

Mailman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 3

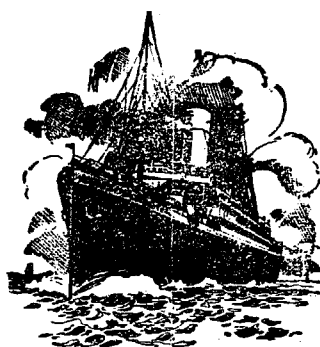
RIO DE JANEIRO, TUESDAY, May 23rd, 1916

N. 21

R. M. S. P. THE ROYAL MAIL STEAM PACKET COMPANY

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

Frequent service of mail
steamers between Brazil, Europe,
The River Plate and Pacific Ports
All steamers fitted with
Marconi system of wireless tele-
graphy.



Regular service
of cargo boats to and from all the
principal British
ports, also serving France, Spain and
Portugal.

Cabines de luxe -- Staterooms with bath-room, etc., also

a large number of Single berth Cabins

SAILINGS FOR EUROPE

DESNA.....	26th May
ARAGUAYA.....	7th June
ORONSA.....	14th "
DEMERARA.....	23rd "
ORINA.....	30th "

DESEADO.....	14th July
ORTEGA.....	15th "
AMAZON.....	19th "
DARRO.....	28th "
DESNA.....	4th August
ORITA.....	10th "

FOR FURTHER PARTICULARS, APPLY TO

THE ROYAL MAIL STEAM PACKET COMPANY

53 and 55, Avenida Rio Branco, 53 and 55

Tel. OMARIUS — RIO — P. O. B. 21

SÃO PAULO

RUA QUITANDA
(Corner of Rua São Bento)

SANTOS RUA 15 DE NOVEMBRO 190.

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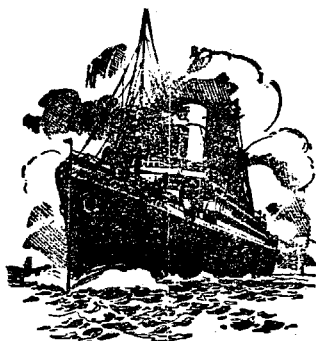
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SANTOS

RUA 15 DE NOVEMBRO 190.

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Avenida Rio Branco, 117, 2nd Floor
Nos. 13, 14, 15 and 16
Cable Address: "BENCH. RIO"

Office in RECIFE:
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Cable Address: "BENCH. Pernambuco"

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AT THE RECIFE OFFICE.

Marshal F. M. de Souza Aguiar and
Carlos Americo dos Santos, Local Represent-
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on Sundays, Mondays, Wednesdays & Fridays:
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Between RECIFE (Central) & PESQUEIRA **DAILY**.

LONDON AND BRAZILIAN BANK, LIMITED

ESTABLISHED 1862

Capital	£2,500,000
Capital paid up	£1,250,000
Reserve Fund	£1,400,000

HEAD OFFICE

BRANCH OFFICE IN RIO DE JANEIRO

PARIS BRANCH

7, TOKENHOUSE YARD, LONDON, E.C.

19, RUA DA ALFANDEGA

5, RUE SCRIBE, PARIS

Draws on Head Offices and the following Branches:—Lisbon, Oporto, Manáos, Pará, Ceará, Pernambuco, Bahia, Santos, S. Paulo, Curitiba, Rio Grande do Sul, Porto Alegre, Montevideo, Buenos Aires, Rosario de Santa Fé, Paris and New York (Agency.) Also on the following Bankers:—Messrs. Glyn, Mills, Currie and Co., London; Société Générale, Paris and Branches; Credito Italiano, Italy; Hongkong and Shanghai Banking Corporation, India, China and Japan; Crédit Lyonnais, Spain; Branches of Banco de Portugal, Portugal.

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Also draws on South Africa, New Zealand and principal Cities on Western Coast of South America. Opens Current Accounts.

Receives deposits at notice or for fixed periods and transacts every description of banking business.

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Cable Address: LATESCENCE

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Direct communication between Rio de Janeiro and Victoria, Espírito Santo, State of Minas, etc. 1,823 miles of line.

TERMINAL STATIONS: NICTHEROY AND PRAIA FORMOSA.

TRAINS LEAVE FOR THE INTERIOR:—

NICTHEROY.

PRAIA FORMOSA:—

- 6.30 Express—Campos, Miracema, Itapemirim, Porciuncula and branch lines, daily.
- 7.00 Express—Friburgo, Cantagallo, Macuco and Portella, daily.
- 7.45 Mixed—Macahé, Tuesdays, Thursdays and Saturdays.
- 9.40 Mixed—Friburgo and Cantagallo, week days only.
- 15.35 Passeio—Friburgo, Saturdays and when announced.
- 16.15 Mixed—Rio Bonito, daily. Wednesdays to Capivary.
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- 7.30 Express—Petropolis, Sundays only.
- 8.30 Express—Petropolis, daily.
- 10.25 Express—Petropolis, Sundays only.
- 13.35 Express—Petropolis, week days only.
- 15.50 Express—Petropolis, Entre Rios, daily.
- 16.20 Express—Petropolis, week days only.
- 17.50 Express—Petropolis, daily.
- 20.00 Express—Petropolis, daily.

EXCURSIONS SPECIALLY RECOMMENDED.

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

Friburgo—2,800 feet above sea level. 3 hours, 25 minutes by passeio train. Fare, 10\$800 1st class return (Saturday to Monday.)

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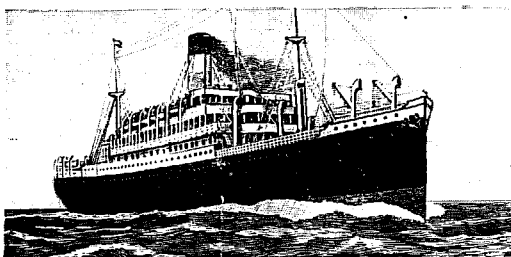
LAMPORT & HOLT LINE

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

Vauban..... 13th June

Voltaire..... 27th »

Tenyson..... 11th July



Byron 18th July

Vasari 1st August

Verdi..... 15th »

Cabins de Luxe and Staterooms with one, two or three beds and bath-room.

All steamers fitted with Wireless Telegraphy, Laundry, Gymnasium etc.

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Santos.-F. S. HAMPSHIRE & Co. Ltd., P. O. B. 10.-São Paulo-F. S. HAMPSHIRE & Co. Ltd., P. O. B. 32
Bahia - F. BENN & Co.

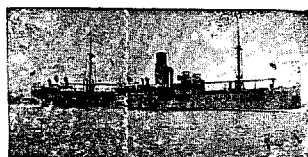
DEN NORSKE SYD-AMERIKA LINJE

(The Norwegian South America Line)

REGULAR SERVICE BETWEEN

NORWAY==

== BRAZIL



== NORWAY

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FOR NORWEGIAN PORTS —

«Brazil» beginning July

FOR RIVER PLATE:—

«Rio de Janeiro» 22nd May
«Brazil» beginning June

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REDERIAKTIEBOLAGET NORDSTJERNAN

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Regular Service between Scandinavia, Brazil and the River Plate.

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PEDRO CHRISTOPHERSEN—Middle June.

OSCAR FREDRIK—First Half July.

KRONPRINS GUSTAF—End of July.

For further particulars apply to:—

LUIZ CAMPOS — 84, Rua Visconde Inhauma, 84

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VOL. 3

RIO DE JANEIRO, TUESDAY, May 23rd, 1916

No. 21

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

Telegrams: "EPIDERMIS". General Telephone: 1450 Norte Post Office Box
Sales department 165 » No. 486

Flour Mills: Rua da Gambôa No. 1

DAILY PRODUCTION: 15.000 BAGS.

Cotton Mill - Rua da Gambôa No 2. -

450 LOOMS.

DAILY PRODUCTION 27.000 METRES.

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

BRANCHES

BUENOS AIRES. — CALLE 25 DE MAYO 158
(3 er PISO)

S. PAULO

4, RUA DA QUITANDA.

ROSARIO. — 660, CALLE SARMIENTO

AGENCIES

Victoria, Bahia, Pernambuco, Ceará, Curityba, Florianopolis, Rio Grande, Pelotas &
Porto Alegre.

The Mill's marks of flour are:-

"NACIONAL"

"BUDA-NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"GUARANY"

AND FOR SUPERIORITY
HAVE BEEN AWARDED

Gold Medal Pariz 1889.

First Prize Brazil St. Louis 1904.

First Prize Turin 1911.

First Prize Brazil 1908

First Prize Brussels 1910

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Authorized Capital.....	£1,000,000
Capital Paid up.....	861,500
Reserve Fund.....	100,000

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Agencies at: CAMPINAS, JAHÚ, and SÃO CARLOS DO PINHAL.

Conducts a general consignment and commission business. Makes a speciality
of advances against Coffee, Sugar, Cereals & general merchandize.

Custom-House Clearing Agents.

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Subscription £5 per annum.

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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.

AGENTS:—

Rio de Janeiro—

Crashley & Co., Rua do Ouvidor, No. 38.

São Paulo—

Hildebrand & Co., Rua 15 de Novembro.

London—

G. Street & Co., Ltd., 30 Cornhill, London, E.C.

MAIL FIXTURES

FOR EUROPE.

May 26.—DESNA, Royal Mail, for Liverpool.

June 7.—ARAGUAYA, Royal Mail, for Liverpool.

.. 14.—ORONSA, P.S.N.C., for Liverpool.

.. 17.—ZEELTNDIA, Holland Lloyd, for Falmouth.

FOR RIVER PLATE AND PACIFIC.

May 24.—ARAGUAYA, Royal Mail, for River Plate.

June 7.—DEMERARA, Royal Mail, for River Plate.

FOR THE UNITED STATES.

June 13.—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.

NOTES

American and German Competition. The practical and foreseeing manner in which Americans tackle problems of trade expansion, especially in South America, should be laid seriously to heart in England if we mean to regain the trade lost by the war or to retain these markets afterwards in the face of immense competition that may be looked for when the war comes to an end.

Relying too much on the overwhelming superiority of our mercantile marine, little difficulty seems to be anticipated in England of not only regaining lost ground, but by a vigorous ship-building policy, again swamping any competition that may be brought to bear by the neutral countries that, from the beginning of the war, have not only steadily added to their own marines, but accumulated enormous profits with which to go on building and meet competition afterwards.

In a sense, England seems to depend only on force, in this case the force of accumulated capital and tonnage, to once more dictate conditions to the shipping world, as naval superiority has enabled her to do at sea.

She has a great start, immense experience and almost illimited resources. But conditions are changing and, if there is one lesson the war inspires more than another, it is the unwisdom of relying on the resources of any foreign country, howsoever friendly, for the moment it may seem!

In the course of a decade or two of untiring propaganda—of Conferences, Congresses and Trade Pilgrimages, promoted and directed by the elite of American statesmen, jurisconsults, merchants and bankers—the Latin peoples of this Continent have been gradually weaned from their innate sense of hostility or distrust to such a degree of sympathy with American ideals and designs as to incline them to listen with attention and interest to any proposals that seem to make for their own aggrandisement or appeal to the liveliness of their imagination.

To the political solidarity of the Three Americas, now apparently secured, it is now proposed to add a propaganda for economic alliance, towards which the first step would, naturally, be the achievement of the independence, not to say supremacy, of American mercantile marines in waters of the Three Americas.

Whilst the political aspects of Monroism were kept well in evidence, the real aim and object of the late Pan-American reunion at Buenos Aires, was to find some common ground for the creation of a mercantile marine, powerful and numerous enough to counteract the actual influence of Great Britain.

Should the South and Central American nations rise to the bait and consent to pull the chestnuts out of the fire for Americans, by subsidising Pan-American shipping or otherwise discriminating against Europe, though doomed in the long run to failure, the position of British and indeed of all European shipping might for a time become very critical, exposed as it would be to an enormous over-supply of tonnage on the top of an exhausting war.

—A letter lately received from "Babson's" brings into the strongest relief the commercial methods followed by British and Americans.

"You will be interested," writes Mr. Babson, "to know that as a result of my visit to Central America, with the Financial-Return-Visit-Committee, my organisation has bought an estate in Guatemala City to be used as a Foreign Trade Training School for sons and employees of our clients who desire to learn Spanish and Latin-American ways in a Latin-American country. The first party will sail June 15th from New Orleans."

From a purely statistical organisation, Babson's is rapidly developing into a power for the development of trade and commerce not only throughout the United States, but all South America. Not satisfied with academic instruction, this able organisation now proposes to put young Americans in the way of learning *in situ* the language and customs of the countries in which as merchants or travellers they will be called on to deal and, vice-versa, to train young Latin-Americans in America in the English language and American ways.

No better scheme for the expansion of American trade could be well imagined. The great difficulty encountered by British and American firms in these countries has always been to find competent agents and travellers with adequate acquaintance not only with the language but the customs and business environment of the countries they deal with; a difficulty that Babson's organisation should overcome if anything can.

It was to higher education, greater perseverance and application that the Germans owe their superiority in the arts and sciences, and it is this superiority that will, in spite of any victory in the field or of artificial economic advantages, prove the undoing of England, unless we too are prepared to resolutely follow their example and, putting aside sports and childish things, seek knowledge and pursue it!

City of Santos Improvements. The decline in the value of the currency and in Brazilian foreign trade that commenced in 1913 and continued without interruption to the end of the year could not fail to be reflected in the movement of the different undertakings like this, which cater for a population dependant on foreign trade and commerce for subsistence. Fortunately S. Paulo suffered less than other parts of the Republic, otherwise the reduction of the dividend might have been much larger.

"Had," says the report, "net receipts in currency been convertible at 14 11-16d., the rate for 1914, the sterling result after making the same deductions for depreciation, etc., would have been sufficient to pay a dividend of 5 per cent., in stead of only 3 per cent., on the ordinary capital."

But, independent of the loss by exchange, most of the services of the company show a decline. The quantity of gas consumed decreased 10.4 per cent., but coal rose in price. Private consumption of water fell off also 6 per cent., as also that for shipping, whilst the decrease in the number of passengers carried by the tramways was at the rate of 3 per cent.; the only redeeming feature in last year's movement being the increase in consumption of energy for electric lighting and power.

The decline of exchange, which hit the company so badly, and in the utilisation of the services supplied by the company were the effect of the unfavourable and economic conditions of the country, due in the first place to extravagance and financial pressure following the Balkan war, heightened by the effects on trade of the European war.

The economic surplus of £25,000,000, referred to in the Chairman's report, represents so much foreign debt paid off and liquidated and to that extent has improved the position and gives some hope of a reaction in exchange this year should it not be counteracted by premature attempts to renew specie payments on the service of the foreign debt.

Though imports continue to be restricted, coffee shipments from Santos last year attained a higher value than in 1914, £23,563,000 as against £21,387,000, and accounts for the improvement of 5 per cent in the sterling profits of the company for the first quarter of the current year.

