which case the Booth Line steamers to New York will scarcely escape. Why Americans should get the benefit of British tonnage, when we ourselves are so hard pressed, would puzzle Moses, especially as most of this rubber is shipped by undoubtedly enemy firms, as also is a great part of the merchandise received in return from the United States at Pará and Manáos. One of the largest shippers on Booth's steamers from New York to the Amazon is G. Amsinck and Co., the firm that, according to the facsimile published by some of the English papers, cashed so many of von Papen's cheques! Why should German firms be permitted to ship to and from the Amazon in British vessels under the protection of the British navy?

No doubt Germans on the Amazon would be quite pleased to see more steamers running under the Brazilian flag. At present all they can count on are the Lloyd Brasileiro boats that only call at Pará and never go up the river to Manáos, and, even so, usually have so little space left as to be only able to take a few hundred tons of rubber even from Pará. If it depended on German commerce on the Amazon they would, we imagine, be only too glad if

the German ships now rotting in Brazilian harbours could be rented to the Brazilian Government as a set off against the "black list," nor is it likely that the British Government would have any rooted objection to a measure that would ensure some relief to the tonnage agony. It is, in fact, but a question of a very short time before all the British shipping on the American route will be withdrawn, when, unless definite measures are taken at once to fill the vacuum, the Amazon may be left at any moment entirely without communications with the United States.

—Since 21st January, when they were blacklisted by order of the War Trade Department, Suter and Co., Berringer and Co., and Ohliger and Co. retired modestly from the manifests of the Booth Line, to give place to the no less objectionable Austrian firm of Pralow and Co., who, from simple intermediaries or receivers of rubber, blossomed extemporaneously into the largest exporters from Manáos!

No sooner, however, is the running taken up by the F.O. and Pralow and Co. blacklisted, than presto! the embargo on shipments by the above-mentioned firms is taken off and the names of two of them figure unblushingly in the manifests of the Booth Line steamers not only to New York but positively to Liverpool!

What does all this shilly-shally mean?

Is the War Department at variance with the F.O., or is there simply no co-ordination of policy between one and the other? However it may be, it is pretty humiliating to Britishers here, who looked for something more drastic.

The following table showing the movement for three steamers only, one, the Antony, cleared for Liverpool from Pará on 14th March, the second, the Francis, cleared from same port on 17th March for New York, both belonging to the Booth Line, and the neutral s.s. Rio de Janeiro cleared from Pará for New York on 18th March, explains why anything like stability of commercial purpose or policy on the part of our Government is here derided and Germans boast that in spite of blockades and black lists they go on trading in one way or another pretty much as before!

	s.s. Antony	s.s. Francis	Total Booth	s.s. Rio de Janeiro
Suter and Co.	173	41	214	81
Berringer and Co.	10	—	10	49
Ohliger and Co.	—	—	—	—
3 blacklisted firms	183	41	224	130
Total all shippers	497	885	1,383	292
% of blacklisted firms ...	—	—	16.2	44.5
Seligman and Co.	—	29	2.0	—

Not long ago the Brazilian barque Saldanha da Gama, which had cleared from Pará ostensibly for New York, with 132 tons of rubber manifested under the name of Antonio Albuquerque, a Brazilian or Portuguese firm, was captured off the coast of Norway. The firm of Berringer and Co. and Seligman and Co. are known to be at the back of this business, yet Berringer and Co. have just been rehabilitated and Seligmann not even blacklisted!

Oversea Transport conditions get steadily worse and, unless the British Government can find some way of checking the wastage, in the long run all British tonnage must be requisitioned for the exclusive use of the Allies, and inter-American trade be left to shift for itself.

As regards trade between the Americas and Europe no great anxiety need be felt; if Europe wants American products and cannot do without them, as is unmistakably the case, means of transport will always be forthcoming.

It is the inter-American trade that in this country stood for 50 per cent. of total foreign trade that inspires profound anxiety,

and how the insufficiency of purely American tonnage is to be brought up to requirements!

There are three alternatives: to requisition German ships interned in American harbours; to build; or to come to terms with neutral owners for hire or use of their tonnage.

The first is impracticable, unless America were disposed to affront Germany, and the second too tardy; but, in the third a solution might possibly be found. Anyhow, it is worth trying. Until lately neutral shipping has been able to dictate terms to charterers, but since the sinking of the *Tubantia* a change has come over the spirit of neutral owners' dreams, to whom even the extortionate rates now exacted seem insufficient for the risks they are called on to run in trading with belligerents. Their desire to consolidate the position gained during the war and secure themselves against the inevitable competition at its close, should also be a powerful incentive to owners in Scandinavia and Holland, to listen to any reasonable proposals that American countries might be disposed to make to ensure sufficiency of tonnage at the minimum of risk to inter-American trade. This is the psychological moment, just when the minds of neutrals are most exercised as to the future of their commerce and any reasonable proposals in the sense of guarantees against unfair competition after the war would find eager listeners.

—Americans have a neat way of putting things. The following debit and credit statement shows how by refusing to look on the credit side and gazing too steadily on the debit, the shipment of cotton to Germany may seem to transcend all other questions, says the "Wall Street Journal," so why not hack a way through the blockade and send all the young manhood to the front—any old front—rather than submit to injury to the pockets of American cotton growers?

Gt. Britain and Allies to U.S.—		Dr.
To damages for preventing sale of cotton to		
Germany and Austria, 2,887,006 bales	\$188,631,607	
By goods purchased in 1915 as follows:		Cr.
Great Britain	\$1,191,000,000	
France	\$ 500,000,000	
Canada	\$ 344,000,000	
Italy	\$ 240,000,000	
Russia	160,000,000	\$2,435,000,000

—The American attitude towards the German submarine menace seems to be as follows:—The supreme wish of the President, says Senator Stone, is to avoid war, qualified by his firm intention to uphold American rights under international law. If Germany can prove that secret orders were issued to British merchantmen to sink submarines, there will be no break in negotiations with Germany. But if Germany cannot prove her claim and proceeds to sink merchantmen there will be a question of fact whether the merchantmen resisted or no, whether armed or unarmed, and American lives were lost. If it is demonstrated that the merchantman was unresisting, whether armed or unarmed, and American lives are lost, President Wilson will break off diplomatic relations and put the odium of a declaration of war on Germany.

—The French Consul at Rio de Janeiro, says the "Wall Street Journal," may believe that burglars who entered the consulate were not common thieves but only German spies; but why this invidious distinction?

Dyestuffs. For restoration of exchanges after the war, Germans rely chiefly on their ability to dump the manufactures they have been unable to export on foreign consumers, but would seem to be counting their chickens before they are hatched, if half the

reports regarding the erection of dye works in other countries be true. In England we know very extensive works are in course of erection that should make that country independent of Germany, whilst it has been practically decided that to meet German competition either prohibitive duties or a heavy subvention will be established. In America, too, 50 per cent. of the dyestuffs used are now turned out in that country, whereas a year ago the production of finished colours was there only 20 per cent. of consumption, 75 per cent. being imported from Germany and Switzerland. It is easy to underestimate the immensity of what has been accomplished toward making the U.S. independent of Europe for its colours. The manufacture of an aniline colour involves production of the raw dye base of benzol, toluol, and so on, making of the so-called intermediate and manufacture of the dye proper. Although the United States formerly made one-fifth of its dyes practically all of this depended on imported intermediates.

About the middle of 1915 one of the leading dye authorities here said, that if a gain of 50 per cent. in dye output could be made by the end of the year, to bring home production to 30 per cent. of home needs, it was as much as could possibly be expected. The actual gain in finished dyes has been about 150 per cent. while the gain in the production of intermediate has been infinitely more.

But only comparatively small range of colours are yet made in this country, in any volume, and as there are some 900 separate and distinct dyes, involving 2,700 distinct processes, the hardest part of the work is yet undone.

One of the immediate difficulties facing the maker of dyes is the high price of the dye bases. Benzol, toluol, sulphuric acids and other products necessary to make colours are selling at prices undreamed of a year ago. Another problem is that of securing the services of a competent corps of trained chemical experts.

Finally, capital must be attracted to the industry and, with the inadequate protection now afforded American dyes, this is the most serious problem of all.

Correction. On line 16, page 219 of "Wileman's Review," instead of "and if chance seems advisable is solely," etc., read "and if a change seems advisable it is solely" etc.

THE PATRIOTIC LEAGUE OF BRITONS OVERSEAS.

SÃO PAULO BRANCH.

President—George Falconer Atlee, H.B.M. Consul.

Vice-President—William Speers.

Hon. Secretary—H. E. Bott, Caixa 1,000.

Hon. Treasurer—T. B. Muir, Rua S. Bento 63, or Caixa Postal 955.