The company, like everyone else in the country, has suffered not only from the effects of the errors and extravagance of previous federal administrations, but likewise from the effects of the European war. The actual administration is doing its very best to retrieve the past, whilst the effects of the war on local economy have been greatly repaired by the notable rise in prices of nearly all Brazilian exports, that still continues.

The fall of exchange, moreover, is not an unmixed evil, seeing that by its means it was possible for commodities like coffee and rubber to be profitably exported even at the unprecedented low sterling values reached in 1914. Commerce at home and trade abroad did not, in consequence, fall off as much as they otherwise would have done, nor, to point the moral, the City of Santos Improvements have suffered as much as they might have done.

There seems, however, every prospect of an early rise in exchange, so long as Treasury requirements are not allowed to encroach too much on the balance of trade.

The story of the Caballero claim would be incomplete without explanation as to how the claimant came into possession of the titles in question, which, it is common talk at S. Paulo, was through the purchase at a cost of 5\$000 of the winning number in a raffle.

Fortunately the matter is in good hands, now that the company is thoroughly backed up both by the British Government and the State of S. Paulo itself and although the claimant, who seems to be particularly influential in political circles, may yet cause some annoyance, the really critical period, thanks to the effective intervention of the British Minister, has passed and the ultimate triumph of right and justice over chicanery ensured.

ADDITIONS TO THE STATUTORY (BLACK) LIST.

Manoel Vicente Carioca, Manaos.
Deffner and Company, Manaos.
M. Lobo, Manaos.
Philip Schlee, Manaos.
Seligmann and Company, Pará.
Emilio A. Steinmann, Manaos.
E. Strassberger and Company, Manaos.
Dias Garcia and Company, Rio de Janeiro.
J. G. Ferreira, Rio de Janeiro.
Pierre Pradez, Rio de Janeiro.
Rosa Neves and Company, Florianopolis.

Significant! Circulars received from Buenos Aires announce that in consequence of the firm of Bunge and Born having been blacklisted, they are no longer in a position to ship to British firms in this country. Meanwhile, according to the "Times of Argentina," they seem to be preparing to get round disabilities, if the insinuation of their connexion with the new Argentine shipping firm La Sociedad Financiera y Industrial Sud Americana, that has offices in the same building as Bunge and Born and has recently shipped grain to Brazilian ports, has any foundation.

From advices received, the British Government seems, at last, determined to pay the game thoroughly and to bring pressure not only on British subjects in neutral countries, but on neutral themselves to stop all dealings with enemy firms under menace of prohibiting supply of bunker coal to neutrals who refuse to comply. This method has already proved effective in the case of several Dutch boats unable to continue their voyages from British and neutral ports at which the supply of coal is under the control of British subjects.

Interned Steamers.—A Hint for Brazil. According to a statement by Lord Robert Cecil, British War Trade Minister, made in the House of Commons on April 10th, any proposals by neutral governments to obtain immunity from capture for vessels owned in nations at war with Great Britain and placed in service by neutrals will receive careful consideration from the British Government. He said the British Government considered the question of employment of vessels belonging to hostile nations and sheltered in neutral ports a matter for neutral governments to decide. The neutral governments, he added, would no doubt consider that destruction of merchant vessels by Germans had the effect of diminishing the world's tonnage and consequently affected both neutral and belligerent trade.

—A group of international capitalists, taking advantage of the hint given by Lord Robert Cecil, British Minister of War Trade, that it might be possible to arrange for neutrals to take over interned tonnage, are making inquiries as to the possibility of securing the consent of the British Government to purchase all steam-

ships interned in U.S. ports. The group approached Walter Hines Page, American Ambassador to Great Britain, while other members in America have made inquiries at Washington, with the result that they have received information that purchased ships would be permitted to fly the American flag if all the belligerents concerned recognised the purchase as a bona-fide transfer.

—According to a story published in the "New York Herald," out of the 35 German ships seized by Portugal at Lisbon only five could be repaired in Portugal sufficiently well to be used and Gt. Britain took those. There are no shops in Portugal that are available for the work of manufacturing new engines, consequently, thirty of the big vessels are still lying idle in Lisbon harbour. Gt. Britain has not had the means to tow vessels to a place where the engines could be repaired, nor has she the machine shops available to make engines which could be shipped to Lisbon. Great Britain is said to have commandeered the five available vessels despite Portugal's protest that she needed the bottoms herself. The seized German ships had their engines wrecked by the officers before the Portuguese took them over.

Von Papen's Activities. Following a confession made by Capt. Charles von Kleist, a retired German officer, detectives arrested Capt. Otto Wolpert, superintendent of the Atlas Line, a subsidiary of the Hamburg-American Line; Capt. Eno Bode, superintendent of the Hamburg-American Line docks in Hoboken, and Ernest Becker, an electrician living on the interned North German Lloyd liner "Friedrich der Grosse." The four men are being held on the charge of having conspired to plant bombs on ships loading supplies at New York for the Allies. In his confession, Kleist

said that more than 200 fire bombs were manufactured and that the money for the manufacture of the bombs and for the purchase of chemical compound was furnished by Francis von Rintelen, a lieutenant-captain in the German army, now a prisoner of war in England, and by Capt. Franz von Papen and Capt. Carl Boy-Ed, respectively military and naval attaches of the German Embassy at Washington, who were sent home last November. Carl Schmidt, chief engineer of the "Friedrich der Grosse," and Fred Praedel and Wil Paradis, 4th engineers, have also been arrested as accomplices.

[Von Papen is understood to be now in Buenos Aires, so British and Allied steamers had better keep a strict watch on who and what is received on board, or, with so many interned German steamers here, we may have a repetition of his exploits in the United States any day.]

Accidental or Done on Purpose? It is now evident that the report of the capture of the German s.s. Cap Ortegal off Las Palmas is correct. The first cables advised that this steamer was blown out by heavy wind and seas, her anchors being unable to hold her. When out at sea a British cruiser suddenly appeared and the Cap Ortegal became a prize. We wonder if the German vessel really wanted to be kept at Las Palmas, or whether the non-holding of the anchor was just a trick to get out to the open sea, where maybe the Cap Ortegal would have, in time, been transformed into a corsair. At any rate, whether it was a trick or an accident, the British mercantile marine has been enriched by a very fine vessel. We trust that, given the scarcity of tonnage, the Prize Court proceedings will be short and rapid. We could do with the Cap Ortegal, under another name, in the River Plate service.—"Times of Argentina."

FOREIGN TRADE.

THREE MONTHS, JANUARY-MARCH. Value in £1,000.

	Exports				Imports				Surplus or Shortage of Exports.			
	1913	1914	1915	1916	1913	1914	1915	1916	1913	1914	1915	1916
January	7,829	6,114	4,822	3,918	6,236	4,781	1,685	2,337	+1,593	+1,333	+3,117	+1,581
February	5,561	5,155	4,041	3,842	5,354	3,844	1,812	2,808	+ 207	+1,311	+2,229	+1,034
March	4,403	4,007	5,380	5,109	6,187	3,732	2,493	2,718	-1,784	+ 875	+2,887	+2,391
3 months	17,793	15,876	14,223	12,869	17,777	12,357	5,990	7,863	+ 16	+3,519	+8,233	+5,006

MOVEMENT OF SPECIE.

	Exports				Imports							
	1913	1914	1915	1916	1913	1914	1915	1916	1913	1914	1915	1916
January	—	100	794	—	532	3	5	—	- 532	+ 97	+ 789	—
February	100	132	641	38	630	—	1	—	- 530	+ 132	+ 639	- 38
March	310	2,402	469	8	13	9	3	—	+ 297	+2,393	+ 466	+ 8
3 months	410	2,634	1,903	46	1,175	12	9	—	- 765	+2,622	+1,894	+ 46

EXPORTS.

Quantity, in Tons of 1,000 kilos.

	1913	1914	1915	1916
Cotton	10,681	13,395	1,926	13
Sugar	4,937	6,909	18,757	5,489
Rubber	13,185	12,478	11,395	10,002
Cocoa	7,744	13,556	9,682	11,323
Coffee (1,000 bags)	2,774	3,276	4,856	3,407
Hides	7,331	7,866	7,342	10,817
Tobacco	7,389	6,284	3,694	3,673
Herva Matté	14,266	13,702	16,613	22,766
Skins	655	687	807	1,270

F.O.B. Value in Contos of Reis Paper.

	1913	1914	1915	1916
Cotton	9,587	12,285	1,686	17
Sugar	873	908	4,615	2,669
Rubber	67,596	43,957	40,609	54,247
Cocoa	6,570	10,141	11,672	14,547
Coffee	149,260	135,962	171,311	136,328
Hides	6,616	7,615	9,179	17,976
Tobacco	6,345	5,471	3,183	3,396
Herva Matté	7,591	6,423	7,747	11,389
Skins	2,272	2,478	2,459	4,996
9 Staples	256,710	225,240	252,461	245,565
Sundry	10,181	12,910	8,430	22,403
Total	266,891	238,150	260,891	267,968

F.O.B. Value in c1,000.

	1913	1914	1915	1916
Cotton	639	819	92	1
Sugar	58	61	250	129
Rubber	4,507	2,980	2,194	2,603
Cocoa	438	676	632	699
Coffee	9,951	9,064	9,370	6,548
Hides	441	508	500	864
Tobacco	423	365	172	163
Herva Matté ...	506	428	423	546
Skins	151	165	134	240

9 Staples	17,114	15,016	13,767	11,793
Sundry	679	860	456	1,076
Total	17,793	15,876	14,223	12,869

Differences.

	Quantity	1915-16 £1,000	Quantity	1913-16 £1,000
Cotton	— 1,913	— 91	— 10,668	— 638
Sugar	— 13,268	— 121	+ 552	+ 71
Rubber	— 1,392	+ 469	— 3,182	— 1,904
Cocoa	+ 1,641	+ 67	+ 3,579	+ 261
Coffee	— 1,449	— 2,822	+ 633	— 3,403
Hides	+ 3,475	+ 364	+ 3,475	+ 423
Tobacco	— 21	— 9	— 3,716	— 260
Herva Matté ...	+ 6,153	+ 123	+ 8,500	+ 40
Skins	+ 463	+ 106	+ 615	+ 89

9 Staples	—	— 1,974	—	— 5,321
Sundry	—	+ 620	—	+ 397
Total	—	— 1,354	—	— 4,924

Movement of Foreign Trade for Three Months—Jan.-March.

	In £1,000.			
	1913	1914	1915	1916
Exports merchandise	17,793	15,876	14,223	12,869
Exports, specie	310	2,634	1,903	46
Imports, merchandise	17,777	12,357	5,990	7,863
Imports, specie	1,175	12	9	—
Total	37,055	30,079	22,125	20,778

For the first quarter of the current year the foreign trade of the country shows a slight shrinkage of £1,947,000 or 6.1 per cent. compared with 1915, and of £9,801,000 or 30.9 per cent. compared with 1914.

Compared, however, with the same period 1913, the last normal year, the sterling value of foreign trade shows a decline in 1916 of £16,277,000 or 43.9 per cent. in the aggregate, accounted for by shrinkage of:—

Exports, merchandise	£4,924,000	or	27.6%
Exports, specie	264,000	or	85.2%
Imports, merchandise	9,914,000	or	55.8%
Imports, specie	1,175,000	or	100.0%

Total shrinkage

Reducing all the units of volume to the same denomination, of tons of 1,000 kilos, the movement of the nine great staples, for which weights are specified in the monthly returns of the Statistical Department, for the three months, January-March, was as follows:—

	Coffee only	Total 9 Staples	Ratio coffee to total %
1913	166,440	232,582	50.0
1914	196,560	271,437	72.0
1915	291,360	363,976	79.0
1916	204,420	269,774	75.0
4 years	858,780	1,137,779	75.4

Compared with 1915 there was a falling off in the weight of specified exports in 1916 of 94,202 tons, of which 86,940 tons in coffee and 7,262 tons in other of the nine specified commodities.

The fact that in 1916 coffee accounted for over 75 per cent. of the weight of the nine specified staples amply justifies the solicitude of the Federal Government with regard to this, the premier produce of the country and to the preference accorded to its transport in Government controlled steamers.

The relation of foreign trade to the circulation and the manner in which it is employed is interesting and instructive.

Contos of reis.

	1912	1915
Value of foreign trade (Imports and Exports)	2,168,237	1,704,400
Notes in circulation	1,013,062	1,001,638
Bank cash reserves	222,311	348,851
Pocket cash reserves	790,751	742,787
Ratio—		
Circulation to foreign trade	46.7%	64.0%
Bank cash reserves to foreign trade	10.2%	20.4%
pocket cash reserves to foreign trade	36.5	43.5%

It is axiomatic that as trade sinks in value money accumulates in the banks, as in fact has been the case, seeing that with an increase of only 2.1 per cent. in the circulation, the ratio of bank cash reserves to foreign trade has risen 99.9 per cent. from 10.2 per cent. in 1912 to 20.4 per cent. in 1915; whereas that of pocket cash reserves rose only 19.6 per cent. from 36.5 per cent. to 43.5 per cent.

That the ratio of pocket cash reserves to the whole circulation should continue as high as 68 per cent. of the whole, in spite of the stagnation of trade and enterprise, is further evidence of the inveterate hoarding habits of the people and their distrust of banking institutions.

Of the nine staple exports, four only show increase in both quantity and value compared with last year, one decrease of quantity but increase of value, and four decrease in both quantity and value.

Cotton. owing to the desolating drought in 1914-15, exports during the first three months of the current year were almost nominal, the decrease compared with last year being 99.3 per cent. in quantity and value.

Sugar. For similar reasons shipments were confined, practically to qualities unsaleable in this country and exports fell off 70.7 per cent. in quantity, but owing to higher prices in consuming markets only 48.4 per cent. in value.

Rubber. In spite of the stimulant of lower exchange, shipments for the three months show a shrinkage in quantity of 12.2 per cent., but increase of 18.6 per cent. in sterling and 33.5 per cent. in currency value compared with 1915. In consequence of the shortage of tonnage shipments were very restricted and on 28 Feb. stocks to amount of 2,000 tons had accumulated, as against 1,620 tons on 31st Dec. last. Prices in Jan. dropped from 4s. 1d. to 2s. 11d., but recovered in February to 3s. per lb., and at end of March stood about 3s. 1d. or 4d. per lb. below plantation first crepe.

Cocoa shows increase compared with first quarter of 1915 of 16.9 per cent. in quantity and 10.6 per cent. in sterling value. Since the outbreak of war prices for this staple have risen steadily and compared with the first quarter of 1913, the last normal year, exports shows an expansion of 45 per cent. in volume, 59.5 per cent. in sterling and 121 per cent. in currency value. There can be no doubt that this industry is in this country extremely prosperous, favoured as it is by the phenomenal rise in currency prices.

Coffee. The movement of exports for the three months under review shows a shrinkage of 31.1 per cent. compared with last year (1915), but increase of 22.8 per cent. compared with 1913.

F.O.B. sterling value likewise shows shrinkage of 30.1 per cent compared with 1915 and of 34.2 per cent. compared with 1913, and in spite of further depreciation of the currency, a shrinkage in currency value compared with 1913 of 12.932:000\$ or 8 per cent. and compared with the three months 1915 of 34.983:000\$ or 20.4 per cent., the reason for which has been explained elsewhere.