Committee—Rev. Canon Fenn, C. J. Webb, H. R. Shorto, F. C. S. Ford, A. J. Owen, C. R. Hillman, James R. Gray, D. Mulqueen, Norman Biddell, W. Whyte Gailey, W. Tunstall, John Laird, Robert Williamson, C. L. K. Wright, P. W. Crewe, John Davy, C. L. Stock, C. O. Kenyon, E. J. Macdonald, D. S. Nelson, T. A. Coleborn, L. F. Latham, H. W. Stacey, C. W. Miller, C. W. Armstrong, G. H. Dronsfield, B. D. G. Ball, Alfred Williams, Adam Gray and Albert Kenworthy.

S. Paulo, March 29th, 1916.

To The Editor of "Wileman's Brazilian Review."

Dear Sir,—In the belief that a report of the Annual General Meeting of the S. Paulo Branch will be of interest to your readers, I beg to ask you the favour of publishing an account of the first annual general meeting of the S. Paulo Branch of the League, which was held at Mappin's Tea Rooms (generously lent for the occasion), on Saturday, the 25th March. Our President, His Majesty's Consul, Mr. George Falconer Atlee, took the chair at 8-30 p.m., and opened the meeting by reading the following very kind telegram from Mr. Peel, H.B.M.'s Minister in Rio de Janeiro:

"Please express to League my deep regret that I find it quite impossible leave my post under present circumstances and convey also my high appreciation of valuable services British Colony in São Paulo have rendered to Mother Country since outbreak of this most terrible war through large sums of money they have so generously subscribed. I should be glad to be furnished with report of work accomplished, which I might forward to Sir Edward Grey with request that this proof of loyalty of His Majesty's subjects at São Paulo and devotion to their country's needs in this hour of danger may be brought to knowledge of His Majesty the King."

The message was received with much applause and gave great satisfaction to the 300 members and friends present. The Chairman's address was as follows:—

"Ladies and Gentlemen,—My first duty in opening this meeting is to inform you of the objects we had in calling you together. It is now just upon a year ago that we called you for the first time, and that this Branch of the League was formed. This is therefore our first annual meeting, and it affords me much pleasure to report to you on the progress and the very satisfactory results attained by the committee you were so good as to appoint. It is most gratifying to our committee to be able to state that we can now count some 300 members, and that our Hon. Treasurer has already been able to send home the very substantial sum of about £2,600, with the prospect of further remittances. And here I would like to remind you of the objects of the Patriotic League of Britons Overseas. It was formed to unite British Subjects all over the world, who reside outside the Empire, and enable them to help the Mother Country at this crisis in her history. This may be done in more ways than one. The funds you have so generously subscribed will be devoted to the purchase of seaplanes, which have already proved of such vast utility in the present terrible war, and our efforts are a practical manifestation of our loyalty to our most gracious Sovereign. I shall presently call upon our Honorary Treasurer to be so good as to hand out the accounts of the year to those who have not received them at the door. As it is our great desire to include in this League all British residents in S. Paulo, I feel confident that those present here to-night, who are not yet members of our League, will now join it, and I make a special appeal to all the members to use their influence to get their British friends to join the League without delay, and in order to facilitate matters, our Branch has decided to accept a mere nominal subscription of one milreis from anyone who is ready to join, so as to have no abstentions. Larger sums will be gratefully received, but one milreis is sufficient if you can afford no more. Now I shall say a few words as to what we propose doing, and I call upon you all as members of this League to help us in every way you can. In order to attain a good result it is necessary that we should all pull together, which is one of the primary objects our League has in view. It is essential to the welfare of our community that you should now consider the Patriotic League of Britons Overseas as the main or head British institutions in S. Paulo, under the direct supervision of which all other patriotic efforts will be governed. And, here let me give you a few words of explanation. Since the beginning of the war all of us have been desirous of doing something to help the Mother Country, either directly or indirectly, and no less than 16 or 17 different collections have been made for various funds. I have endeavoured to make a list of them all, but as many of the organisers sent the proceeds of their collections home direct, it has not been possible for me to include them all. Nevertheless, the following are some of the principal ones and I make no allusion to the numerous sums sent home privately by generous persons.

Two efforts were in aid of the Belgians. A concert was organised by Mrs. Macdonald. A concert for the Servians and Poles undertaken by Rev. Mr. and Mrs. Bagby. Queen Mary Fund organised by Mrs. Mackenzie and Mrs. Woltman, which I understand will bring in something like £1,000 a year, and from which a large sum has already been sent home, enabling 4 beds to be kept up by the funds you have subscribed. Prince of Wales' Fund about £900, of which £800 proceeded from a bazaar organised by Mrs. Macdonald. The British Fund of São Paulo, nearly Rs. 28,000\$000, to which I shall refer a little later. Two performances at the Municipal Theatre on behalf of British women and orphans, and, with regard to the latter, as I have been informed that it would interest some of you to have more particulars, I am very happy to avail myself of the opportunity to give you some figures. The first performance was given on behalf of British and French widows and orphans and gave a gross receipt of Rs. 21,122\$500. The expenses were about four contos, which were mostly made up as follows:—Rs. 1,226\$000 for the Municipal Theatre (for although the theatre was given to us free, yet we had to pay for the stage management and personnel); the orchestra had also to be paid for, which amounted to another Rs. 1,200\$000; the expenses at the bar were about one conto, and the rest was expended on various items. Anyone wishing to consult the accounts may see them at the British Consulate. The net profit was therefore 17 contos, divided between the French Consul and myself, so that we have the great satisfaction of not only having helped our own countrymen, but also those of our closest allies, and it

must be remembered that had it not been for the assistance rendered by our friends the Brazilians, Americans, French and Italians, our receipts would not have been so proportionately large. The amount was duly sent home and it may be gratifying to listen to a letter from Lieut.-Col. A. Welby, on behalf of the Royal Patriotic Fund Corporation:—

"The Royal Patriotic Fund Corporation has received today, by command of the Army Council, a further draft for £145 17s. 2d., being additional to that for £423 19s. 1d. acknowledged to you on the 18th January and being half of the proceeds of a musical and artistic performance organised by the wives of the British and French Consuls at São Paulo for the benefit of Orphans of British and French soldiers killed at the front. This second generous contribution is being credited with the other to that portion of the Private Donations Fund which relates solely to orphans. Permit me again to ask you to convey to those who organised this very successful effort, the thanks which I am directed to offer on behalf of H.R.H. the Duke of Connaught, K.G., President, and the Executive Committee of the Corporation."

The second entertainment was given on behalf of the British, French and Italians, and the gross receipts were Rs. 11,900\$000. Expenses were Rs. 2,500\$000, leaving a net result of Rs. 9,400\$, which was duly divided. Our share, namely Rs. 3,129\$000, was sent home and the acknowledgment is referred to in the letter I have just read. Besides these various entertainments, numerous other plans were carried out such as the Button-hole Fund, which produced £95, the concert on behalf of Indian soldiers got up by Mr. Woodward £96 odd, the concert given by the Choral Society, the Tobacco Fund, etc., etc. And last, but not least, nearly £3,000 subscribed or promised to the Patriotic League. I therefore calculate that the British community in São Paulo has subscribed to various institutions since the beginning of the war a sum equivalent to about £8,000.

Now, Ladies and Gentlemen, I wish to revert to the British Fund of São Paulo, which was created on the 24th September, 1914, shortly after the outbreak of hostilities in Europe. It had for its objects:—

- (a) The repatriation of British subjects who wished to join the colours.
- (b) The establishment of a permanent British Benevolent Society in S. Paulo.
- (c) The collection of contributions to the Prince of Wales' Fund.