Hides. Increase of 47.3 per cent. compared with 1915 and of 72.8 per cent. in sterling f.o.b. value. Most of the hides go to the States. Compared with the last normal year 1913 there was an increase of 47.5 per cent. in quantity and of 95.9 per cent. in f.o.b. sterling value.

Tobacco. Decrease compared with 1915 of 0.6 per cent. in quantity and of 5.2 per cent. in sterling value. Owing to the closure of the German market this staple shows a heavy shrinkage of 50.3 per cent. in volume compared with the normal year 1913 and of 59.2 per cent. in sterling value.

Herva Matté. Shrinkage in quantity compared with 3 months 1915 of 37.2 per cent., but increase in sterling value of 29 per cent. Compared with 1913 quantity increased 59.5 per cent. and sterling value 9.9 per cent.

Skins. Increase of 57.2 per cent. in quantity compared with first three months 1915, but only 7.9 per cent. in sterling value. Compared with 1913, the quantity reported in the three months more than doubled, whilst sterling value appreciated 59 per cent.

In the aggregate, the value of the nine staples shows a shrinkage compared with the three months of last year of 14.3 per cent. and of 31.1 per cent. compared with 1913.

Sundry Exports, in which are included manganese and meat, show a sensational rise in sterling f.o.b. value of 140 per cent. compared with the three months, 1915, and of 58.5 per cent. compared with 1913, and still more sensational increase in currency of 165 per cent. compared with 1915 and 120 per cent. compared even with the normal year 1913.

Inclusive of manganese (exports 56,000 tons), chilled and frozen meat and other minor unspecified exports, the total volume shipped during the three months under review will, in all probability, be found to have exceeded 300,000 tons.

Imports. Beyond the bare figures for value, no information is afforded by the monthly statistics published by the service of commercial statistics.

We know, of course, that both cost in the countries of origin and freights have risen, in some cases enormously. But precisely how much of the increase in the value of imports in the first three months of 1916 compared with 1915 corresponds to increase of c.i.f. value and how much to real increase in quantity is impossible to say until full details for cost, freight and insurance are available.

The balance of trade, inclusive of imports and exports, of specie, for the first quarter of the last four years was as follows:—

1913 against exports	£1,749,000
1914 in favour of exports	6,141,000
1915, ditto	10,127,000
1916	5,052,000

The shrinkage in 1916 compared with 1915 is largely due to the extraordinary movement in the first quarter of 1915, when large quantities of produce accumulated during the early months of the war were held back and transferred to the first quarter of 1915.

Stocks of coffee are extremely depleted and for the next quarter the balance of trade may be expected to be still smaller, as also compared with 1915 for the rest of the current crop, which is believed to be smaller than this, seeing that we have practically no accumulated stock of coffee to fall back on and shall have to rely on a further rise of prices of coffee. Rubber is practically stationary, but stocks still large, whilst cocoa and manganese and, in fact, almost all other exports command high prices. Ultimately, however, it is on coffee, which accounted for 51 per cent. of the value of all exports last year, that we must rely upon for raising the balance of trade to last year's level.

Even at its actual level, the balance in favour of exports should be ample to liquidate all current obligations and even leave something over for formation of a reserve against renewal of specie payments in 1917.

Last year Government took heavily from the market, and thereby not only prevented rates from rising, but contributed to the fall to 11½d. in February. Whether the experiment can be successfully repeated this year depends chiefly on the prices coffee may obtain and the drain of capital to Europe.

At present exchanges are rising, but whether the movement is speculative and a mere anticipation of future supplies of bills to be paid for later on by exports, or responds to a positive improvement, is hard to judge in the absence of reliable indications of market requirements and of the nature of the demands foreign capital may make on the market.

There can, however, be little doubt that the depreciation of the currency has been a powerful stimulant of production and exports, and that, unless prices in consuming markets respond, a rise of exchange would tend to check a very promising expansion.

Government has large sums of paper money at its disposal and if it could be brought to believe that stability not a rise of exchange is more favourable to development, the easiest course would seem to be to utilise reserves for purchase of exchange whenever it rises over 12d., and resell should it fall below.

As it is possible that exchanges may at the end of the season show an improvement on balance, government would kill two birds with one stone, keep currency prices of exports from rising and add to its sterling reserve!

REPORTS OF COMPANIES

CITY OF SANTOS IMPROVEMENTS.

The fifty-third annual general meeting of the shareholders of the City of Santos Improvements Company, Ltd., was held at River Plate House, Finsbury Circus, E.C., Mr. D. M. Fox (the chairman of the company) presiding.

The Secretary (Mr. H. E. Sulman) having read the notice convening the meeting and the auditors' report,

The Chairman said: Ladies and Gentlemen,—You have had the report and accounts in your hands for some time, and no doubt will agree that we should, as usual, take them as read. Your first impression, no doubt, must have been one of disappointment at the reduction in the dividend, and I need scarcely assure you this disappointment is fully shared by your directors. At the same time, I feel convinced that most of you, and especially those who have any knowledge of the state of things financially in Brazil, will rather be inclined to congratulate themselves on the payment even of a reduced dividend. As stated in the report, "the reduction in revenue is entirely due to the fall in the value of the mil-reis," a circumstance beyond the control of the directors. Before moving the adoption of the report and accounts, I propose to make a few explanatory remarks. The revenue in Santos, after providing for all current expenses, depreciation, bad debts, etc., amounts to £83,427, as compared with £101,106 for the previous year, a decrease of 17.48 per cent. Great credit is due to the management in Santos for the efforts they have made to reduce the working expenses, so that, in spite of the increased cost of materials and a certain falling off in gross currency receipts, the net currency results show a slight increase over those in 1914. Had the net receipts in currency for 1915 been convertible into sterling at an exchange of 14 11-16d., the rate ruling in 1914, the sterling result, after making the same deductions for depreciation, etc., would have been sufficient to enable us to pay a dividend of 5 per cent on the Ordinary capital instead of the reduced dividend of 3 per cent. which we now recommend.

The accounts show that, after deducting all prior charges, there remains an available balance of £40,517 to be dealt with, which enables your directors to place £5,000 to reserve, against nothing in 1914, and to set aside £4,000 to tramway renewals account, and, further, to recommend the payment of a dividend for the year of 3 per cent. on the Ordinary share capital, thus appropriating £24,000, the balance of £17,517 2s. 8d. to be carried forward to the next account. With regard to future prospects, I am told that the balance of trade in favour of the Republic last year was no less than £22,800,000 and we have reason to hope and believe that Brazil, now that she is thrown on her own resources—which are in the future incalculable—will emerge from the crisis which at present seems to effect the whole world, strengthened by the

efforts she is now making to curb extravagance and develop the expansion of her immense resources. We must show our sympathy with her in these efforts and accept our temporary reduced dividends with as good a grace as may be possible. Turning to the balance sheet, there are apparently few features which I need dwell upon. With regard to the capital expenditure for the year—namely, £39,199 14s. 2d.—this is in respect of the balance of cost of the duplication of the 20-inch trunk water main, additional expenditure on the vertical retort installation, coal store and handling plant, high pressure gas mains and an additional motor generator for the tramways and general expenditure in connection with our obligations under the various concessions. I should mention that contracts for the greater part of these necessary works were placed before the outbreak of war, since when the work has proceeded slowly owing to the difficulties of obtaining materials and the transportation of same. You will observe the value of stores amounts to £95,200, as compared with £108,713 in 1914 and £149,092 in 1913. It is expected to further reduce this rather heavy item during the current year.

I will now make a few remarks as to the working of the various undertakings. First as to gas—the quantity delivered for consumption, namely, 87,741,000 cubic feet, shows a decrease of 10.4 per cent. Private lighting has fallen off by 15 per cent., but public lighting is almost identical with last year. The demand for gas for cooking purposes has been well maintained, and the number of stoves installed shows a satisfactory increase. The tonnage of coal carbonised for the year shows a reduction of 13.5 per cent., but, unfortunately, this indispensable commodity has considerably risen in price and a further heavy increase for the current year is, I fear, inevitable. The water supply to private consumers shows a decrease of about 6 per cent. The supply of water to shipping I regret to say, has also further decreased, the number of ships entering the port being 1,395, as against 1,644 in 1914 and 1,939 in 1913. This is not to be surprised at under present disturbing circumstances. A falling off in the tramway passenger and freight traffics is also to be regretted. The number of passengers carried during the year was 14,870,776, a decrease of 3 per cent. Owing to the conditions in Santos, largely resulting from the war, many establishments which cater for the public amusement have not been well patronised, and for that reason as well as the contraction of business generally, our traffics have suffered, although perhaps not so severely as in the latter half of 1914. The consumption of energy for electric light and power shows a steady increase. Undoubtedly the results from this department must be considered as being satisfactory, more especially having regard to the existing conditions. There is, I am pleased to say, some improvement in business circles generally in Santos. It is a satisfaction to be able to record that, in spite of many adverse conditions, Santos continues to progress, that building continues, and that public improvements are being pushed forward, although not so fast as formerly. The manager certifies that the whole of the company's plant and property is in first-class order, and he testifies in the highest terms to the whole-hearted endeavour on the part of the staff and employees to make the business an economical success and a credit to the company. Our relations with the State Government and municipalities of Santos and S. Vicente continue to be, as for many years past, of a cordial nature. The conditions of the past year have been most trying for the municipalities and the company, but nevertheless the consideration shown by them to the company calls for some appreciation on our part. You will be glad to hear that we have received a cable informing us that even with a lower exchange the sterling profits of the first quarter of this year show an increase of 5 per cent. on the corresponding period of last year. Before concluding I shall have the pleasure of moving a hearty vote of thanks to Mr. Bernard Browne, our able manager, and his staff of assistants, in recognition of their faithful services to the company under especially trying conditions. Nothing could excel his zeal in our service, and we consider ourselves fortunate in having such a capable man in charge of our affairs in Santos.

And now, ladies and gentlemen, you will expect me to refer to the paragraph relating to the Caballero suit, and I should like to explain to you the position in regard to it somewhat more fully than we were able to in the circumscribed limits of the report. Before the granting of the water concession in 1897 by the Government of the State of S. Paulo, the water supply of Santos was undertaken by the company under contract with the municipality, but owing to such supply having become utterly inadequate for the

demand, even for drinking water and for ordinary purposes, the Government of the State felt itself compelled to take the matter up and granted the company the concession in question. Under this concession the company was entitled, free of cost, to any lands belonging to the State which the company might require for the purpose of the supply. Both the State Government and the company agreed at the time that the only source from which an abundance of pure water could be derived was from one of the numerous streams that flow down the face of the Serra do Mar, and when the free grant of the State lands was included in the concession, both the Government and the company had in mind only these lands and watersheds. The favour granted by the Government in regard to the State lands would otherwise have been useless, and it was partly in view of this valuable privilege that the water rates were fixed upon such a reasonable basis. After a careful survey, the company, with the consent of the Government, selected the River Pilões, one of the largest and most constant streams that flow down the sea face of the serra, and the company took possession of the lands and watershed of this river, and on a suitable site erected the necessary intake, reservoir and subsidiary works, and from thence constructed a 20-in. water main, 12 miles in length, to convey the water to the city of Santos, and also extended its mains through the city for the purposes of distribution. The company retained Dr. João Mendes d'Almeida, the ablest lawyer that they could find in S. Paulo, to advise them in all matters relating to the supply, including any titles to any lands which the company would occupy. After the decease of this gentleman the company obtained the services of Dr. Theodoro de Carvalho, who is a lawyer of the very highest standing and reputation in S. Paulo. Dr. Almeida's advice was at the time, and in this he has been supported consistently throughout by Dr. Carvalho, that the land claimed by Caballero is State land to which the company under the concession is entitled to free of cost. Certain lawyers of political eminence in the State took the matter up on Caballero's behalf, and the latter brought an action against the company, claiming a declaration that the land was his.

A judgment was ultimately obtained in Caballero's favour under which the Santos Judge has recently given an award for the sum of 2,500 contos (£125,000 or thereabouts) as the assessed amount of damages to which Caballero is entitled in respect of the company's occupation of the land, leaving to be further ascertained what the company has to pay for the land itself. In contrast to this sum I may tell you that some time ago an unofficial suggestion was made to the company for the settlement of the matter for the sum of £10,000, but not only were we advised that even such a comparatively small sum was exorbitant, but that Caballero was not entitled to be paid any sum whatever. Up to date the company have expended some £330,000 in the necessary works at the source and the city, without which expenditure the water would have remained utilised and practically valueless. The return paid to the shareholders has been from 6 to 7 per cent. upon the Ordinary share capital, not an extravagant amount at any time. Notwithstanding this one of the pleas put forward by Caballero's supporters is that this return does not go into the pocket of the State, but into the pockets of what they choose to call "the plutocrats of London," meaning, gentlemen, your good selves, also entirely disregarding the fact that the water supply to Santos is as efficient as that of any city in South America.

Seeing that the question at issue in the matter was as to whether the land in fact belong to Caballero or to the State of S. Paulo, the company, of course, brought the matter to the attention of the State Government. The latter appointed a commission to examine into the question, and this commission ultimately reported that the land in question was never included in Caballero's property. Thereupon the State Government itself commenced an action to establish its right and to rescind the judgment which was given in Caballero's favour. This action is still pending in the Brazilian Courts. Notwithstanding the pendency of this State action, Caballero applied to the Santos Courts to have the judgment obtained by him put into operation, and the sentence was executed, by proceeding to ascertain the value of the land to be paid to him, and the amount of the damages to be awarded. His supporters founded their claim upon the net revenue received by the company from the water supply, having regard to the proportion of capital which Caballero and the company respectively contributed. Caballero's contribution was merely this derelict land and the water flowing through it, which had hitherto been unused.

for any purpose whatever. The company's contribution was the £330,000 of cash expended on its works. Notwithstanding this disparity in the mutual contribution of Caballero and the company, the Santos Judge recently awarded to Caballero as his share of the net revenue of the water receipts of the company the enormous sum of 2,500 contos. How such an amount can, with ordinary justice, be defended it is impossible to say. The company has, of course, appealed against the award. The company's lawyer advises us that the whole procedure in connection with the execution of the judgment and the award is irregular and in violation of Brazilian law provided for in relation to such matters. The award, however, having been given and the resources of Brazilian justice nearly exhausted, the company had no alternative but to solicit the good offices of His Majesty's Government, and the directors gratefully acknowledge the prompt and valuable assistance which His Majesty's Government have accorded to the company, and from which the directors have every hope that good results will follow.