The Hon. Treasurer, Mr. Shorto, will hand you a copy of the last balance sheet. The work done by that Institution is beyond praise. Sixty-four men were assisted to the front; charity was bestowed on various distressed British subjects to the extent of Rs. 3,675\$000; and contributions were collected for the Prince of Wales' Fund and sent home, amounting to Rs. 2,273\$000. The first object for which this fund was created is no longer necessary, and the balance of cash for repatriation has been absorbed. The committee, however, have decided to continue the second object they worked for, by instituting what will now be known as the British Benevolent Fund of São Paulo, and requesting the Patriotic League of Britons Overseas to carry on the work in future, keeping, however, a separate set of books and accounts. Both committees have agreed to this arrangement and in future the Patriotic League will govern both funds. Mr. Bott, your very active Secretary, has kindly consented to act for both, and Mr. Muir, our indefatigable Treasurer, has also been good enough to consent to undertake the collection of contributions for the British Benevolent Fund, which I feel certain will meet with your approval and the gratitude of us all. It is a good start in the direction of proper organisation to consider the Patriotic League as the main British institution in S. Paulo. And I would now call upon you all most earnestly to help us to successfully carry out this plan, and whenever any of you wish to map out anything with the very laudable object of collecting funds for any patriotic work, or wish to hand round lists for subscriptions of any kind, you will please not do so before having first of all referred the case to the Secretary of the Patriotic League, who will submit it to the Board, and obtain its approval and official sanction. By this means the public will know that they can in all safety subscribe (if they feel so disposed) to any movement of which the Patriotic League has approved, and they will be well advised to abstain from subscribing if it does not bear such official sanction. I will now revert for one minute to the question of distressed British subjects before passing on to another matter. There seems to have been some little doubt as to the amount of distress amongst British subjects in S. Paulo, and many people are under the impression that it does not exist. I would like to point out that the number of applicants who come to the British Consulate and who also appeal to Canon Fenn is much greater than you imagine. I will cite only a few cases so as not to tire you with too long an oration:—One case is that of a lady with 6 children, who has been abandoned by her husband. Another was that of a nurse who had gone out of her mind. She was not insane enough to be interned, but yet sufficiently so to require our assistance, to be looked after, and finally sent home.

Many men out of employment were temporarily assisted or sent on to Rio. Innumerable cases of really sick or wounded seamen who could not be assisted according to the Merchant Shipping Acts, and yet required help, were cared for. We have also assisted the Girls' Friendly Society in a pitiable case. Many people in real distress, too ill to find work, temporarily helped by the Samaritan Hospital or others, were housed afterwards until employment could be found for them. At the present moment there are some Britishers in jail whom we have decided to help with a lawyer so as to give them the chance of a fair trial. There were several cases of repatriations. But the list is far too long and these are but a few instances. I seize this opportunity to ask you to send me any and all cast off clothes you have, to be given to the poor. They can be sent to the Consulate and will be gratefully received. I now come to the British Red Cross Fund, and have pleasure in informing you that we have formed a Central British Red Cross Committee in S. Paulo for the furtherance of that good work. This will be absolutely independent of the Patriotic League, (at all events for the present), and will have its separate Board. The remarks I made a few minutes ago with regard to Patriotic League efforts apply also to any persons wishing to obtain subscriptions to this Fund: they should first get official sanction from the Red Cross Board. And I trust, Ladies and Gentlemen that you will see in these proposals nothing arbitrary, or anything to prevent any of you coming forward with ideas for collecting funds for patriotic or generous objects. The sole aim is to bring about proper organisation, in which I feel sure you will all help me, for in union is strength, and I sincerely hope and trust that for patriotic reasons alone you will agree to what I have put before you. I am afraid that this address is a very long one and I must apologise to you all. I have tried to condense my explanations and I do not think I could have curtailed them without sacrificing clearness. Presently you will be free from the business part of our meeting and be able to enjoy some music. Before terminating, however, I wish to say that Dr. Lino Finocchi, a well known Italian journalist, has kindly consented to show us a few interesting lantern slides about the war. He has returned from ten months in the trenches, and has received official sanction from both the French and Belgian Governments to give lectures in Brazil.

Before concluding, it is with a feeling of deep regret that I have to record the death of two of our members, Mr. George Craig and Mr. Simeon Boyes, both well known and highly respected members of our Colony. And now I have finished, but, please bear in mind that the first part of the programme was necessarily business, so I was forced to claim your attention. I am sorry, however, to have imposed on your patience so long."

Mr. E. J. Macdonald then read out a very interesting letter from a man in the fighting line, who wrote cheerfully about most uncomfortable experiences in the trenches. Mr. Macdonald also gave the meeting his views with regard to more active subscriptions to the War Loans, and said he understood that British banks would be willing to advance against the paper as security. The Secretary announced that expenses connected with the meeting were being met by a few friends who were taking a fatherly interest in the movement, and took the opportunity of assuring members that the Committee were most jealous of the money entrusted to their care, as might be judged by the expenses shown in the balance sheet for the past twelve months, of which he believed every member had a copy. The Secretary said it would not be a great exaggeration to say that the money subscribed went straight from their pockets to its final destination, which up to then had been sea-planes. Members all demonstrated their goodwill, which made the meeting a success, and there is every likelihood of the gathering announced for Empire Day (24th May) being well attended. Members are asked to bear in mind always that the S. Paulo Branch of the League is their effort to help the Old Country and to promote the interests and welfare of the nation, and that officers and committee sincerely wish to do everything in their power to carry out the community's wishes in this direction. The evening was divided into three parts, to wit:—

1. The Chairman's address.
2. Half an hour's lecture (with lantern slides), by Dr. Lino Finocchi, a man from the trenches.
3. Concert directed by Mr. Treacher.

There was an impromptu collection on behalf of Dr. Finocchi's admirable work in South America, which realised Rs. 454\$000, a sum that was duly handed over to him.

The proceedings terminated at midnight with a hearty vote of thanks to our Chairman, Mr. Atlee, and to all those who very

kindly took an active part in the work entailed. I enclose balance sheet of both Patriotic League and British Fund and beg to tender you the Committee's best thanks in advance for so kindly giving publicity to The Patriotic League's doings.—Yours, etc.,

H. E. Bott, Hon. Secretary.

The Patriotic League of Britons Overseas—S. Paulo Branch,

Statement of Account as at 31st December, 1915.

Dr.	
Donations, monthly and annual subscriptions during the war:—	
In cheques and bank drafts, £695 ls. at 12d....	13:901\$000
In currency	32:270\$600
Interest on current account	40\$900
	Rs. 46:212\$500
CR.	
Receipt stamps	93\$900
Printing and stationery	647\$700
Remittances to Hon. Treasurer, London, cheques and drafts £634 ls. at 12d.	12:681\$000
Currency at various rates, average m/£ 12 23-32d., £1,536	28.940\$000
Balance (cheques and drafts, £61, 1:220\$000; currency, 2:629\$900)	3:849\$900
	Rs. 46:212\$500

E. & O. E.—S. Paulo, 31st December, 1915.—T. B. Muir, Hon. Treasurer; George Falconer Atlee, H.B.M. Consul (Chairman of the S. Paulo Branch).

S. Paulo, 1st February, 1916.—We hereby certify that we have examined the Treasurer's books and have found same in order. The above balance sheet is, in my opinion, a true and correct one.—F. Ford, Manager London and Brazilian Bank, S. Paulo branch; H. R. Shorto, Manager London and River Plate Bank, S. Paulo branch.

THE BRITISH FUND OF S. PAULO.

Statement of Receipts and Expenditure for the period ended 18th March, 1916.

Receipts.	
Subscriptions—General Fund as per list. 27:891\$890	
Prince of Wales Fund	2:363\$200
	30:255\$090
Amounts refunded by the R.M.S.P. Co. and others on 38 passages	2:525\$650
	Rs. 32:780\$740
Expenditure.	
64 passages to England (including Govt. taxes).....	26:151\$550
Assistance to various distressed British subjects.....	3:675\$320
Receipt forms, stamps stationery, etc.	181\$800
Remittance sent home to Prince of Wales' Fund through the Consul £119 12s. 2d. 9th April, 1915....	2:273\$800
	Total Rs. 32:282\$470
Balance with London and River Plate Bank—	
General Fund	408\$870
Prince of Wales' Fund	89\$400
	Rs. 32:780\$740

S. Paulo, 21st March, 1916.—Henry R. Shorto, Hon. Treasurer. Audited and found correct.—Basil D. G. Ball, A.C.A., Hon. Auditor.

MONEY

Official Quotations, Exchange Camara Sydical and Vales at Banco do Brazil:—

	90 dys	Sight	Sovs	Vales
Monday, 10 April	11 11-64	11 17-32	20\$900	2\$345
Tuesday, 11 April	11 5-8	11 33-64	20\$900	2\$345
Wednesday, 12 April...	11 5-8	11 33-64	20\$850	2\$345
Thursday, 13 April ...	11 5-8	11 33-64	20\$850	2\$345
Friday, 14 April	11 41-64	11 17-32	20\$850	2\$345
Saturday, 15 April ...	11 39-64	11 1/2	20\$950	2\$345
Average	11 5-8	11 33-64	20\$883	2\$345

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

Monday, 10th April. Most banks opened at 11 21-32d., some offering to take at 11 23-32d. Neither money nor bills offering all day.

Tuesday, 11th April. Quotations on order.

Wednesday, 12th April. Quotations on order.

Thursday, 13th April. Quotations on order.

Friday, 14th April. Ultramarino opened at 11 21-32d., others at 11 5-8d., all offering to take at 11 23-32d. Nothing doing until close of day, when some money offered at 11 5-8d. and banks offering to take at 11 11-16d.