This, what I think I am entitled to characterise as a gross miscarriage of justice, affects not only our company, but also all British enterprises in Brazil, and if this injustice is allowed to be put into actual operation it must seriously react upon the provision in the future of British capital in commercial undertakings in that country. The Board thought it advisable to have a special representative in S. Paulo on this particular matter, and at their request Mr. William Speers, who resides in S. Paulo and who for upwards of 30 years was the able superintendent and representative of the S. Paulo Railway, accepted the position. I would draw your attention to another point. Under its water concession the company is entitled, as I have said, free of cost, to any lands which belong to the State of S. Paulo, and at the end of the concession (if not renewed) the State Government will have to reimburse the company in gold for the capital actually expended. Were the company to have compromised with Caballero it would be quite competent for the State to have refused to admit any claim on the part of the company to be repaid the amount at the end of the concession, on the ground that no such payment should have been made, as the State claimed ownership of the property. This point is emphasised by the fact that the State has itself commenced its action to establish its own right and title to the land in question. In addition to Caballero, there are some three or four other claimants to these lands who have as yet raised no actions to establish their rights, either as against the company or Caballero or the State, and were the company to have compromised the claim with Caballero, it would have run the risk of having fresh actions brought against it by these other claimants to establish their supposed rights. The company might have expropriated the lands, depositing the purchase price awarded and allowing the various claimants to fight for it among themselves. But there were two cogent reasons for not following this course. One is the unhesitating opinion given by our lawyer that the property belonged to none of these claimants but to the State, and, secondly, the fact that the State Government itself brought an action to establish its own title, and we were advised by our lawyer that any expropriation proceedings taken by the company would prejudice the State in its action, and this would, of course, have at once involved us in difficulties with the State Government. So much, at all events, of whatever sum as the company may have ultimately to pay in respect of these lands will form part of the company's capital, which, as you are aware, at the end of the concession (if not renewed), the State Government will have to reimburse to the company in gold.

You will understand that there are two points involved in the matter. The first is the title to the land, and the amount to be paid in respect of the land itself. Of course, no question of amount arises if, in the action brought by the State, the courts hold that the lands occupied are State lands, but if the contrary is held the amount has, as yet, to be assessed. The second is the amount of the damages in respect of the occupation of the lands since the claim was made. This amount, as already mentioned, has been awarded, but again, should the State win its action and thus disprove Caballero's claim no damages would be payable, and the company contends that until the State action is finally decided no claim for payment of the damages should be allowed. The principle upon which, according to the law of Brazil, the amount should be arrived at is by ascertaining the relative proportions of capital which Caballero and the company respectively had put

in. Caballero's contribution was merely the land with the water which flowed through it. The land was, as I have explained, derelict and the water unused for any purpose whatever. Contrast this with the company's contribution of £330,000 cash and upwards, expended in making their reservoir and works and their 12 miles and more of mains, and other works for the distribution of the water in the City of Santos and suburbs. Having in view these relative proportions of capital contributed by Caballero and the company respectively, it is inconceivable to me how anything approaching the figure could have been awarded, and it is in regard to this that the company claim that the amount is exaggerated and unjust, and I think there is none among the shareholders who will not absolutely agree with me. Every effort is, I need hardly add, being made by the Board to protect your interests and with my intimate knowledge of Brazil, extending over 50 years, I cannot believe that either the Federal Government or the Government of the State of S. Paulo will allow any such injustice to be committed. I now beg to move:—"That the report and statement of accounts for the year ended 31st December, 1915, be received and adopted."

Mr. F. Henderson seconded the motion.

Mr. H. H. Haldin, K.C., said he was at a loss to understand the basis of the action against the company. If the State gave the company the right to take certain lands which were the property of the State, there was surely some document conveying those lands to the company. He had watched the company for some years and the conduct of the management all the way through had been admirable, but he could not help thinking that the Board had committed an error of judgment in not having taken the shareholders into their confidence with regard to these proceedings. He contended that the shareholders should have been informed that a preliminary judgment had been given against them in proceedings which struck at the very root of the water undertaking.

The Solicitor (Mr. Drake) in reply to points raised by the last speaker, said that the action was started almost immediately after the concession was granted in 1897. The Board took every possible precaution to protect the interests of the shareholders by engaging the most eminent lawyers on the other side, and they were bound to rely on them so far as the legal position out there was concerned. The document on which the company relied was the concession itself and this was its title deed. It would not have been possible at the outset to delay proceedings with the works which the company had undertaken to carry out until the action was finally settled—a matter of anything from ten to twenty years—because by so doing they would have run the risk of the concession being cancelled. Had the directors had the remotest idea that such an amount would be involved as that which—subject, of course, to appeal—had been awarded, they might possibly have taken a different course; but the position of the company under its concession was so clear that the directors were confident from the beginning that there could be no real cause of action against the company, or, in any case, only a small sum involved. In view of that position, the directors were exercising a wise discretion in acting as they did in regard to telling the shareholders that litigation was pending. As a matter of fact, under the concession the company were indemnified by the State in respect of any money which they might have to pay on account of the value of the land utilised; the free grant of State land would have been valueless had not both the State and the company considered that the land in question was State land.

Mr. Stanford expressed the opinion that the matter was one which the shareholders might confidently leave in the hands of the directors, who had carried on the company so magnificently in the past.

Dr. W. L. Strain said he had lived for many years in Santos and had known many cases where the Government had made grants of land, and in his experience there had never been any attempt to dispute the right of the State to grant State lands. The State had stood loyally by the company with a view to the rescission of the judgment given against the company and the establishment of their claim to the land. In further remarks he stated that whereas prior to the establishment of the company's works the mortality from yellow fever was very serious, at the present time, owing to good drainage and an excellent water supply, the City of Santos—at one time a white man's grave—had been transformed into a health resort.

The motion was carried unanimously.

The Chairman next moved, "That, after placing £5,000 to reserve account, and having set aside £4,000 to tramways renewal account, a dividend of 3 per cent., less tax, for the year 1915, upon the Ordinary share capital of the company be and is hereby declared payable on the 1st May next, and that the sum of £7,517 2s. 8d. be carried forward to next account."

Mr. H. U. Wollaston seconded the motion, which was unanimously adopted.

Mr. F. Henderson was re-elected a director and Messrs. Deloitte, Plender, Griffiths and Co. were re-appointed auditors.

The Chairman moved a vote of thanks to the general manager and staff in Santos and to the secretary and staff in London.

Mr. Follett Holt seconded the vote, which was unanimously accorded.

Mr. Haldin moved a vote of thanks to the Chairman and directors, remarking that the Board had done their best for the company in the past and had been very successful, and he felt sure they would get over the difficulties which now confronted them.

Mr. W. Burnett seconded the motion, which was passed unanimously, and the proceedings then terminated.

MONEY

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

	90 dys	Sight	Sovs	Vales
Monday, 15 May	11 49-64	11 13-16	20\$500	2\$295
Wednesday, 17 May ..	11 31-32	11 53-64	20\$375	2\$295
Tuesday, 16 May	11 15-16	11 53-64	20\$433	2\$295
Thursday, 18 May	12 3-64	11 15-16	20\$100	2\$295
Friday, 19 May	12 1-8	12 1-64	20\$100	2\$295
Saturday, 20 May	12 7-32	12 7-64	19\$900	2\$295
Average	11 15-16	11 53-64	20\$254	2\$295

Caixa de Conversão. Gold in deposit, Rs. 75,230,952\$, equivalent to £5,015,397. Notes in circulation, Rs. 94,559,930\$.

Monday, May 15th. Banks quoted 11 29-32d. to 15-16d. all day, with money for commercial offered off and on at 12d; market paralysed.

Tuesday, 16th May. Banks opened at 11 29-32 to 15-16d., offering to take at 12 1-32d. Some bills were offered at 12d. and towards the close several banks offered to draw at 11 31-32, but no money offering under 12d. and no commercial bills to be had over this rate.

Wednesday, 17th May. Banks opened at 11 15-16 to 31-32d. Early in the morning the River Plate and Ultramarino Banks raised their rates to 12d., which became general, with nothing offering and few bills obtainable at 12 3-32d.

Thursday, 18th May. Banks opened at 12d. and 12 1-32d. Some repassed paper and speculative selling took place and Ultramarino at close was offering to draw at 12 1-8d. and other banks at 12 1-16d. to 12 3-32d., with no suitable bills offering over 12 1-8d.

Friday, 19th May. All banks opened at 12 3-32d. Some repassed paper was offered and the London and River Plate and Ultramarino raised their rates until at close they were both offering to draw at 12 3-16d., with no money offered nor suitable bills.

Saturday, 20th May. All banks opened at 12 3-16d., except the River Plate, which quoted 12 7-32d., when this rate became general with no money offering at that rate but business done at 12 1-4d. bank and some repassed paper offering at 12 5-16d.

Santos, which had been accompanying the Rio market, started selling futures. Bahia is quiet and Pará buying here.

Rio de Janeiro, 20th May, 1916.

Despite the decline in the balance of trade for the three months disclosed by the commercial statistics, and prospect of its getting worse before its gets better, the rate on London closed on Saturday at 12 7-32d., with but very little money offering.

Coffee prices are firm, but there is now little or nothing left to sell except futures, whilst Pará is taking in this market.

Last month German drawing firmed the rate, but right at this end of the season when everything is at its duller, the only business is selling ahead, which some people dub speculation and others anticipation of the market.

Stocks of coffee are small and by the end of the crop in June will be practically non-existent. In July entries cannot be very big, so that we have two barren months to provide bills for. Even in August and September shipments cannot be anything like the same scale as last year, simply because the same amount of coffee cannot be forthcoming.

It is possible that in view of the shortness of supplies prices may rise enough to compensate deficiency in quantity, but not probable, because in the first place, any further considerable rise would put the French Government off and so place our market entirely at the mercy of United States dealers.

In fact, we are at the mercy of the States and France as it is, and if they should combine to resist, could easily prevent any further rise.

Under the circumstances the present rise, to our mind, seems somewhat premature and risky.

Because the balance of trade last year showed £27,000,000 in favour of exports, that is no reason why history in this sense should be repeated. Seeing that this time last year we had 768,000 bags of coffee in stock and prospects of a crop of 14 to 15 million bags to look forward to, but this year stocks are only slightly over a million, and next crop promises to be a relatively small one, perhaps not over 13,000,000 bags for Rio and Santos.

The London and Brazilian Bank Dividend. In our issue of 16th inst., the last dividend and bonus distributed was stated to be at the rate of 15 per cent., whereas in reality it corresponds to 16 per cent. on the paid-up capital.

Revenue Collected in Rio de Janeiro District by Customs and Recebedoria—In Contos of Reis.

	April, 1916				Mar., 1916
	Received Gold	Diff. Exch.	Received Paper	Total Paper	Paper
From Imports	1,575	2,117	2,156	5,848	6,631
Deposits	—	—	84	84	206
Consumption dues collected at Customs...	—	—	395	395	440
Total Customs	1,575	2,117	2,635	6,327	7,277
At Recebedoria	—	—	—	2,657	4,893
Grand total	—	—	—	8,984	12,170

Compared with the March movement, revenues collected in the Rio de Janeiro district during April shows a decline in the aggregate of Rs. 3,186:000\$ or 25 per cent., of which Rs. 950:000\$ at the Customs and Rs. 2,236:000\$ Inland.

Four Months, January-April.

	1916	1915	1915-16
	Paper	Paper	Diff
Derived from Imports	22,973	19,415	+ 3,558
Deposits	715	559	+ 156
Consumption Dues collected at Customs	1,557	425	+ 1,132
Total Customs	25,245	20,399	+ 4,846
At Recebedoria	15,358	12,072	+ 3,286
Grand total	40,603	32,471	+ 8,132
1915	32,471	—	—
1914	45,847	—	—

Revenues for the first four months of the current year show an increase in the aggregate of Rs. 8,132:000\$ or 25 per cent. compared with same period last year and a decrease of 5,244:000\$ or 11.4 per cent. compared with 1914.

Of the total increase in 1916 compared with 1915 4,846:000\$ or 59.6 per cent. occurred in customs revenue and Rs. 3,286:000\$ or 40.4 per cent. in Inland.

Differences of exchanges average for April 2.344 per cent.

MOVEMENT OF 9 RIO DE

		30 April		DEPOSITS 31 March		Difference				CASH	
	Sight & Advice	Fixed	Total	Sight & Advice	Fixed	Total	Sight & Advice	Fixed	Total	30 April	31 March
Allies											
British of S. A. ...	12,573	16,129	28,702	13,697	16,819	30,507	-1,124	- 621	-1,805	12,860	16,575
London and Braz.	13,112	7,447	20,559	16,196	1,061	17,257	-3,804	+6,386	+3,302	14,954	13,513
London & R. Pte.	14,947	1,957	16,944	14,844	1,327	16,171	+ 103	+ 670	+ 775	6,640	8,754
Ultramarino	12,830	11,867	24,697	11,696	11,128	22,824	+1,134	+ 739	+1,873	14,651	7,913
	53,462	37,440	90,902	56,433	30,326	86,759	-2,971	+7,114	+4,143	46,105	46,755
Enemy—											
Sudamerikanische	6,744	—	6,744	7,166	—	7,166	- 422	—	- 422	3,500	3,059
Transatlantico ..	10,068	4,074	14,142	8,065	3,808	11,813	+2,063	+ 266	+2,329	6,629	5,409
Brasilienische ..	8,156	4,780	12,945	7,557	4,945	12,502	+ 589	- 156	+ 443	8,520	6,485
	24,968	8,863	33,831	22,728	8,753	31,481	+2,240	+ 110	+2,350	18,649	14,953
Neutral—											
Bank of Brazil ...	67,912	11,950	79,862	69,351	15,623	84,974	-1,439	-3,673	-5,112	32,137	32,334
National C'y	14,795	—	14,795	14,216	—	14,216	+ 579	—	+ 579	7,484	7,566
	82,707	11,950	94,657	83,567	15,623	99,190	- 860	-3,673	-4,533	39,621	39,900
Total 9 banks	161,137	58,253	219,390	162,728	54,702	217,430	-1,591	+3,551	+1,960	104,375	101,598

Compared with 31st March, deposits, in the aggregate, on 30th April show a net increase of 1,960,000\$ or 0.8 per cent., accounted for by increase of 4,143,000\$ or 4.7 per cent in four Allied banks and of 2,350,000\$ or 7.4 per cent. in the three German banks, but shrinkage in the Neutrals of 4,533,000\$ or 4.6 per cent. The increase in the German banks would seem to be accounted for by transfer of funds from New York in view of possible complications between Germany and U.S.A.

Discounts show a net increase of 780,000\$ or 2 per cent., compared with 31st March, accounted for by increase in the four Allied banks of 629,000\$ or 7.9 per cent. and in the two Neutral banks of 407,000\$ or 0.2 per cent., but shrinkage in the three German of 256,000\$ or 2.5 per cent.

Loans: Net increase of 2,305,000\$ or 2.3 per cent., compared with 31st March, accounted for by increase in four Allied banks of 685,000\$ or 2.4 per cent., and 818,000\$ or 2.2 per cent. in three German banks, but shrinkage in two Neutral banks of 3,808,000\$ or 10.1 per cent.

COFFEE

Entries for the week ended May 18th at the two ports show a shrinkage compared with previous week of 23,676 bags and of 76,361 bags compared with same week last year.