Saturday, 15th March. Some banks opened at 11 5-8d., but soon retired to 11 19-32d. Market closing weak, with takers of commercial at 11 21-32d. No bills.

90 days' dollar rate on New York: April 10th, 11th, and 12th, 4\$370; 13th and 14th, 4\$360; 15th, 4\$385.

Sterling rate on New York remained stationary all week at \$4.77.

The Emergency Issue. Statement for 15th April:—

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	23:193\$
Interest due from banks	17:395\$
Repaid by banks on account of amort. and int.—	
Cash	5,592:541\$
Treasury bills	76,473:400\$
Interest on same	187:028\$
Expenses of issue	533:113\$
	82,786:082\$
	342,849:221\$

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	3,961:837\$
	342,849:221\$

Latest Quotations:—

	1916 April 15	1916 April 8	1915 April 15
4 per cent., 1889	45 1/4	47	47 1/2
5 per cent., 1895	59	59 1/2	62
1903, 5 per cent.	78 1/2	78	88
1908, 5 per cent.	60	59 1/2	61
1910, 4 per cent.	45 1/4	45	49 1/2
Funding, 1914	75 1/4	75 1/2	73 1/2
Funding, 5 per cent.	87 1/2	87 1/2	98
S. Paulo, 1913, 5 per cent.	98 1/2	97 1/2	91
Leopoldina Stock	34 1/4	34	38 1/2
S. Paulo Railway Ordinary	180	180	190 1/2
Traction Ordinary	53 1/4	54 1/2	59
Dumont Coffee Co.	7 1/4	8	8 1/2
Treasury Bills 7 to 8 1/2 per cent. discount.			

COFFEE

Entries at the two ports for the week ended 13th April show an increase of 24,207 bags compared with previous week, of which 16,186 bags at Rio and 8,021 bags at Santos. For the crop to 13th April entries for the two ports amounted to 13,732,652 bags or 2,239,154 bags more than for the corresponding date last year.

Clearances for the week were 289,323 bags or 159,969 bags more than the week before and for the crop to 13th April amounted to 12,394,912 bags or 1,768,546 more than for corresponding period last year and the f.o.b. value to £23,536,600 or £2,019,602 more than last year.

For the week f.o.b. value averaged £2.129 per bag, as against £2.158 for the week before.

Stocks at Rio and Santos on 13th April amounted to 1,684,786 bags, a shrinkage of 95,248 bags, accounted for by an increase of 8,504 bags at Rio and decrease of 103,752 bags at Santos.

Sales (declared) at the two ports were smaller, amounting to 97,623 bags, as against 165,353 bags the previous week.

Embarques (coffee loaded) were 209,830 bags against 238,875 bags the week before and at £2.129 per bag yielded £442,000, as against £510,000 the previous week.

Of the total of 302,135 bags **Sailed**, 104,111 bags went to the States, 67,178 to Scandinavia, 81,553 to France, 29,755 to rest of Europe and Mediterranean, 6,726 to the Plate and Pacific and 12,812 bags coastwise.

Prices improved at Rio, Santos and New York, but show a slight drop at Havre. Averages for the week ended

	April 13	April 6
Rio, No. 6 per 10 kilos	7\$532	7\$046
No. 7	7\$275	6\$768
No. 8	6\$987	6\$496
No. 9	6\$715	6\$223
Santos—Superior	6\$483	6\$283
Good average	4\$950	4\$700
New York—Options, May	8.27c.	8.14c.
July	8.38c.	8.22c.
September	8.48c.	—
Havre—Options, May, 50 kilos	70f.04	70f.62
July	68f.25	69f.35
September	68f.05	68f.37
London—Options, per cwt.	45/7	45/3
September	47/1	47/2

Visible Supply (Duuring and Zoon) in 1,000 bags:—

	31 Mar. 1916	29 Feb. 1916	31 Mar. 1915
Stocks 9 European markets.....	3,389	3,379	4,379
Afloat Brazil for Europe	936	728	894
Afloat from East	180	135	51
U.S. for Europe	7	8	12
Stocks, U.S.A.	1,782	1,900	1,759
Afloat, Brazil to U.S.	654	495	866
East to U.S.	3	3	9
Stocks, Rio de Janeiro	325	438	460
Santos	1,634	2,176	1,210
Bahia	24	48	25
	8,934	9,310	9,665

—A late number of "Le Bulletin de Correspondance de Hayre" says:—Contrary to what was generally believed, New York is not likely to become the arbiter of coffee; it is certainly a port of transit for coffee en route for Germany, but how much of it really ever reaches Germany and how much is detained in England and France would be difficult to estimate. At present all this coffee is reckoned amongst deliveries, but it is not consumed and some day be added to stocks.

—Referring to contraband trading between Denmark and Germany, the "Bulletin" says:—The long expected opportunity to give contrabandists a lesson at last arrived, when a well known house at Copenhagen received 800 bags Rio and Santos coffee, which was immediately transferred to a Hamburg steamer, in spite of all guarantees. The trick was discovered in time and all the coffee was landed and confiscated. The matter is now before the Criminal Court and the importer liable to a fine of £5,000.

Entries per Railway at Santos.

Entries—	Estimated 1916-17	Actual 1914-15	Actual 1913-14
Paulista Railway	4,200,000	3,725,969	4,980,000
Mogiana Railway	3,800,000	3,888,783	3,920,000
Sorocabana Railway ...	1,600,000	1,236,218	1,620,000
S. Paulo and Central....	380,000	646,583	335,000
Total entries, Santos ...	9,980,000	9,497,553	10,855,000
Ditto, Rio	2,800,000	3,357,768	2,945,132
Rio and Santos	12,780,000	12,855,321	13,800,132
Victoria and Bahia	580,000	600,297	624,776
Other Brazilian ports ...	40,000	44,374	37,949
	13,400,000	13,499,992	14,462,857

Deducting from the estimated entries at Santos 700,000 bags in transit from Minas and 40,000 from Parana, the estimated production of the State of S. Paulo for 1916-17 is 9,240,000 bags.

The total for all ports of 13,400,000, which compares very closely with 1914-15, we are inclined to regard as a minimum, in view of the bean being much fuller and heavier this year in consequence of the late heavy rains.

Anyhow, with some 2,000,000 bags to carry forward, there will be no lack of coffee, the difficulty being how to dispose of it if, as seems very likely, the shrinkage of tonnage should be further accentuated.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	April 13 1916	April 6 1916	April 15 1915	April 13 1916	April 15 1915
Central and Leopoldina Ry.....	38,144	30,279	67,299	2,504,411	2,328,618
Inland.....	1,387	509	3,278	81,936	63,457
Coastwise, discharged ..	9,017	2,423	1,870	133,812	56,121
Total.....	48,548	33,202	72,447	2,720,159	2,448,196
Transferred from Rio to Nietheroy	639	938	460	69,441	37,158
Net Entry at Rio.....	47,909	32,264	71,987	2,650,718	2,411,018
Nietheroy from Rio & Leopoldina.....	6,541	8,000	8,203	309,029	316,709
Total Rio, including Nietheroy & transit.	54,450	40,264	80,190	2,959,747	2,727,727
Total Santos:	70,432	62,411	86,221	10,772,905	8,765,771
Total Rio & Santos.	124,882	102,675	166,411	13,732,652	11,493,498

The total entries by the different S. Paulo Railways for the Crop to April 13th 1916 were as follows

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1915/1916					
1914/1915	7,272,793	1,504,682	8,777,025	8,765,771	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	April 13, 1916.	April 6, 1916.	April 15, 1915.
United States Ports ..	1,243,000	1,275,000	1,692,000
Havre.....	2,030,000	2,029,000	1,761,000
Both.....	3,273,000	3,304,000	3,453,000
Deliveries United States Visible Supply at United States ports.....	1,148,000	1,596,000	2,015,000

SALES OF COFFEE.

During the week ending April 13th, 1916.

	April 13, 1916.	April 6, 1916.	April 15, 1915.
Rio.....	30,623	33,232	48,934
Santos.....	67,100	131,121	40,472
Total.....	97,723	164,353	89,406

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1916 April 13	1916 April 6	1915 April 13	1916 April 13	1915 April 15
Rio.....	28,505	63,614	59,623	2,622,194	2,348,267
Nietheroy.....	4,435	2,000	22,500	306,917	313,688
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit	32,940	65,614	82,123	2,929,111	2,661,955
Santos.....	178,800	173,207	332,410	9,748,034	9,950,657
Rio & Santos.....	209,840	238,821	414,533	12,677,145	12,612,612

COFFEE SAILED.