Up to 18th May entries at Rio were 1,687 bags less or almost precisely the same as last year's, but for Santos show an increase of 1,908,374 bags. For the two ports the net increase was 1,906,870 bags or 15.6 per cent.

Clearances were quite heavy again and for the crop show increase of 1,387,166 bags and of £1,628,692 in c.i.f. value.

The unit of value for the week ended 18th May was £2,297 per bag, as against £2,394 for previous week.

Stocks at the two ports on 18th May amounted to 1,066,763 bags, a shrinkage of 149,589 bags of which 55,607 bags at Santos and 93,982 at Rio.

Embarques were comparatively large, 49,799 larger than for previous week and 122,112 over last year's and at the average of £2,297 per bag, yielded an f.a.b. value of £488,000 as against 389,000 for previous week.

Sales (declared) at the two ports were 4,226 smaller than for previous week, but 34,526 over same week's last year.

Of the 257,643 bags **Sailed**, 66,400 went to the Sttaes, 164,154 to Scandinavia, none to France, 13,323 to rest of Europe and Mediterranean, 1,264 to the Plate and Pacific and 12,502 coastwise.

—At Santos the new crop seems early, if reports of 10 per cent. of entries of new crop are to be accepted.

—It is becoming practically impossible to get good qualities for New York even at 10\$800 for No. 7.

—The weather during the week has been variable, three days fine and three days wet.

Alteration in Manifest published in "Review" of May 9th, in which the total for the s.s. Balmes' shipment was stated as 528 bags instead of 595. The shipments were Theodor Wille and Co. 328, Dauch and Co. 100, for Buenos Aires; and Theodor Wille and Co 167 for Montevideo; total 595 bags.

Coffee Famine Imminent in Austria. The inventory ordered by the Austrian Government of stocks of coffee, sugar, potatoes and cereals is, says the "Daily Telegraph," now complete. A coffee famine appears inevitable, seeing that a pound of coffee now costs 8 to 10 kronen, equivalent to 6s. 8d. and 8s., or in Brazilian money at 12d. exchange, to Rs. 8\$330 to Rs. 10\$000 per kilo or ten times the retail cost here!

The army is beginning to feel the scarcity of both coffee and rubber tyres, owners of private cars having been left without them altogether; the few cars still running using curious substitutes of steel rims for rubber.

A pair of boots for workmen now costs 55 to 60 kronen or £2 4s. to £2 8s. per pair!

EXPORTS OF COFFEE TO ALL COUNTRIES.

(In 1,000 bags.)

	March			Nine mos., July-March		
	1914	1915	1916	1913-14	1914-15	1915-6
Sweden	18	124	82	206	821	1,755
Norway	2	28	24	30	189	751
Denmark ...	1	37	26	37	201	407
Total Scand.	21	189	132	273	1,211	2,913

JANEIRO EXCHANGE BANKS

Diff.	Ratio Cash to S. & A. Deposits	DISCOUNTS			Diff.	LOANS	
		30 April	31 March			30 April	31 March
- 3.715	102.3	4,232	4,206	+ 26		19,400	18,722
+ 1.441	114.0	1,406	1,251	+ 155		6,452	6,997
- 2.114	44.4	1,543	969	+ 574		4,229	4,152
+ 3.738	90.8	1,322	1,448	- 126		4,128	3,653
- 650	86.2	8,503	7,874	+ 629		34,209	33,524
+ 441	51.9	2,216	2,224	- 8		8,079	6,898
+ 1,220	65.8	1,622	1,724	- 102		5,512	5,370
+ 2,035	104.5	5,880	6,026	- 146		12,623	13,128
+ 3,696	74.7	9,718	9,974	- 256		26,214	25,396
- 197	47.3	18,276	17,954	+ 322		30,846	34,941
- 82	50.6	1,794	1,709	+ 85		3,117	2,830
- 279	47.9	20,070	19,663	+ 407		33,963	37,771
+ 2,767	64.0	38,291	37,511	+ 780		94,386	96,691

Diff.

+ 678
- 545
+ 77
- 475

+ 685

+ 1,181

+ 142

- 505

+ 818

- 4,095

- 287

- 3,808

- 2,305

	1914	March		3 mos. Jan.-March		
		1915	1915	1914	1915	1916
Holland ...	67	135	60	1,465	1,261	540
Spain	12	23	8	96	102	86
Canaries ...	1	—	—	6	5	3
Mellila	—	—	—	1	1	—
Roumania ...	1	—	—	8	1	—
Bulgaria ...	—	—	—	2	—	—
Greece	1	9	—	4	120	14
Crete	—	1	—	1	2	1
Total Medit..	15	33	8	118	231	104
Argentina ...	16	20	25	176	173	187
Chile	2	6	7	22	14	35
U.S.A.	419	852	481	4,747	4,931	5,602
Uruguay ...	4	3	4	27	20	26
Total Am. ...	441	881	517	4,972	5,138	5,850
Italy	21	9	103	195	669	851
Algiers ...	10	4	2	61	46	52
Canada ...	2	—	—	7	3	1
Cyprus	—	—	—	—	—	1
The Cape ...	17	54	—	96	162	126
L. Marques..	—	—	—	4	5	8
France	64	330	430	1,737	1,389	2,069
Gt. Britain..	10	25	107	277	288	269
Gibraltar ...	1	2	3	8	16	11
Malta	1	—	2	7	6	7
Morocco ...	1	1	—	3	4	2
Portugal ...	1	1	1	5	6	12
Russia	1	—	—	18	5	—
Egypt	4	20	—	47	69	94
Tunis	—	1	—	3	5	5
Total Allies .	132	448	648	2,465	2,672	3,518
Germany ...	64	—	—	1,683	66	—
Austria ...	48	—	—	887	52	—
Belgium ...	18	—	—	446	30	—
occupied by enemy						
Turkey in A. .	2	—	—	60	6	—
Turkey in E. .	4	—	—	68	7	—
Enemies ...	136	—	—	3,144	161	—
Grand total ..	812	1,686	1,365	12,437	10,676	12,915
Value £1,000	2,148	3,199	2,697	35,853	21,215	22,597

The March movement showed a remarkable recovery, shipments having increased in the aggregate 341,000 bags or 34 per cent. compared with those of February. The increase in exports to Scandinavia was proportionately the largest 69.2 per cent., followed by 49.3 to Allied countries and 17.5 per cent. to North and South America. As regards Holland, shipments were stereotyped at 60,000 bags; but only to neutral countries in the Mediterranean now very small, was there a positive shrinkage of 33.3 per cent.

Compared, however, with March last year, exports show a shrinkage in the aggregate of 321,000 bags or 19 per cent., owing not only to the phenomenal character of the last year's movement, but to exhaustion of certain quantities in demand in United States markets. The only direction in which exports show positive increase compared with 1915 was to Allied countries of 44 per cent., principally to France and Italy, whilst to Scandinavia exports fell off 30 per cent., 76 per cent. to neutrals in Mediterranean (Spain), and 41.3 per cent. to North and South America.

Movement of First Nine Months of Crop. During the first nine months of the current crop shipments compared with same period 1914-15 show an increase in volume of 2,239,000 bags in the aggregate or 20.9 per cent., and are almost identical with those of the corresponding period 1913-14.

F.O.B. value shows a slight improvement of £1,382,000 or 6.4 per cent. compared with 1914-15, but compared with the same period 1913-14 shows a shrinkage of £13,256,000 or 36.9 per cent.

Increase or Decrease of Volume.

	1913-4 to 1914-5	%	1914-5 to 1915-6	%
Scandinavia	Inc. 2,640,000	969	1,702,000	140
Neutrals. Medit.	Dec. 14,000	12	127,000	55
N and S. America ...	Inc. 878,000	27	112,000	14
Allies	Inc. 1,043,000	42	836,000	31

The increase of 1,702,000 bags or 140 per cent. in shipments to Scandinavia for the first nine months of the crop as compared with same period last season, coming on the top of a previous and phenomenal increase of 2,640,000 bags or 969 per cent. in 1914-15 is proof and to spare of the utter anormality of the trade in coffee in those countries.

The consumption of Sweden, Norway and Denmark before the war was about 1,000,000 bags per annum, or say 800,000 for the nine months under review. From July, 1915, to March, 1916, not to go any further back, 2,913,000 bags were imported direct from Brazil alone, not to mention the United States or other countries, and, as it would be impossible for Scandinavian markets to consume or retain the balance of over two

million bags, the only conclusion possible is that it has been re-exported to Germany.

With coffee selling in Germany at £6 per bag or £3 over f.o.b. value, it would in fact be almost supernatural were these countries not to take advantage of the opportunity British leniency has afforded. Of late, however, there are signs that the blockade is being more strictly enforced, seeing that for the last three months shipments to Scandinavia were only 460,000 as against 1,691,000 for previous three months October-December, 1915, and 700,000 for the three months January-March, 1915.

The trade with neutral countries in the Mediterranean is now insignificant, now that contraband trading with Greece and Crete has been put a stop to.

Exports to the United States were very active, because of the increasing demand for home requirements and for re-export, chiefly to Scandinavia, no doubt in transit to Germany.

Exports to Allied countries were also very active, especially to France and Italy. Gt. Britain, however, shows a slight shrinkage of 19,000 bags compared with first nine months of 1914-15 and 8,000 bags compared with the normal season 1913-14. The English are not a coffee drinking people, but large quantities of coffee must have been required for the consumption of the Belgian army and if only on this account some increase might have been looked for, which in fact would be the case if the numerous cargoes seized and sold by the prize court were included in entries.

How next season may materialise is difficult to judge. On the one hand stocks in Brazil are extraordinarily low and the world's visible supply down to a figure unknown since 1900. Currency prices are remunerative and foreign exchanges may rise. There seems, therefore, every reason to look for a rise in prices in both primary and consuming markets.

The United States are extraordinary prosperous and it is possible that the record imports of 1915-16 may be repeated or even be beaten if prices do not rise too high.

On the other hand, France, the principal European consumer, has accumulated a very large stock and may for economy's sake determine to live for a time on her fat and so reduce the demand for our coffees. The tonnage question may likewise become once more critical, whilst shipments to Scandinavia will certainly be restricted.

But, putting one thing against another, it does not seem that, in any case, the Santos and Rio markets are likely to find any difficulty next season in taking care of any possible surplus that the most unfavourable concatenation of events would give rise to and so at least maintaining sterling prices.

—Circular of Mineford, Leuder and Co., of 7th April:—The spot demand for coffee during the week has been irregular. Prices are working higher and held with confidence. There is no change reported in Brazil freight rates or war risk insurance for the U.S. The visible supply for the United States shows a further decrease and to-day is 186,137 bags less than last year. The world's visible supply on April 1st was 8,948,958 bags, a decrease of 372,756 bags, compared with 357,992 bags a year ago. Our statistical figures are uncertain, being partly estimated and measures are being taken to endeavour to make them more accurate hereafter. The total arrivals of all kinds of coffee in the United States for the 9 months of the present crop year are 736,782 bags and the deliveries 857,401 bags in excess of last year, a part of which increase in deliveries represents exports to Europe. The steadiness of the spot market in the face of the interior being apparently well supplied is accounted for by the fact that spot prices are below the replacing price in the primary markets, also that the stock in Santos is reported to consist of undesirable selections. We believe there is little risk in carrying full normal stocks and so advise. The market is steady. We quote as follows for jobbing lots: Santos 2s at 11½ to 12c.; 3s 10½ to 11½c.; 4s 10½ to 10¾c.; 5s 10 to 10 3/8c.; 6s at 9¾ to 9 7/8c.; 7s at 9 3/8 to 9½c. Rio 2-3s at 10½c.; 4s at 10 1/8c.; 5s at 10c.; 6s at 9 7/8c.; 7s at 9¾c. Victoria 7-8 at 9¾c.

A moderate cost and freight business has transpired, with offerings gradually working towards a higher basis.

Deliveries of Brazil coffee are fair for the 6 days of April and amount to 153,790 bags (which include 62,000 bags arrived from San Francisco, which are at once treated as deliveries), compared with 94,885 bags in March and 57,643 bags last year.

Trading futures has been rather quiet during the week, with fluctuations within 11 points. Notwithstanding reports of reduced estimates of the growing Santos crop, and firm Brazil markets and the general belief that present prices are reasonably cheap, there is very little interest shown and the market continues a narrow one. It looks to us as if purchases, carefully made, should show a profit later on. To-day the market closed steady at from 10 to 11 points higher than at last Friday's close.

Advices received go to show that the French Government has decided not to forbid imports of coffee into that country for a period of five months, as originally intended. However, they are said to have informed the trade that the regular French liners plying between Brazil and France would be requisitioned by the Government, it being up to the Brazilian Government to provide freight room to ship their coffee.

We suppose this information had to do with the recent rumour that the German boats interned in Brazilian harbours would be seized. Meanwhile shipments to France continue regularly.

As we said before there is very little speculation and practically no snap to it, the mind of everybody being so much unsettled by prospects of further war or possible peace, in which many are inclined to believe, for general reasons.

We think it a perfect waste of time to indulge in any speculation as to this—all we feel is that with the enormous deliveries of the first nine months of this crop year, much larger even than last year, the only question that can arise is, if it is better to postpone buying in the hope of a reaction and the risk involved of missing the market, or, if it will be better to buy right now with the chance of a cheaper averaging purchase, but also with the certainty of not having to run after the market if all of a sudden Europe should become tired of all this unnecessary bloodshed, and coffee start to boom.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	May, 18 1916	May 11 1916	May, 20 1915	May, 18 1916	May 20 1915
Central and Leopoldina					
Ry.....	16,235	20,066	64,782	2,596,025	2,621,317
Inland.....	451	222	3,852	85,353	81,925
Coastwise, discharged ..	3,734	3,588	1,395	161,890	68,102
Total.....	20,420	24,226	70,029	2,843,268	2,774,345
Transferido from Rio to Nitheroy	—	—	993	71,280	43,898
Net Entry at Rio.....	20,420	24,226	69,036	2,771,988	2,730,457
Nitheroy from Rio & Leopoldina.....	—	—	6,567	322,416	365,834
Total Rio, including Nitheroy & transit.	20,420	24,226	75,703	3,094,404	3,096,291
Total Santos:	20,828	50,699	51,806	11,042,615	9,134,241
Total Rio & Santos.	51,248	74,924	127,609	14,137,019	12,280,532

The coast arrivals for the week ended May 18th, 1916, were from:—

	Per			Total at S. Paulo	Total at Santos	Remaining at S. Paulo
	Past Jundiahy	Sorocabana and others	Total at S. Paulo			
1915/1916	8,989,543	1,931,097	10,920,640	11,042,615	—	—
1914/1915	7,519,023	1,615,471	9,134,494	9,134,241	—	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	May, 18/1916.	May 11/1916.	May 20/1915.
United States Ports ...	1,417,000	1,326,000	1,408,000
Havre.....	2,083,000	2,063,000	1,856,000
Both.....	3,480,000	3,389,000	3,266,000
Deliveries United States	114,000	128,000	78,000
Visible Supply at United States ports.....	1,533,000	1,951,000	1,690,000

SALES OF COFFEE.