During the week ending April 13th, 1916, were consigned to

the following destinations:—

IN BAGS OF 60 KILOS.

PORTS	UNITED STATS	EUROPE & MEDITER- RANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	12,250	25,575	8,121	—	—	—	45,946	2,891,590
Santos....	91,861	152,911	4,691	6,720	—	—	256,189	9,735,678
1915/1916..	104,111	178,486	12,812	4,726	—	—	302,135	12,627,268
1914/1915..	110,639	178,793	5,208	4,724	—	—	299,364	10,807,416

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending April 13th, 1916.

IN BAGS OF 60 KILOS.

	April 13	April 6	April 13	April 6	Crop to April 13, 1916	
	Bags	Bags	£	£	Bags	£
Rio.....	37,825	63,089	91,041	142,253	2,687,772	2,682,217
Santos.....	251,498	166,266	519,092	353,096	9,707,139	19,882,345
Total 1915/1916..	289,323	229,355	610,133	495,349	12,394,911	22,564,562
do 1914/1915..	294,156	110,154	580,100	210,488	10,626,666	21,516,463

OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO Stock on April 6th, 1916.....	264,291
Entries during week ended April 13th, 1916.....	47,909
	314,200
Loaded «Embarques», for the week April 13th, 1916....	28,505
	285,655
STOCK IN RIO ON April 13th, 1916.....	
Stock at Niteroy and Porto da Madama on	
April 6th, 1916.....	18,059
Afloot on April 6th, 1916.....	41,001
Entries at Niteroy plus total embarques including transit.....	99,481
	98,541
Deduct: embarques at Niteroy, Porto da Madama and Yonana and sailings during the week April 13th, 1916.....	50,381
	48,160
STOCK IN NITEROY AND AFLOAT ON April 13th 1916.....	333,855
STOCK IN 1st and 2nd HANDS and THOSE AT NITEROY and AFLOAT ON April 13th, 1916.....	1,457,389
SANTOS Stock on April 6th, 1915.....	70,432
Entries for week ended April 13th, 1915.....	1,527,821
Loaded (embarques) during same week.....	176,890
	1,350,931
STOCK IN SANTOS ON April 13th, 1916.....	1,684,786
Stock in Rio and Santos on April 13th, 1916.....	1,780,034
do do on April 6th, 1916.....	1,149,049
do do on April 15th, 1915.....	

COFFEE PRICE CURRENT.

During the week ending April 13th, 1916.

	April 7	April 8	April 10	April 11	April 12	April 13	Ave range
RIO—							
Market N. 6 10 kilos							
N. 7	7.354	7.189	7.558	7.694	7.489	7.34	7.532
N. 8	7.081	7.218	7.346	7.490	7.346	7.081	7.275
N. 9	6.809	6.945	7.013	7.218	7.013	6.809	6.987
SANTOS—							
Superior per 10 kilos....	6.700	6.600	6.300	6.300	6.600	6.600	6.453
Good Average.....	4.900	4.000	4.900	4.900	5.000	5.000	4.950
N. YORK, per lb..							
Spot N. 7 cent.	—	—	—	—	—	—	—
Options—							
May.....	820	932	850	834	842	828	827
July.....	829	841	844	844	844	839	838
Sept.....	835	841	854	854	854	850	848
HAVRE per 50 kilos							
Options..... francs							
May.....	71.09	71.75	71.75	70.00	67.25	68.50	70.04
July.....	—	70.50	65.75	66.50	67.25	68.25	—
Sept.....	—	69.75	69.75	68.25	65.75	66.75	68.05
HAMBURG per 1/2 kilos							
Options..... pfennig							
May.....	—	—	—	—	—	—	—
July.....	—	—	—	—	—	—	—
Sept.....	—	—	—	—	—	—	—
LONDON cwt							
Options..... shillings							
May.....	45.3	45.6	45.6	45.9	45.9	45.9	45.7
July.....	47.7	47.6	47.7	47.8	48.0	48.0	47.7
Sept.....	—	—	—	—	—	—	—

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending April 13th, 1916.

7—MERCURY—New Orleans	Ornstein & Co	6,750
Ditto— "	Theodor Wille & Co.....	3,500
8—TERENCE—New York	Louis Boher & Co.....	2,000
12—ANNIE JOHNSON—Stockholm	Jessouroun Irmaos	3,200
Ditto— "	Norton Megaw & Co.....	3,000
Ditto— "	Pinto & Co	2,625
Ditto— "	Hard, Rand & Co	1,375

Ditto— "	Dias Garcia & Co.....	1,000
Ditto— "	Fonseca Machado & Co.....	875
Ditto— "	Castro Silva & Co	750
Ditto—Gothemburg	Norton Megaw & Co	3,750
Ditto— "	Pinto & Co	1,250
Ditto— "	Jessouroun Irmaos	500
Ditto— "	Hard, Rand & Co	500
Ditto— "	Eugen Urban & Co	500
Ditto— "	Leon Israel & Co	250
Ditto— "	Pinto & Co	2,000
Ditto—Sundswall	Norton Megaw & Co	1,000
Ditto— "	Norton Megaw & Co	750
Ditto—Kalmar	Dias Garcia & Co	500
Ditto—Storanger	Leon Israel & Co	500
Ditto—Carlstrom	M. da Costa Almeida	500
Ditto—Christiania	Norton Megaw & Co	250
Ditto—Hermosand	Hard, Rand & Co	250
Ditto—Gefle	Pierre Pradez	250
Total overseas		37,825

COASTWISE.

—MAROIM—Natal	Sequeira & Co	100
—ITAUBA—Pelotas	Eugen Urban & Co	150
Ditto— "	Sequeira & Co	75
Ditto— "	Theodor Wille & Co	75
Ditto— "	Castro Silva & Co	50
Ditto— "	Jessouroun Irmaos	40
Ditto—Porto Alegre	Castro Silva & Co	200
Ditto— "	Eugen Urban & Co	150
Ditto—Rio Grande	Sequeira & Co	200
Ditto— "	Theodor Wille & Co	20
—MARANHAO—Maranhao	Eugen Urban & Co	205
Ditto— "	Stolle Emerson & Co	80
Ditto—Manãos	Ornstein & Co	250
Ditto— "	Theodor Wille & Co	20
Ditto—Itacoatiara	Theodor Wille & Co	135
Ditto—Partinius	Theodor Wille & Co	75
—JAGUARIBE—Pará	Ornstein & Co	2,052
Ditto— "	Eugen Urban & Co	280
Ditto—Manãos	Ornstein & Co	610
Ditto— "	Castro Silva & Co	220
Ditto— "	Eugen Urban & Co	215
Ditto— "	Sequeira & Co	150
Ditto—Pernambuco	Ornstein & Co	143
Ditto—Itacoatiara	Sequeira & Co	50
—BAHIA—Maranhao	Eugen Urban & Co	415
Ditto— "	Ornstein & Co	220
Ditto— "	Theodor Wille & Co	155
Ditto—Manãos	Ornstein & Co	270
Ditto— "	Eugen Urban & Co	100
Ditto—Ceará	Ornstein & Co	20
—S. PAULO Pará	Theodor Wille & Co	680
Ditto— "	Ornstein & Co	335
Ditto— "	Eugen Urban & Co	280
Ditto— "	Stolle Emerson & Co	100
Total coastwise		8,121

SANTOS

During the week ending April 13th, 1916.