During the week ending May 18th, 1916.

	May, 18/1916.	May 11/1916.	May 20/1915.
Rio.....	22,876	29,684	31,164
Santos.....	66,881	63,799	23,567
Total.....	89,257	93,483	54,731

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1916 May 18	1916 May 11	1915 May 18	1916 May 11	1915 May 13
Rio.....	12,895	49,692	49,034	2,855,073	2,757,425
Nitheroy.....	—	—	9,333	332,340	360,738
In transit.....	—	—	—	—	—
Total Rio including Nitheroy & transit.....	12,895	49,692	58,367	3,187,416	3,124,188
Santos.....	199,380	1,278,484	31,736	10,557,293	10,541,360
Rio & Santos.....	212,275	1,627,476	90,103	13,744,709	13,665,548

COFFEE SAILED.

During the week ending May 18th, 1916, were consigned to the following destinations:—

IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	—	72,717	7,258	—	—	—	79,975	3,189,964
Santos.....	66,400	104,760	5,244	1,264	—	—	177,668	10,499,944
1915/1916..	66,400	177,477	12,502	1,264	—	—	257,643	13,689,908
1914/1915..	35,938	28,591	6,567	3,732	—	—	74,828	12,010,409

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending May 18th, 1916.

IN BAGS OF 60 KILOS.

	May 18	May 11	May 18	May 11	Crop to May 18/1916	
	Bags	Bags	£	£	Bags	£
Rio.....	72,717	98,515	178,229	241,106	2,965,995	4,930,300
Santos.....	172,424	87,215	384,850	203,559	10,437,577	21,501,225
Total 1915/1916..	245,141	185,730	563,079	444,665	13,397,575	25,531,525
do 1914/1915..	74,828	371,256	134,823	696,949	12,010,409	24,252,833

COFFEE PRICE CURRENT.

During the week ending May 18th, 1916.

	May 12	May 13	May 15	May 16	May 17	May 18	Average
RIO—							
Market N. 6 10 kilos	7.626	Holiday	7.628	7.628	7.624	7.626	—
• N. 7	7.762		7.762	7.762	7.762	7.762	7.694
• N. 8	7.354		7.354	7.354	7.354	7.354	—
• N. 9	6.489		7.489	7.489	7.489	7.489	7.422
• N. 9	7.081		7.081	7.081	7.081	7.081	7.150
SANTOS—							
Superior per 10 kilos...	7.000	—	7.100	7.200	7.300	7.300	7.180
Good Average.....	5.400	—	5.400	5.500	5.600	5.600	5.500
N. YORK, per lb..							
Spot N. 7..... cent.	—	—	—	—	—	—	—
• N. 8.....	—	—	—	—	—	—	—
Options—							
• July.....	836	838	838	844	853	858	845
• Sept.....	846	848	852	854	864	870	856
• Dec.....	857	859	863	870	877	881	867
HAVRE per 50 kilos							
Options..... francs							
• July.....	71.50	72.25	—	73.00	74.25	74.25	58.75
• Sept.....	—	71.25	72.00	72.00	72.75	73.10	72.08
• Dec.....	—	70.50	71.00	71.00	71.50	72.00	71.20
HAMBURG per 1/2 kilos							
Options..... pfennig							
• July.....	—	—	—	—	—	—	—
• Sept.....	—	—	—	—	—	—	—
• Dec.....	—	—	—	—	—	—	—
LONDON cwt							
Options..... shillings							
• July.....	49	49/9	50/3	50/9	51/9	51/9	50/3
• Sept.....	—	—	—	—	—	—	—
• Dec.....	1/6	52/-	52/9	53/-	53/-	53/6	52/2

OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO Stock on May 11th, 1916.....	164.5
Entries during week ended May 18th, 1916.....	20.4
Loaded «Embarques», for the week May 18th, 1916.....	185.018
STOCK IN RIO ON May 18th, 1916.....	12.895
Stock at Nitheroy and Porto da Madama on May 11th, 1916.....	8.129
• Afloat on May 11th, 1916.....	55.003
Entries at Nitheroy plus total embarques including transit.....	12.895
Deduct: embarques at Nitheroy, Porto da Madama and Vanna and sailings during the week May 18th, 1915.....	76.027
STOCK IN NITHEROY AND AFLOAT ON May 18th 1916.....	79.975
STOCK IN 1st and 2nd HANDS AND THOSE AT NITHEROY AND AFLOAT ON May 18th, 1916.....	96.052
SANTOS Stock on May 11th, 1915.....	268.175
Entries for week ended May 18th, 1915.....	967.140
Loaded (embarques) during same week.....	80.828
STOCK IN SANTOS ON May 18th, 1916.....	997.968
Stock in Rio and Santos on May 18th, 1916.....	199.380
do do on May 18th, 1916.....	798.588
do do on May 18th, 1916.....	1,066.763
do do on May 18th, 1916.....	1,216.362

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending May 18th, 1916.

-K. MARGARETA-Stockholm	McKinley & Co.....	2,750
Ditto—	Eugen Urban & Co.....	2,000
Ditto—	Jessouroun Irmaos.....	1,125
Ditto—	Norton Megaw & Co.....	500
Ditto—	Hard Rand & Co.....	250
Ditto—Gothemburg	Norton Megaw & Co.....	3,000
Ditto—	M. de Costa Almeida.....	1,000
Ditto—	Eugen Urban & Co.....	1,000
Ditto—Sundswell	Pinto & Co.....	250
Ditto—	Hard. Rand & Co.....	3,250
Ditto—Trondhjem	Pinto & Co.....	1,750
Ditto—	Hard. Rand & Co.....	1,000
Ditto—Norkoping	Leon Israel & Co.....	500
Ditto—	M. da Costa Almeida.....	500
Ditto—	Hard. Rand & Co.....	500
Ditto—	Jessouroun Irmaos.....	250

SANTOS

During the week ending May 18th, 1916.

Ditto—Hudicksvall	McKinley & Co	1,040	
Ditto—Halmstad	Pinto & Co	1,050	
Ditto—Gefle	Pinto & Co	500	
Ditto—Hernösand	Jessouroun Irmaos	250	
Ditto—Helsingborg	Hard. Rand & Co	750	
Ditto—Bergen	Hard. Rand & Co	500	
Ditto—Christiania	Leon Israel & Co	250	
Ditto—Drammen	Eugen Urban & Co	250	24,375
10—K. G. ADOLPH—Stockholm	McKinley & Co	2,000	
Ditto—	Norton Megaw & Co	1,750	
Ditto—Göteborg	Hard. Rand & Co	750	
Ditto—	Norton Megaw & Co	5,250	
Ditto—	Hard. Rand & Co	500	
Ditto—	Jessouroun Irmaos	250	
Ditto—	Pinto & Co	250	
Ditto—Sundsvall	Leon Israel & Co	250	
Ditto—	Pinto & Co	1,750	
Ditto—Halmstad	Hard. Rand & Co	1,500	
Ditto—	Jessouroun Irmaos	500	
Ditto—	McKinley & Co	1,000	
Ditto—Norrköping	Hard. Rand & Co	875	
Ditto—	Pinto & Co	500	
Ditto—Hernösand	M. de Costa Almeida	1,500	
Ditto—Gefle	Hard. Rand & Co	750	
Ditto—	M. da Costa Almeida	500	
Ditto—Christiania	Hard. Rand & Co	125	
Ditto—Drammen	Jessouroun Irmaos	250	
Ditto—	Norton Megaw & Co	250	
Ditto—	Leon Israel & Co	250	
Ditto—	Eugen Urban & Co	250	23,250
13—DROT. SOPHIA—Stockholm	J. Germano Ferreira	500	
Ditto—	Pinto & Co	3,250	
Ditto—	McKinley & Co	2,500	
Ditto—	Jessouroun Irmaos	1,500	
Ditto—	M. de Costa Almeida	1,500	
Ditto—Göteborg	Hard. Rand & Co	375	
Ditto—	Eugen Urban & Co	500	
Ditto—	Norton Megaw & Co	7,000	
Ditto—Christiania	Hard. Rand & Co	750	
Ditto—	M. de Costa Almeida	500	
Ditto—Drammen	McKinley & Co	2,000	
Ditto—	Eugen Urban & Co	1,000	
Ditto—	M. de Costa Almeida	500	
Ditto—	Hard. Rand & Co	250	
Ditto—	Eugen Urban & Co	250	
Ditto—Norrköping	Hard. Rand & Co	125	23,000
INDIANA—Genoa	Produce Warrants Co.	1,000	
Ditto—	McKinley & Co	592	
Ditto—	Hard. Rand & Co	500	2,492
Total overseas			72,717
COASTWISE.			
—GURUPY—Mossoro	Eugen Urban & Co	—	200
—ITAPEMA—Pelotas	Ornstein & Co	130	
Ditto—	Ornstein & Co	50	180
—PIRANGY—Pernambuco	Ornstein & Co	—	375
7—ITAPURA—Porto Alegre	Eugen Urban & Co	108	
Ditto—Rio Grande	Castro Silva & Co	50	158
10—BRASIL—Maua	Castro Silva & Co	150	
Ditto—	Sequeira & Co	120	
Ditto—	J. Germano Ferreira	100	
Ditto—	Theodor Wille & Co	100	
Ditto—Pará	Stolle Emerson & Co	200	
Ditto—	J. Germano Ferreira	120	
Ditto—Natal	Theodor Wille & Co	50	
Ditto—Santarem	Ornstein & Co	65	
Ditto—Tutuya	Ornstein & Co	30	
Ditto—Maranhão	Theodor Wille & Co	10	995
11—VENUS—Aracaju	Ornstein & Co	—	10
—ITAPUCA—Rio Grande	Theodor Wille & Co	415	
Ditto—	Ornstein & Co	60	
Ditto—Pelotas	McKinley & Co	50	
Ditto—	Theodor Wille & Co	100	650
Ditto—	Ornstein & Co	25	
12—SIRIO—Corumbá	Sampaio Avelino & C.	—	10
15—GUAHYBA—Pará	Stolle Emerson & Co	1,200	
Ditto—	J. Germano Ferreira	550	
Ditto—	Ornstein & Co	250	
Ditto—Maua	J. Germano Ferreira	1,450	
Ditto—	Sequeira & Co	75	
Ditto—Pernambuco	Ornstein & Co	475	
Ditto—Obidos	J. Germano Ferreira	75	
Ditto—Itacoatiara	J. Germano Ferreira	70	
Ditto—Santarem	J. Germano Ferreira	50	
Ditto—Ceará	Ornstein & Co	30	4,375
16—AMSTELLAND—B. Aires	Ornstein & Co	—	375
Total coastwise			7,258
SANTOS			
During the week ending May 18th, 1916.			
—A. JAUREGUIBERRY—B. Aires	Freitas L. Nogueira & C.	300	
Ditto—	Nauman Gepp & Co	250	
Ditto—	Ed. Johnston & Co	114	664
—AZTEC—New York	Leon Israel & Co	23,051	
Ditto—	Hard. Rand & Co	20,208	
Ditto—	Santos Coffee Co	10,000	
Ditto—	Nauman Gepp & Co	9,950	
Ditto—	Ed. Johnston & Co	1,845	
Ditto—	Raphael Sampaio & C.	696	
Ditto—	Nioac & Co	400	
Ditto—	Malta & Co	250	66,400
—K. G. ADOLPH—Stockholm	Société F. Bresilienne	4,000	
Ditto—	Eugen Urban & Co	4,000	
Ditto—	Hard. Rand & Co	3,750	
Ditto—	Jessouroun Irmaos	3,500	
Ditto—	Nauman Gepp & Co	3,000	
Ditto—	M. Wright & Co	2,250	
Ditto—	Malta & Co	2,250	
Ditto—	R. Alves Toledo & Co	1,250	
Ditto—	G. Damazio	1,000	
Ditto—	Prado Ferreira & Co	1,000	
Ditto—	Santos Coffee Co	1,500	
Ditto—	Nioac & Co	500	
Ditto—	Cia. Prado Chaves	500	
Ditto—Göteborg	Cia. Prado Chaves	5,250	
Ditto—	Hard. Rand & Co	3,750	
Ditto—	Leon Israel & Co	3,000	
Ditto—	G. Damazio	2,500	
Ditto—	R. Alves Toledo & Co	2,250	
Ditto—	M. Wright & Co	2,000	
Ditto—	Nauman Gepp & Co	1,250	
Ditto—	Eugen Urban & Co	1,750	
Ditto—	Ed. Johnston & Co	750	
Ditto—Malmo	Société F. Bresilienne	3,250	
Ditto—	Cia. Prado Chaves	2,500	
Ditto—	Hard. Rand & Co	1,000	
Ditto—	Nauman Gepp & Co	1,000	
Ditto—	Leon Israel & Co	1,000	
Ditto—	Jessouroun Irmaos	625	
Ditto—	M. Wright & Co	250	
Ditto—	R. Alves Toledo & Co	250	
Ditto—Christiania	Eugen Urban & Co	150	
Ditto—	Santos Coffee Co	500	63,125
—DROTUNG. SOPHIA—Stockholm	Société F. Bresilienne	4,375	
Ditto—	Hard. Rand & Co	2,750	
Ditto—	Malta & Co	1,500	
Ditto—	Leme Ferreira & Co	1,500	
Ditto—	R. Alves Toledo & Co	1,000	
Ditto—	Jessouroun Irmaos	875	
Ditto—	Eugen Urban & Co	750	
Ditto—	M. Wright & Co	500	
Ditto—	Nauman Gepp & Co	500	
Ditto—Göteborg	Cia. Prado Chaves	4,500	
Ditto—	Leon Israel & Co	3,000	
Ditto—	R. Alves Toledo & Co	2,500	
Ditto—	Hard. Rand & Co	1,500	
Ditto—	G. Damazio	500	
Ditto—	Nauman Gepp & Co	500	
Ditto—	M. Wright & Co	250	
Ditto—Malmo	R. Alves Toledo & Co	1,750	
Ditto—	Hard. Rand & Co	1,250	
Ditto—	Eugen Urban & Co	500	
Ditto—Christiania	Nauman Gepp & Co	500	30,500
—DESNA—Montevideo	Milhomens & Co	—	100
13—P. DI SATRUSTEGUI—B. Aires	Diebold & Co	233	
Ditto—	Malta & Co	122	
Ditto—	G. Trinks & Co	62	
Ditto—Montevideo	Malta & Co	77	
Ditto—	Ribas Hermanos	6	500
13—AMAZON—London	Hard. Rand & Co	4,750	
Ditto—	Ed. Johnston & Co	3,000	
Ditto—	Malta & Co	2,000	
Ditto—	I. R. F. Matarazzo	381	
Ditto—Liverpool	Wilson Sons & Co	2	
Ditto—	Nauman Gepp & Co	500	
Ditto—Lisbon	F. S. Hampshire	500	
Ditto—	B. Machado & Co	1	11,134
14—PROCIDA—Consumption	C. Frigorifica Pastoral	—	1
Total overseas			172,420
SANTOS—COASTWISE.			
—ITAPURA—Pelotas	Venancio de Faria	100	
Ditto—	Cia. M. I. de S. Paulo	2	102
—ITASSUCE—Rio	Tobias & Barros	1,000	
Ditto—	J. Leandro Cardoso	220	1,220
12—GUAHYBA—Rio	J. Carlos de Mello	832	
Ditto—	Eugen Urban & Co	768	
Ditto—	Francos Campos	507	
Ditto—	ToTbias de Barros	500	
Ditto—	Malta & Co	445	
Ditto—Pernambuco	Eugen Urban & Co	200	
Ditto—	Piccone & Co	60	
Ditto—	Histo Martins	50	3,362

12-ITAPUHY-Pelotas	Diebold & Co	200	
Ditto	Venancia de Faria	150	
Ditto-Rio Grande	Diebold & Co	107	457
-ITAIPAVA-Iguape	Histo Martins	37	
Ditto	Leopoldo Figueiredo	30	
Ditto	Antonio Costa	20	
Ditto	José Martins	11	
Ditto-Canea	Luiz F. dos Santos	5	103
Total coastwise			5,244

Pelotas	2,025	1,383	3,408
Rio Grande	1,245	50	1,295
Pernambuco	543	2,200	2,843
Itacoatiara	310		310
Mossoró	270		270
Maceió	195	50	245
Natal	175		175
Aracaty	100		100
Parintins	75		75
Corumbá	50		50
Santarem	20		20
Fortaleza	20	520	540
Cabedello	20		20
Rio de Janeiro		24,325	24,325
Iguape		30	30
Canea		15	15

DESTINATIONS

SHIPPERS.