—MUCURY—New Orleans	Levy & Co	3,500
Ditto— "	Picone & Co	5,000
Ditto— "	Leite Santos & Co	1,500
Ditto— "	J. Aron & Co	1,500
Ditto— "	Malta & Co	250
—CHAMPLAIN—Harve	Nauman Gepp & Co	14,000
Ditto— "	Raphael Sampaio & Co	12,000
Ditto— "	Cia. Prado Chaves	10,500
Ditto— "	Malta & Co	10,000
Ditto— "	Nioac & Co	5,348
Ditto— "	Whitaker Brotero & C.	5,050
Ditto— "	Hard, Rand & Co	5,000
Ditto— "	Leon Israel & Co	5,000
Ditto— "	Société F. Bresilienne	5,000
Ditto— "	A. de Amaral	2,683
Ditto— "	Picone & Co	2,017
Ditto— "	J. de Almeida Cardia	1,501
Ditto— "	J. Osorio	1,000
Ditto— "	Leite Santos & Co	1,000
Ditto— "	Luiz Suppliek	652
Ditto— "	S. Suc. Bresilienne	400
Ditto— "	Mil e Um Saccas	400
Ditto—Consumption	Domingo F. Martins	2
—PENSILVANNIA—Copenhagen	Ed. Johnson & Co	4,750
Ditto— "	Leon Israel & Co	2,500
Ditto— "	S. Jacobsen & Co	1,000
Ditto— "	Leite Santos & Co	600
Ditto— "	M. Wright & Co	250
Ditto— "	Eugen Urban & Co	125
Ditto— "	Zerrenner Bulow & Co	2
Ditto— "	Theodor Wille & Co	1
—DEMERARA—B. Aires	Société F. Bresilienne	1,143
Ditto— "	Stolle Emerson & Co	300
—LEON XIII—B. Aires	Santos Coffee Co	250
Ditto— "	Nossack & Co	217
Ditto— "	Theodor Wille & Co	79

-P. DI UDINE-B. Aires	Cia. Nacional de Café	673	
Ditto	Picone & Co	609	1,273
-S. PAULO-New York	M. Wright & Co	11,500	
Ditto	A. do Amaral & Co	3,649	
Ditto	G. Trinks & Co	3,300	
Ditto	Picone & Co	3,750	
Ditto	Leite Santos & Co	1,750	
Ditto	Theodor Wille & Co	1,000	
Ditto	Cia. Nacional de Café	1,000	
Ditto	Malta & Co	750	
Ditto	Diebold & Co	500	
Ditto	Eugen Urban & Co	500	
Ditto	Ed. Johnston & Co	4,000	31,699
-TOCANTINS-New York	Stolle Emerson & Co	13,750	
Ditto	G. Trinks & Co	7,400	
Ditto	Cia. Prado Chaves	7,000	
Ditto	Arbuckle & Co	6,000	
Ditto	Ed. Johnston & Co	5,000	
Ditto	Theodor Wille & Co	5,000	
Ditto	McLaughlin & Co	2,012	
Ditto	Picone & Co	1,000	
Ditto	Hard. Rand & Co	1,000	
Ditto	George Lage	250	48,412
-FRISIA-Amsterdam	Hard. Rand & Co	4,250	
Ditto	Cia. Prado Chaves	4,000	
Ditto	Nauman Gepp & Co	3,500	
Ditto	R. Alves Toledo & Co	1,500	
Ditto	M. Wright & Co	1,500	
Ditto	Société F. Bresilienne	1,500	
Ditto	Whitaker Brotero & C.	1,500	
Ditto	Leon Israel & Co	1,300	
Ditto	Levy & Co	1,000	
Ditto	Leme Ferreira & Co	1,000	
Ditto	Ed. Johnston & Co	1,000	
Ditto	Stolle Emerson & Co	1,000	
Ditto	Santos Coffee Co	800	
Ditto	Malta & Co	750	
Ditto	G. Trinks & Co	750	
Ditto	Nioas & Co	750	
Ditto	Raphael Sampaio & C.	750	
Ditto	Nossack & Co	750	
Ditto	Diebold & Co	750	
Ditto	Leite Santos & Co	500	
Ditto	Picone & Co	500	
Ditto	Dauch & Co	750	
Ditto	J. Adelino Corrêa	4	
Ditto	A. Reismann	1	29,755
6-PARDO-Montevideo	Société F. Bresilienne	226	
Ditto-Buenos Aires	Société F. Bresilienne	99	325
7-ANNIE JOHNSON-Stockholm	Hard. Rand & Co	3,375	
Ditto	M. Wright & Co	2,250	
Ditto	Malta & Co	2,000	
Ditto	Société F. Bresilienne	2,000	
Ditto	Ed. Johnston & Co	1,500	
Ditto	Cia. Prado Chaves	750	
Ditto	Jessouroun Irmaos	750	
Ditto	R. Alves Toledo & Co	375	
Ditto	Prado Ferreira & Co	500	
Ditto	Nauman Gepp & Co	500	
Ditto	Eugen Urban & Co	250	
Ditto-Gothemburg	Hard. Rand & Co	4,250	
Ditto	Leon Israel & Co	2,250	
Ditto	Levy & Co	1,375	
Ditto	M. Wright & Co	1,000	
Ditto	Société F. Bresilienne	1,000	
Ditto	Cia. Nacional de Café	1,000	
Ditto	Cia. Prado Chaves	750	
Ditto	Ed. Johnston & Co	750	
Ditto	Ernesto Whitaker & C.	750	
Ditto	Eugen Urban & Co	500	
Ditto	Nauman Gepp & Co	500	
Ditto	Cia. Prado Chaves	2,000	
Ditto-Malmö	Hard. Rand & Co	750	
Ditto	Nauman Gepp & Co	500	
Ditto	Prado Ferreira & Co	250	
Ditto-Christiania	Eugen Urban & Co	500	32,375
8-BOUGAINVILLE-B. Aires	Société F. Bresilienne	1,161	
Ditto	J. Procopio Irmao	677	
Ditto	F. Lima Nogueira	600	
Ditto	Milhomens & Co	500	
Ditto	Nauman Gepp & Co	256	
Ditto	J. Carlos de Mello	125	
Ditto	Pascual Gomes & C.	20	3,139
Total overseas			251,498

SANTOS-COASTWISE.

-MUCURY-Rio de Janeiro	J. Carlos de Mello	1,730	
Ditto	Eugen Urban & Co	625	
Ditto	Luiz Supply	68	2,423
-S. PAULO-Pará	R. Vasconcellos	440	
Ditto	Eugen Urban & Co	275	715
-TOCANTINS-Rio de Janeiro	Malta & Co	—	140
-ITAPURA-Porto Alegre	Eugen Urban & Co	500	
Ditto	Belli & Co	200	
Ditto	Diebold & Co	72	
Ditto-Pelotas	Diebold & Co	100	
Ditto-Rio Grande	Diebold & Co	50	922

-ITASSUCE-Pernambuco	Kisto Martens & Co	240	
Ditto	G. Santos	50	250
7-MAYRINK-Rio de Janeiro	Eugen Urban & Co	—	381
Total coastwise		—	4,091

DESTINATIONS

United States	104,111	Brazilian	107,336
France	81,553	British	62,566
Sweden	56,701	American	56,102
Holland	29,755	German and Austrian	33,125
Denmark	9,228	French	21,127
South America	6,725	Italian	8,066
Norway	1,250	Danish	1,000
Overseas	289,323	Overseas	289,323
Coastwise	12,812	Coastwise	12,812
Total	302,135	Total	302,135

PER SHIPPING COMPANIES.

Brazilian	102,536
French	84,792
Swedish	57,650
Dutch	29,755
Danish	9,228
British	3,443
Italian	1,273
Spanish	546
Overseas	289,323
Coastwise	12,812
Total	302,135

Railway News

THE LEOPOLDINA RAILWAY COMPANY.
ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1916	8th April.	395,000\$	11 21/32	£ 19,184	£ 313,256
1915	10th. April.	556,000\$	12 29/32	£ 29,899	£ 452,753
Increase....	—	—	—	£ —	—
Decrease....	—	161,000\$	1 1/4	10,715	£ 139,487

THE S. PAULO RAILWAY COMPANY.
ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1916	9th April	395,601\$200	11 5/8	19,161-18-8	335,466-8-8
1915	11th April	445,463\$700	12 3/4	23,665-10-6	410,871-16-6
Increase...	—	—	—	—	—
Decrease...	—	49,867\$500	1 1/8	4,508-11-10	75,405-7-10

PERNAMBUCO MARKET REPORT.

April 8th, 1916.

Sugar. The March entry was 153,326 bags compared with 234,428 bags same month last year, and the total for crop to end of last month stood at 1,130,666 bags, against 1,672,690 bags same date for previous crop, making the shortage to that date 542,024 bags. For first three days of present month only 7,632 bags have come to market against 14,684 bags same date last year. A better enquiry is reported during the week from some of the southern markets and market here is firm with so far no alteration in dealers prices as reported last week. The market has been firm with more competition and all arriving has found buyers at 8\$ to 8\$300 for usinas, 7\$500 to 7\$800 white crystals, 7\$300 to

7,800 regular whites 3a. 68 to 68,300 somenos and 48,300 to 48,700 bruto secco a grand to planters. Rains still hold off and the growing canes are not looking at all well in certain zones. Shipments during the week have been: Rio 726 bags, Santos 500 bags, Rio Grande ports 11,350 bags, Montevideo 2,000 bags white crystals and Liverpool, per s.s. Spectator, 25,418 bags bruto secco.