Sweden	158,400	Brazilian	93,029
United States	65,400	British	70,057
Gt. Britain	11,134	American	58,708
Norway	5,751	German & Austrian	13,812
Italy	2,092	French	8,525
South America	1,264	Belgian	1,000
Overseas	245,141	Overseas	245,141
Coastwise	12,502	Coastwise	12,502
Total	257,643	Total	257,643

PER SHIPPING COMPANIES.

Swedish	164,250
Brazilian	65,400
British	11,234
Italian	1,092
French	664
Spanish	500
Overseas	245,141
Coastwise	12,502
Total	257,643

Total coastwise	19,183	37,547	56,730
Total overseas	195,103	702,977	899,080
Grand total	215,286	740,524	955,810

PER SHIPPERS (overseas)

Hard, Rand & Co.	24,950	26,730	51,680
Theodor Wille & Co.	24,900	11,530	36,430
Ornstein & Co.	23,576		23,576
Norton Megaw & Co.	19,134		19,134
Produce Warrants Company	16,500		16,500
Louis Boher & Co.	16,250		16,250
Pinto & Co.	15,375		15,375
Jessouroun Irmaos	9,918	3,750	13,668
McKinley & Co.	9,475		9,475
Arbuckle & Co.	6,000	28,058	34,058
Castro Silva & Co.	5,228		5,228
Leon Israel & Bros	5,255	34,300	39,555
Karl Valhis	4,500		4,500
Dias Garcia & Co.	4,000		4,000
Pinheiro & Ladeira	2,000		2,000
Stolle Emerson & Co.	2,500	21,300	23,800
Eugen Urban & Co.	1,125	4,044	5,169
J. Germano Ferreira	1,710		1,710
Klingenberg & Co.	1,000		1,000
Mario Almeida	1,000		1,000
Fonseca Machado	875		875
Pierre Pradex	750		750
Carlo Pareto & Co.	250		250
A. J. Hardman & Co.	200		200
Ed. Johnston & Co.		52,033	52,033
Naumann Gepp & Co.		75,542	75,542
Comp. Prado Chaves		35,625	35,625
M. Wright & Co.		32,989	32,989
J. Aron & Co.		32,405	32,405
Malta & Co.		31,723	31,723
R. Alves Toledo & Co.		31,219	31,219
Piccone & Co.		28,543	28,543
Raphael Sampaio & Co.		26,554	26,554
G. Trinks		24,888	24,888
Niome & Co.		22,108	22,108
Société F. Bresilienne		21,584	21,584
Leite & Santos		19,400	19,400
A. do Amaral		18,120	18,120
Santos Coffee Company		18,517	18,517
Whitaker Brotero & Co.		16,076	16,076
McLaughlin & Co.		13,212	13,212
Companhia Nacional de Café		10,956	10,956
João Osorio		9,450	9,450
Levy & Co.		8,075	8,075
Malagutti & Co.		7,000	7,000
Prado Ferreira		4,975	4,975
J. de Almeida Cardia		3,501	3,501
Francisco Tenorio & Co.		4,117	4,117
A. Baccarat		3,195	3,195
Nossack & Co.		3,292	3,292
Souza Queiroz Lins & Co.		2,250	2,250
Diebold & Co.		2,693	2,693
Leme Ferreira & Co.		1,950	1,950
S. Jacobson & Co.		1,000	1,000
Milhomens & Co.		1,150	1,150
Ind. R. F. Matarazzo		1,000	1,000
G. Tomaselli & Co.		802	802
Dauch & Co.		750	750
Freitas Lima Nogueira		600	600
J. Procopio Irmão		677	677
S. Succ. Bresilienne		400	400
E. Whitaker & Co.		750	750
Cerquillo Rinaldi		251	251
Pasquale Barberi & Co.		152	152
Troncoso Hermanos		125	125
F. Macchiorlatti		50	50
Antonio Ribas		50	50
Comp. Puglisi		76	76
Zerrenner Bulow & Co.		10	10
Sundry	537	2,420	2,957
	195,103	702,977	899,080

Per shippers (coastwise)

Ornstein & Co.	7,041		7,041
Eugen Urban & Co.	3,937	13,260	17,197
Theodor Wille & Co.	2,755		2,755
Sequeira & Co.	2,020		2,020
Stolle Emerson & Co.	1,430		1,430
Castro Silva & Co.	1,135		1,135
Tancredo S. Porto	200		200
McKinley & Co.	75		75
Dias Garcia & Co.	50		50
Pinto & Co.	50		50

COFFEE SAILED DURING THE MONTH OF APRIL, 1916.

Per Destination.

BAGS

	Rio	Santos	Total
New Orleans	38,250	60,850	99,100
Marseilles	33,107	32,088	65,195
Stockholm	21,450	14,250	35,700
Havre	20,009	136,564	156,573
New York	19,750	306,550	326,300
Gothemburg	14,250	14,125	28,375
Genoa	16,251	34,796	51,047
Buenos Aires	8,016	14,347	22,363
Sundsvall	5,750		5,750
Copenhagen	5,500	25,603	31,103
Montevideo	1,388	1,281	2,669
Valparaiso	1,285	650	1,935
Gefle	1,250		1,250
Christiania	1,125	2,510	3,635
Christiansund	1,000		1,000
Hernandes	750		750
Leixões	760		760
Kalmar	750		750
Gijon	625		625
Talcahuano	550	100	650
Stugsund	500		500
Drontheim	500		500
Carlskrona	500		500
Arendal	500	500	1,000
Santander	375	1,715	2,090
Punta Arenas	409		409
Bilbao	300		300
Helsingborg	250		250
Norkoping	250		250
Teneriffe	200		200
Iquique	175		175
Bordeaux	150		150
Palermo	150		150
Coruna	28		28
Amsterdam		39,755	39,755
Barcelona		4,700	4,700
Malmo		3,500	3,500
Melilla		2,242	2,242
Malaga		2,150	2,150
Huelva		1,125	1,125
Naples		1,226	1,226
Cadiz		725	725
Valencia		500	500
Stavanger		500	500
Alicante		250	250
Skien		250	250
Gibraltar		125	125
Total overseas	196,103	702,977	899,080

COASTWISE.

Pará	5,583	1,640	7,223
Manáos	3,990	100	4,090
Porto Alegre	2,162	6,214	8,376
S. Luiz	2,300	1,020	3,320

Jessouroun Irmaos	40	—	40
Zenha Ramos & Co.	20	—	20
F. Carlos de Mello	—	3,949	3,949
Venancio Oliveira & Co.	—	3,637	3,637
José Leandro Cardozo	—	2,646	2,646
Souza Queiroz Lins & Co.	—	2,000	2,000
Rodrigues Alves Toledo & Co.	—	1,971	1,971
Companhia P. Armazens Geraes	—	1,057	1,057
R. Vasconcellos	—	1,050	1,050
Tobias de Barros & Co.	—	1,166	1,166
Malta & Co.	—	829	829
Diebold & Co.	—	719	719
Belli & Co.	—	685	685
Picone & Co.	—	479	479
Luiz França dos Santos	—	30	30
Sundry	430	4,069	4,499
Total coastwise	19,183	37,547	56,730
	196,103	702,977	899,080
Grand total	215,286	740,524	955,810

PER SHIPPING COMPANIES

Johnson Line	46,450	32,375	78,825
Transport Maritimes	33,107	32,088	65,195
Lloyd Real Hollandes	28,000	39,755	67,755
Chargeurs Reunis	20,009	139,703	159,712
Lloyd Brasileiro	19,716	104,886	124,602
La Veloce	16,401	—	16,401
Cia. Comercio e Navegação	10,250	30,971	41,221
Sud Atlantique	5,788	—	5,788
Various Danish Lines	5,500	25,603	31,103
Royal Mail	3,619	1,768	5,387
Norwegian South American Line	3,135	54,502	57,187
Comp. Transatlantica de Barcelona	2,128	2,011	4,139
Lampport and Holt	2,000	850	2,850
Various American Lines	—	95,184	95,184
Various English Lines	—	87,259	87,259
N. Italia	—	22,233	22,233
Lloyd Sabando	—	15,311	15,311
Penidos Izquierdos	—	12,735	12,735
Prince Line	—	2,648	2,648
Transatlantica Italiana	—	2,065	2,065
Pacific Steam Navigation Company	—	1,405	1,405
Various Italian Lines	—	57	57
Lloyd Brasileiro (coastwise)	9,586	13,090	22,676
Navegação Costeira	5,777	12,249	18,026
Comp. Comercio Navegação	3,820	12,208	16,028
	215,286	740,524	955,810

PER DESTINATIONS.

PER SHIPPERS.

United States	425,400	Brazilian	272,152
France	221,818	British	207,690
Sweden	78,625	American	195,703
Italy	51,456	German & Austrian	96,118
Denmark	31,103	French	64,442
Denmark	7RouB5	Italian	42,516
Holland	39,755	Belgian	16,500
South America	28,201	Norwegian	1,000
Spain	15,842	Sundry	2,957
Norway	6,885	Oversens	899,080
Oversens	899,080	Coastwise	56,730
Coastwise	56,730		
Total	955,810	Total	955,810

PER SHIPPING COMPANIES

French	230,695
Brazilian	165,895
British	99,540
American	67,755
Swedish	78,825
Dutch	67,755
Norwegian	57,187
Italian	56,067
Danish	31,103
Spanish	16,829
Oversens	899,080
Coastwise	56,730
Total	955,810

PERNAMBUCO MARKET REPORT.

12th May, 1916.

Sugar. Entries continue to drop off and for first 8 days of present month are only 11,416 bags compared with 26,966 bags same date last year. A better demand is reported from southern markets and prices here are quite firm at quotations given last week, but outside the qualities in demand, such as crystals and bruto secco, planters secure from 400 to 600 reis above the official quotations. Dealers prices for bagged article do not show much change, and tendency is most decidedly upward, in view of small entries and better demand during past week. The North continues to buy on a larger scale than usual. To-day's quotations are as under:—

Usinas	9\$200 to 9\$800 per 15 kilos on shore
Crystal (white) ...	8\$600 to 9\$200 " " "
Ditto (yellow)	6\$500 to 6\$800 " " "
Whites 3a boa	8\$200 to 8\$600 " " "
Somenos	6\$600 to 7\$000 " " "
Bruto secco	4\$800 to 5\$600 " " "

Shipments during the week have been: Rio 13,100 bags, Santos 8,600 bags, and Rio Grande ports 10,484 bags.

Cotton. Entry to 8th has only been 1,024 bags compared with 8,837 bags same date last year. After the sales at 32\$, the market soon recovered, and on 9th opened with buyers at 33\$, followed later with sale of 200 bags at 33\$500 and at close another shipper paid 34\$ for 400 bags, same party taking another 600 bags next day at same price, but then more sellers appearing, market became weaker and buyers retired to 33\$, but so far no sales are reported at the lower figure and market closes firm with several buyers at 33\$ and sellers asking 34\$.

Shipments during the week have been small, Rio and Santos nothing, Penodo 38 bags, Villa Nova 100 bags, Itajahy 64 bales.

Coffee firm but nothing doing. Export buyers are out of the market as there are at present no steamers available, the home buyers are full up and only offer 10\$, whilst sellers still demand 11\$000.

Cereals. The demand continues fair, but prices are not very strong. Milho is quoted 10\$500 to 11\$ per bag of 60 kilos for home grown or imported. Beans, no home grown in market, and for imported lots the price is 15\$500 to 16\$ per bag of 60 kilos. Fairinha 15\$ to 16\$500 per bag of 50 kilos for imports from Porto Alegre, whilst home grown is down to 24\$ to 30\$ per bag of 100 kilos.

Freights unchanged, but no steamer yet available; cargo is scarcer and it is quite possible that the boat due out this month may not load, as full cargo seems hardly likely to be procurable at present high range of freights.

Exchange continues to firm up and for last three days collections have been made at 11 13-16d., with 1-16d. better for business, with London and Brazilian Bank showing less desire to draw than the others, but yesterday the market closed firm at 11 7-8d. in all banks and a small amount of private paper was reported done at 12 1-16d. Late yesterday afternoon the Banco do Recife received an order to draw from Rio and secured about £30,000 at 12d. This morning all banks opened at 11 7-8d., but Banco do Recife gives 1-16d. better, but of course there is no money and will probably not be any more even at 12d., as yesterday's business cleared the market of everything that offered at the rate.

Railway News

THE LEOPOLDINA RAILWAY COMPANY
ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended.	Receipts for Week			Total from 1st Jan.
		Currency.	1 xch.	Sterling.	
1916	13th. May	353:000\$	11 29/32	£ 17,512	£ 401,432
1915	15th May	508:000\$	12 15/16	£ 24,392	£ 593,469
Increase...	—	—	—	£ —	—
Decrease...	—	155:000\$	9/16	£ 8 880	£ 192,037

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

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1916	14th May	351:444\$000	11 31/32	17,526-8-9	422 478-12-4
1915	16th May	365:269\$800	12 1/4	18,643-19-7	516,892-6-0
Increase...	—	—	—	—	—
Decrease...	—	113,825\$800	5 16	1,117-10-10	94,413-13-8

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COCOA

EXPORTS OF COCOA IN TONS OF 1,000 KILOS.