Cotton. Entries for March were 15,129 bags compared with 37,703 bags same month last year and made total for crop 162,538 bags against 157,567 bags same date for previous crop. For first three days of present month only 786 bags have come in compared with 1,191 bags for same date last year. Market has continued very firm and for same day shippers offered 33\$ in vain, but on 4th about 1,000 bags were sold at this price, being stuff already arrived or close at hand. On 6th market was firmer and late in day 6,800 bags were sold at 34\$ with many buyers, but sellers withdrew; on 7th 35\$ was paid but buyers only found about 1,000 bags and it looks as if larger lots that were on offer last week at this figure are being retired, and some of the up-country people are already talking of 40\$ as price at which they might be inclined to entertain business for the small lots they hold. The market has opened very firm to-day and 36\$ has been paid by the factories and southern shippers, with price still offered, but sellers hold off. Shipments during the week have been: Rio 200 pressed bales, Santos 200 bags and 160 bales, Bahia 266 bags and 116 bales, Estancia 400 bags and Villa Nova 130 bags.

Coffee firm with 9\$500 to 9\$600 offered, but no sellers and brokers expect to get 10\$ to-day.

Cereals. Milho 11\$500 to 12\$ per bag of 60 kilos; beans 17\$500 to 18\$ for imported lots and there have been no entries of home grown; farinha, 16\$500 to 17\$500 per bag of 50 kilos Porto Alegre, etc., and 36\$ to 40\$ per bag of 100 kilos for home grown; markets steady.

Freights. The s.s. Traveller, due about 12th inst., is berthed for Liverpool and is reported nearly full up here and out ports. The rates given are 100s. sugar, 120s. cotton seed and 150s. coffee.

Exchange has ruled between 11 5-8d. and 11 9-16d. during the week, some days firm and other days weak. To-day market seems firm with opening 11 5-8d. with possibility of 1-32d. more. During the week private was reported as done at 11 11-16d.

RUBBER

Weekly Cable. Hard fine closed in London on Friday last at 3s. 0 1/2d., a decrease of 1/4d. per lb., and at Pará at 5\$600, an increase of 100 reis per kilo.

A German Rubber Company. A company under the denomination of the "Matto Grosso and Bolivia Handelsgesellschaft" has been authorised to operate in this country. The legal domicile is at Hamburg and initial capital only 130,000 marks, of which Consul Schmuck, one of the sellers, takes 30,000 and the Continentale Coutechouc and Gutta Percha Co. of Hanover, Dr. Adolf Prinzlun, of Hanover, and the firm of Simon Israel and Co., of Hamburg, each 34,000 marks. The object of the company is the acquisition of the export business carried on by Schnack, Nueller and Koehln, at Corumba in Matto Grosso and Puerto Suarez, Bolivia, etc.

The firm appears to be debtors to Messrs. Knowles and Forster of London for an advance of £17,299 5s. 7d., against consignments of rubber which, however, are to be consummated into a money payment. The firm of Simon Israel and Co., of Hamburg will be agents of the new company.

SHIPPING

Engagements. The Royal Mail has no further engagements to report.

The Chargeur's Reunis report 15,000 bag for Havre per s.s. Amiral Kersain, sailing end April.

Mr. Luiz Campos has no further engagements to report. Enquiries for Scandinavia have dropped off considerably.

Mr. Cumming Young reports 1,875 bags coffee in all and 4,000 bags cocoa per s.s. Rio de la Plata, sailing last half April. Nothing so far for the s.s. St. Croix.

There are few enquiries for the States and freights generally are lower, \$1.50 to \$1.60 per bag being reported.

The Cia. Commercio e Navegação have no steamers under offer at present, but are likely to have one offering for the States next week.

The Freight Markets. "The Times of Argentina" of 10th April says there has been a sharp rise of freights, mostly for neutral steamers to load maize.

—The Brazilian market is quiet and steady, a very fair amount of business being effected at the following rates of freight:—B. A. to Rio de Janeiro, Paranagua, Antonina, Rio Grande and San Francisco \$8; to Santos, Pelotas and Porto Alegre, \$9; with 50 cents extra for up-river loading.—"Times of Argentina," 10 April.

—When we read of steamers sunk almost every day by enemy submarines, we are apt to lose our sense of proportion, forgetting that where one vessel has the bad luck to become the target of a German submarine, thousands arrive and leave without being sighted by the scattered corsairs. Under the circumstances, it is refreshing to peruse such quiet words and solid statistics as those supplied to the "Times" by Admiral Sir Cyprian Bridge. The worthy admiral points out that during 19 months of war Gt. Britain has lost 4 per cent. of her steamers and 6 per cent. of her tonnage. France has lost 4 per cent. and 7 per cent., Russia 3 1/2 per cent. and 5 per cent., Italy 3 1/4 per cent. and 4 1/2 per cent. It is very probable that Holland and the Scandinavian nations have lost, through the German idea of liberty of the sea, a greater proportion than this, whilst Germany will emerge from this war a much smaller mercantile nation than she entered it. We are so prone to complain of our disadvantages that the man-in-the-street is given an entirely erroneous idea of the amount of damage being suffered by the allied mercantile marines.—"Times of Argentina."

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO

During the week ending April 13th, 1916.

- April 7.—ITASSUCE, Brazilian s.s., 1175 tons, from Porto Alegre
 7.—MONTANAN, American s.s., 4064 tons, from New York
 7.—TERNERO, Argentine s.s., 1067 tons, from Bahia Blanca
 7.—ARIZONA, American s.s., 5621 tons, from Norfolk
 7.—DEVON, British s.s., 2365 tons, from Buenos Aires
 7.—ITAPOAN, Brazilian s.s., 987 tons, from Ceará
 7.—MERCURIA, British s.s., 1958 tons, from Coronel
 7.—VAS. GEROGIOS, Grecian s.s., 2363 tons, from B. Aires
 7.—KIEHERRAN, British s.s., 3146 tons, from Mexilones
 8.—SAVOIA, Italian s.s., 3099 tons, from Genoa
 8.—ED. L. DOHERY, American s.s., 2791 tons, from Philadelphia
 8.—FIDELENSE, Brazilian s.s., 987 tons, from Rio Doce
 8.—STELLA, Dutch s.s., 1792 tons, from Rosario
 8.—COLUMBIAN, American s.s., 1188 tons, from Norfolk
 8.—JUTLAND, British s.s., 1829 tons, from Barry Dock
 8.—ANNIE JOHNSON, Swedish s.s., 2358 tons, from Buenos Aires
 8.—ITAPAVA, Brazilian s.s., 978 tons, from Imbituba
 8.—ITAPUCA, Brazilian s.s., 978 tons, from Porto Alegre
 8.—ACRE, Brazilian s.s., 2034 tons, from New York
 8.—OLINDA, Brazilian s.s., 1240 tons, from Manáos
 8.—AGTEC, American s.s., 2298 tons, from New York
 8.—KALKIO, Grecian s.s., 2305 tons, from Cardiff
 8.—VEREMOS, Brazilian barque, 320 tons, from Victoria
 9.—CARANGOLA, Brazilian s.s., 925 tons, from Rio Doce
 9.—ASSU, Brazilian s.s., 824 tons, from Pará
 9.—VIRGIL, British s.s., 2141 tons, from Buenos Aires
 9.—MAYRINK, Brazilian s.s., 375 tons, from Laguna
 9.—TRITON, Dutch s.s., 1028 tons, from Porto Alegre
 9.—ZEELANDIA, British s.s., 4950 tons, from Montevideo
 10.—SPENCER, British s.s., 2649 tons, from Liverpool
 10.—PHILADELPHIA, Brazilian s.s., 359 tons, from Caravellas
 11.—PARA, Brazilian s.s., 1034 tons, from Manáos
 11.—ITAUNA, Brazilian s.s., 978 tons, from Antonina
 11.—RYDE, British s.s., 2288 tons, from Rosario
 11.—ORIANA, Italian s.s., 1984 tons, from Genoa
 11.—ED. PIERCE, American s.s., 3228 tons, from New York
 11.—AYMORE, Brazilian s.s., 389 tons, from Montevideo
 11.—SERGIPE, Brazilian s.s., 1432 tons, from Santos
 11.—ITAPEMA, Brazilian s.s., 825 tons, from Recife
 12.—SAMARA, British s.s., 3772 tons, from Bordeaux
 12.—BRITTANY, British s.s., 1890 tons, from Rosario
 12.—ITAQUI, Brazilian s.s., 978 tons, from Porto Alegre
 12.—FINN, Norwegian s.s., 2980 tons, from Newport News
 12.—YAMATO MARU, Japanese s.s., 2673 tons, from Norfolk
 12.—COTOVIA, British s.s., 2527 tons, from Bahia Blanca
 12.—ITAQUERA, Brazilian s.s., 978 tons, from Porto Alegre

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO

During the week ending April 13th, 1916.

- April 7.—S. PAULO, Brazilian s.s. 2213 tons, for New York
 7.—JOVAN, American s.s. 2490 tons, for Baltimore
 7.—DALMATA, Argentine s.s. 1179 tons, for Paranagua
 7.—JUPITER, Brazilian s.s. 1389 tons, for S. Vicente
 7.—KIRKERRAN, British s.s. 3148 tons, for Caravellas
 8.—ITASSUCE, Brazilian s.s. 1175 tons, for Recife
 8.—SYRIO, Brazilian s.s. 545 tons, for Pará
 8.—VERENCE, British s.s. 2690 tons, for New York
 8.—VELOZ, Brazilian s.s. 90 tons, for Pará
 8.—DEVON, British s.s. 2304 tons, for Santander
 8.—MURTINHO, Brazilian s.s. 978 tons, for Paranagua
 8.—SVERRE, Norwegian s.s. 2489 tons, for Philadelphia
 8.—KIRK, British s.s. 2143 tons, for S. Vicente
 8.—MARITOWE, British s.s. 2561 tons, for Norfolk
 8.—SAVOIA, Italian s.s. 4238 tons, for Buenos Aires
 8.—SOCRATES, British s.s. 3208 tons, for Santos
 8.—STELLA, Dutch s.s. 2893 tons, for S. Vicente
 9.—ITAPUHY, Brazilian s.s. 1320 tons, for Porto Alegre
 9.—ANNA, Brazilian s.s. 978 tons, for Florianopolis
 9.—BRAGANCA, Brazilian s.s. 1187 tons, for Manáos
 9.—M. ANNUNTIATA, British s.s. 2182 tons, for Rochelle
 9.—TOCANTINS, Brazilian s.s. 1320 tons, for New York
 9.—AZTEC, American s.s. 2298 tons, for Santos
 10.—ED. PIERCE, American s.s. 2987 tons, for Philadelphia
 10.—ZEELANDIA, British s.s. 4930 tons, for Dakar
 11.—ITAPUCA, Brazilian s.s. 978 tons, for Recife
 11.—RYDE, British s.s. 2288 tons, for S. Vicente
 11.—ITAUNA, Brazilian s.s. 341 tons, for Pernambuco
 11.—ALAGUASH, American s.s. 4377 tons, for Norfolk
 12.—FIDEIENSE, Brazilian s.s. 978 tons, for S. J. da Barra
 12.—ANNIE JOHNSON, Swedish s.s. 2358 tons, for Gotthemburg
 12.—MONTANAN, American s.s. 4064 tons, for Santos
 12.—BRITTANY, British s.s. 1890 tons, for Las Palmas
 12.—OLINDA, Brazilian s.s. 798 tons, for Manáos

VESSELS ARRIVING AT THE PORT OF SANTOS

During the week ending April 13th, 1916.

- April 8.—SEGURANCA, American s.s. 2806 tons, from New York
 9.—SAVOIA, Italian s.s. 3099 tons, from Genoa
 9.—SOCRATES, British s.s. 3173 tons, from Glasgow
 10.—ITAPUHY, Brazilian s.s. 926 tons, from Recife
 10.—RABBIONE, Argentine s.s. 753 tons, from Bahia Blanca
 10.—AYMORE, Argentine s.s. 243 tons, from Montevideo
 10.—AZTEC, American s.s. 2345 tons, from Rio
 10.—ANNA, Brazilian s.s. 247 tons, from Rio
 10.—IBIAPABA, Brazilian s.s. 822 tons, from Porto Alegre
 11.—PARANA, French s.s. 3861 tons, from Marseilles
 11.—GARIBALDI, Italian s.s. 3108 tons, from Genoa
 11.—GLENCLUNY, British s.s. 3067 tons, from Newcastle
 11.—ITAQUEIRA, Brazilian s.s. 926 tons, from Porto Alegre

VESSELS SAILING FROM THE PORT OF SANTOS

During the week ending April 13th, 1916.

- April 8.—ITAPACY, Brazilian s.s. 510 tons, for Paranagua
 8.—ITAGIBA, Brazilian s.s. 927 tons, for Porto Alegre
 9.—SAVOIA, Italian s.s. 3099 tons, for Buenos Aires
 10.—AYMORE, Brazilian s.s. 243 tons, for Rio
 10.—SERGIPE, Brazilian s.s. 820 tons, for Rio
 10.—ANNA, Brazilian s.s. 247 tons, for Laguna
 10.—PORVENIR, Argentine s.s. 662 tons, for Paranagua
 10.—ITAPUHY, Brazilian s.s. 926 tons, for Paranagua
 11.—GARIBALDI, Italian s.s. 3108 tons, for Buenos Aires
 11.—ITAQUEIRA, Brazilian s.s. 926 tons, for Rio
 11.—IBIAPABA, Brazilian s.s. 822 tons, for Rio
 12.—EGEO, Brazilian yacht, 65 tons, for Itajahy
 12.—ARACATY, Brazilian s.s. 531 tons, for New York

The Week's Official War News

The following official communiqué has been received by His Majesty's Consulate General from the Press Bureau:—

London, 13th April, 1916.

The best military critics emphasise the fact that the whole meaning and only meaning, from a military point of the Verdun struggle is the proportion of loss which either party suffers at any stage of the operations. A conservative estimate reckons the attacking troops, identified and numbered at 450,000 and calculates the German losses up to a fortnight ago at 200,000. Col. Feyler, the great Swiss critic, indicates the German loss during the last few days to be certainly 30,000. To attain this significant result, cool French strategy, always launching a timely counter-attack at the exact moment, has maintained the French line unaltered, except for the withdrawal of a few hundred yards at Bethincourt Village, where the salient was evacuated on Friday night.

On the English front the Germans regained a portion of the ground captured on the 27th March at St. Eloi, but have since lost it in a British counter-attack.

In German East Africa, Smuts reports a success in the Arusha district where a considerable force of Germans surrendered with machine guns and ammunition. Meanwhile a Portuguese force captured Kiongo, thus co-operating from the rear.

In Mesopotamia, after a brilliant capture of the Falahiyah position, the weather became stormy and the Tigris floods continually extending, frustrated an attack on Sannahiyatt defences.

On the Russian front, the "Morning Post" at Petrograd reports a colossal killing of Germans, Russians having anticipated the destruction of the German formidable field fortresses of cement with steel domes and railways and these are either occupied or under water and cannot be replaced at this season of the year even if Russia gave the Germans time to do so. Thus the flank defences of the German troops, attacking towards the Dwina, are merely floating bodies of men temporarily entrenched and far short of the necessary number to stem the tide of the Russian advance.

There is nothing to report from Salonika, but the Allied Ministers have informed the Greek Government that the Allies find it necessary to occupy Argostoli Bay as a protection against German submarines.

The German submarine campaign has shown some activity and the number of ships sunk during the last three weeks are 20, 25 and 22. It is pointed out that this is only eight per cent. of British shipping in twenty months, namely not 5 per cent. per annum, and even if the rate of Allied and Neutral losses during the last three weeks were maintained, there is not the faintest ground to anticipate any serious crippling of the Allied economic life. British naval circles declare that the increased losses are not unexpected owing to the German acceleration of submarine construction, which is destined to be thwarted as similar German effort was previously. Meanwhile German ruthlessness has entangled her with neutral powers and great indignation is reported from Holland and Spain. The Germans have attempted to divert opinion by a false assertion of a prospect of an Allied landing on the Dutch coast, but it is reported from The Hague that England has given the Dutch Government an emphatic assurance that neither now, nor in future, will the independence of Holland be violated and the Dutch agitation is subsiding.

It is rumoured that a new Allied aeroplane has been invented, the engines of which beat all world's records. In this connection it is interesting to note that 29 German aeroplanes have been brought down on the Anglo-French front during the past 11 days.

French parliamentarians are visiting England, where they have inspected the fleet, the army and Clyde munition works and have been profoundly impressed.

The feeling in all European countries is rising high over the Wittenburg prisoners camp atrocities and the British Government is taking steps to bring them to the notice and the conscience of the neutral public.

Mr. Asquith's answer to the German Chancellor has been excellently received in Allied and Neutral countries, especially the phrase demanding the restoration of old Belgium and the determination that international problems henceforth must be handled by free negotiation on equal terms between free peoples unhampered by the overmasterly military dictation of any powers.

The following official communiqué has been received by His Majesty's Minister from the Foreign Office:—

London, April 16th, 1916.

The Admiralty announce that on the evening of the 14th April a raid on Constantinople was carried out by three naval aeroplanes. Bombs were dropped on Zoitunlik powder factory and aeroplane hangers. Another naval aeroplane visited Adrianople and dropped bombs on the railway station. All aeroplanes returned safely. The flight to Constantinople and back measured over 300 miles.