	March			3 mos., Jan-March		
	1914	1915	1916	1914	1915	1916
Germany ...	976	—	—	3,129	—	—
Argentina ...	9	37	74	149	118	251
Austria	33	—	—	96	—	—
Belgium ...	—	—	—	6	—	—
Denmark ...	24	894	267	84	2,574	267
U.S.A.	1,186	479	2,552	3,576	1,201	5,508
France ...	712	—	1,434	2,185	402	3,021
Gt. Britain ..	689	190	516	3,764	1,055	1,076
Holland	176	—	—	506	162	930
Italy	15	1	11	21	1,072	23
Norway ...	—	25	—	12	91	9
Sweden	—	1,290	60	6	3,006	210
Uruguay ..	18	—	6	24	—	30
Total, tons .	3,838	2,916	4,920	13,558	9,681	11,325
Value, contos	2,931	3,953	6,049	10,141	11,692	14,547
In £1,000 ..	195	213	293	676	632	699
Per ton, Rs.	750\$	1:356\$	1:229\$	676\$	1:205\$	1:285\$
Per ton, £ ..	51	73	59	50	65	62

Evidently the blockade is working; exports to Scandinavia from the scandalously enormous figure of 5,671 tons for the first three months of 1915, have fallen to a modest 486 tons, or only four times those of the normal year 1913.

Of the total of 11,325 tons exported during the first quarter of 1916, 48.7 per cent. went to the United States, 26.6 per cent. to France, 9.5 per cent. to Gt. Britain, but only 4.3 per cent. to Scandinavia.

Prices declined a bit in 1916 from £65 for the first quarter of 1915 to £62 per ton of 1,000 kilos in 1916, but currency prices show a further improvement of 80\$000 per ton.

MANGANESE

Exports of Manganese, in 1,000 Tons of 1,000 kilos.

	1914	1915	1916	1914	1915	1916
Belgium ...	6	—	—	11	—	—
U.S.A.	7	8	23	22	8	56
France ...	—	—	—	6	—	—
Gt. Britain ..	—	—	—	10	—	—
Total, .	13	8	23	49	8	56

Shipments of manganese during the three months show a big increase compared with 1915, but are only 7,000 tons larger than for the same period 1914, though 33,000 tons or 54.3 per cent. larger than for 1913.

The whole of the shipments for the three months went to the United States in both 1915 and 1916.

RUBBER

Weekly Cable. Hard Fine closed at London on 20th inst. at 2s. 9½d. per lb. or 1d. down compared with previous Saturday, and Sertão fina at Pará at 5\$000 per kilo or 200 reis down.

SHIPPING

Engagements. The Royal Mail reports 1,250 bags engaged for s.s. Araguaya transferred to the s.s. Danube on berth Santos to London and 10,000 bags already engaged. The Araguaya will load cereals at Buenos Aires, but will take only cargo and no passengers. Alas! how the glory of the once crack boat has departed! The s.s. Carnarvonshire, which will leave Santos early in June, is on the berth Santos-Havre; but nothing engaged yet. The s.s. Cardigan-shire will leave Santos on 25th for Havre with the record cargo of 152,000 bags from Santos, 9,000 Rio and 1,200 tons of cocoa and mixed goods from Bahia for London. Berth rate for Havre unaltered at 210 frs. In all probability Royal Mail rates will not be raised for at least three months.

Mr. Luiz Campos reports nothing doing except 1,500 bags per Leon XIII for Spanish ports in June. The s.s. Prinsessa Victoria will take 4,000 bags cocoa. There is no confirmation of the reported seizure by Germans of the s.s. P. Ingeborg and Nordsteman on their way out to South America. So far the boats of this line have been left in peace, apparently, under a tacit agreement to deliver iron in England and obtain bunker coal there to similar amount. Otherwise bunker coals seem unobtainable in England. If war is war, business is business and means are sometimes found by ingenious persons to circumvent the sternest edicts when convenience jumps with opportunity. As, for example, when Russian and German goods are openly exchanged at Stockholm.

—Coffee business with the States is so low that the British s.s. Mongolia from Calcutta with jute for Santos, is ready to accept 90c. per bag for New York.

—The Commercio e Navegação boats will be taken off the U.S. route and put on the coastwise trade until rates to America improve, as they may be expected to do with the new season. There does not seem to be any likelihood of a dearth of tonnage to U.S. now that stocks are almost exhausted and so many new lines being started. In addition to the Hawaiian Line, the Luchenbach Co. is now reported as likely to trade on this route.

—Between the Chargeur Maritimes and Royal Mail Lines, space for some 300,000 bags per month would be ensured.

—The Brazilian s.s. Rio Pardo, owned at Pará, is said to be under offer to L. Lorenzen for £35,000, subject to inspection. She is now on her way down from New York to Rio.

—A new Brazilian line between New York and Brazilian ports will start with two steamers of 3,000 tons, one of them the s.s. Rio Amazonas.

—We hear that 150 frs. were unsuccessfully offered for charter of a Brazilian steamer for Havre, who prefer safety to shekels.

—At 155s. per ton B. A. to London, wheat is much more attractive at present than coffee at 180s.

A New Line. From the Liverpool "Journal of Commerce" of April 15th:—The Luckenbach Steamship Co. of New York is planning to put on a line of cargo steamers to South American trade. The new line will connect New York with Rio de Janeiro, Montevideo, Buenos Aires, Rosario and La Plata. The Luckenbach Co. has now more than 30 cargo steamers in the European and coastwise trade.

Freight Markets. Only a limited amount of business is reported by "Shipping Illustrated," of 14th April, in steam chartering, the market being devoid of change of importance. The demand for sailers is largely in excess of snupply.

Representative fixtures: schr. *Ela*, 735, Va to Para. \$15; schr. *Gov. Bowen*, Norfolk to Pernambuco, \$19; schr. *M. D. Cressey*, 1884, to Para. \$15. April-May.

The Brazilian market has advanced sharply since our last issue, owing to the absence of competition on the part of the European liners. Our coasters are now obtaining the following rates: B. A. to Antonina, Paranaguá, San Francisco and Pelotas, \$7.50 to \$8; to Rio Grande, \$8 to \$8.50; to Rio de Janeiro and Santos, \$9 to \$9.50; to Porto Alegre \$9.50 to \$10; with 50 cents extra for up-river loading.—"Times of Argentina," 15th May.

Coal. As the supply from Germany and Belgium was shut off, France had to depend upon Great Britain and the United States in 1915 for its foreign coal to make up the deficiency of the native production. Of the foreign coal receipts in 1915, Great Britain furnished 18,918,203 tons, as compared with 10,759,058 tons in 1914, and the United States 145,398 tons. The imports of American coal in 1914, were not separately given, but were classified among other countries. French purchases of American coal would have been much greater had means of transportation been available.

The following vessels have cleared with cargoes of coal from Hampton Roads and Newport News:—s.s. *Mossoro*, 1767, for Pernambuco; schr. *May E. Barrett*, 2498, Rio de Janeiro; s.s. *Hawaiian* Rio de Janeiro; schr. *Governor Powers*, 2472 Pernambuco; schr. *Esther Ann*, Para.

According to "Shipping Illustrated," the government of the State of Amazonas has promulgated a law providing that navigating companies which may be organised to operate at least five different line of boats on the principal rivers of that State shall be exempt from all State taxes for 20 years. This law further provides that the Executive shall subscribe for shares in the navigation company to the amount of 100,000 milreis (about \$32,000). A reduction of 40 per cent. from the regular rates shall be made in the transportation over such property of material and employees for the navigation company. The freight and passenger rates of the new company shall be submitted for the approval of the State Government.

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending May 18th, 1916.

May	12	—URANO, Brazilian s.s., 131 tons, from Cabo Frio
	12	—SKOGLAND, Swedish s.s., 1837 tons, from La Plata
	12	—BAHIA, Brazilian s.s., 2084 tons, from Manaus
	13	—ITANEMA, Brazilian s.s., 553 tons, from Antonina
	13	—EGDA, Norwegian s.s., 1610 tons, from Rosario
	13	—MERCURIUS, Dutch s.s., 1812 tons, from Cardiff
	13	—V. CONSTANTINO, Grecian s.s., 2469 tons, from Cardiff
	13	—MEXICO, British s.s., 2994 tons, from Callao
	13	—ITAGIBA, Brazilian s.s., 1212 tons, from Porto Alegre
	13	—SKABO, British s.s., 3071 tons, from Liverpool
	13	—AMSTELLAND, Dutch s.s., 3511 tons, from Amsterdam
	13	—P. DE SATRUSTEGUI, Spanish s.s., 2718 tons, from Bilbao
	14	—GUAHYBA, Brazilian s.s., 1119 tons, from Santos
	14	—PARANA, British s.s., 2689 tons, from Buenos Aires
	14	—FORDE, Norwegian s.s., 1363 tons, from Newport News
	14	—ANTWERPEN, Danish s.s., 1266 tons, from Copenhagen
	14	—MURTINHO, Brazilian s.s., 311 tons, from Recife
	14	—DESEADO, British s.s., 7295 tons, from Buenos Aires
	14	—ANNA, Brazilian s.s., 364 tons, from Laguna
	14	—AMAZON, British s.s., 6301 tons, from Buenos Aires
	15	—VAUBAN, British s.s., 6995 tons, from New York
	15	—NUO, Russian tug, 94 tons, from B. Aires
	15	—DOS, Russian tug, 94 tons, from Buenos Aires
	15	—OCHO, Russian tug, 104 tons, from Buenos Aires
	15	—FIDELENSE, Brazilian s.s., 259 tons, from Rio Doce
	15	—PROCIDE, Italian s.s., 2435 tons, from Santos
	16	—VETRIS, British s.s., 6236 tons, from Buenos Aires
	16	—SPENCER, British s.s., 2649 tons, from Buenos Aires
	16	—ROYAL SCEPTRE, British s.s., 2435 tons, from Hartlepool
	16	—ITAUNA, Brazilian s.s., 401 tons, from Pernambuco
	16	—AMAZONAS, Brazilian s.s., 1220 tons, from Santos
	16	—HOLBEIN, British s.s., 3908 tons, from Buenos Aires
	16	—ITAQUERA, Brazilian s.s., 1254 tons, from Porto Alegre
	16	—ITATINGA, Brazilian s.s., 1181 tons, from Pernambuco
	16	—SERGIPE, Brazilian s.s., 990 tons, from Pará
	16	—LIBERTAO, Argentine s.s., 618 tons, from Buenos Aires
	16	—SABAKEN, Norwegian s.s., 1585 tons, from Rosario
	16	—RIO DE JANEIRO, Norwegian s.s., 2213 tons, from Christina
	16	—CUBATAO, Brazilian s.s., 1080 tons, for Rosario
	16	—FIVE RUSSIAN TUGS, for Buenos Aires

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending May 18th, 1916.

May	12	—CARANGOLA, Brazilian s.s., 258 tons, for S. J. da Barra
	12	—ED. PIERCE, American s.s., 3228 tons, for Philadelphia
	12	—DROTNING SOPHIA, Swedish s.s., 4146 tons, for Gothenburg
	12	—TERNERO, Argentine s.s., 933 tons, for Paranaguá
	12	—URANO, Brazilian s.s., 141 tons, for Cabo Frio
	12	—SIRIO, Brazilian s.s., 930 tons, for Montevideo
	13	—P. DE SATRUSTEGUI, Spanish s.s., 2718 tons, for B. Aires
	13	—GUAHYBA, Brazilian s.s., 1119 tons, for Cabo Frio
	13	—RIO COLORADO, British s.s., 2337 tons, for Santos
	13	—ITACOLONY, Brazilian s.s., 569 tons, for Cabo Frio
	13	—MEXICO, British s.s., 2994 tons, for Liverpool
	13	—ITASSUCE, Brazilian s.s., 1175 tons, for Recife
	13	—ITASSUCE, Brazilian s.s., 1175 tons, for Recife
	13	—RIO DE JANEIRO, Swedish s.s., 2213 tons, for Santos
	13	—EMILIE, Brazilian barque, 227 tons, for Itajahy
	13	—SKOGLAND, Swedish s.s., 1837 tons, for Las Palmas
	13	—VENEZUELA, American s.s., 3444 tons, for Santos
	13	—CARDIGANSHIRE, British s.s., 5993 tons, for Santos
	14	—PARANA, French s.s., 2689 tons, for Bordeaux
	14	—MERCURIUS, Dutch s.s., 1812 tons, for S. Vicente
	14	—ITAPUHY, Brazilian s.s., 1230 tons, for Porto Alegre
	14	—AMAZON, British s.s., 6301 tons, for Liverpool
	15	—DESEADO, British s.s., 7295 tons, for Liverpool
	15	—CAVOUR, British s.s., 3151 tons, for New York
	15	—STRABO, British s.s., 3071 tons, for Buenos Aires
	15	—SPENCER, British s.s., 2649 tons, for Liverpool
	15	—EGDA, Norwegian s.s., 1610 tons, for Copenhagen
	16	—VETRIS, British s.s., 6233 tons, for New York
	16	—VAUBAN, British s.s., 6999 tons, for Buenos Aires
	16	—MAYRINK, Brazilian s.s., 375 tons, for Laguna
	16	—AMSTELLAND, Dutch s.s., 3515 tons, for Buenos Aires
	16	—MARANHÃO, Brazilian s.s., 1303 tons, for Manaus
	17	—PHIDIAS, British s.s., 3565 tons, for Buenos Aires
	17	—PROCIDA, Italian s.s., 2436 tons, for Genoa
	17	—PHILADELPHIA, Brazilian s.s., 359 tons, for Caravelas
	18	—ITAGIBA, Brazilian s.s., 1221 tons, for Porto Alegre
	18	—ITAITUBA, Brazilian s.s., 717 tons, for Aracaju
	18	—ANNA, Brazilian s.s., 364 tons, for Laguna
	18	—ANTWERPEN, Danish s.s., 1026 tons, for Copenhagen
	18	—SKOBAREN, Norwegian s.s., 1585 tons, for Copenhagen
	18	—ITACOLONY, Brazilian s.s., 569 tons, for Porto Alegre

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO

During the week ending May 18th, 1916.

May	10	—GUAHYBA, Brazilian s.s., 604 tons, from Rio
	10	—LEALTA, Italian s.s., 2560 tons, from Genoa
	11	—T. DI SAVOIA, Italian s.s., 4893 tons, from Genoa
	11	—R. VITTORIO, Italian s.s., 2346 tons, from Genoa
	11	—SWEETHOPE, British s.s., 1768 tons, from Port Talbot
	11	—DESNA, British s.s., 7228 tons, from Liverpool
	11	—ITAIPAVA, Brazilian s.s., 613 tons, from Aracaju
	11	—PYRINEUS, Brazilian s.s., 858 tons, from Recife
	11	—HAMERSHUS, Danish s.s., 2526 tons, from Rio Grande
	11	—PORVENIR, Argentine s.s., 662 tons, from Rosario
	12	—ITAPUCA, Brazilian s.s., 869 tons, from Recife
	12	—NEW QUEEN, Oriental s.s., 1134 tons, from Montevideo
	12	—GOYAZ, Brazilian s.s., 790 tons, from New York
	13	—LAPA, Brazilian s.s., 805 tons, from Rosario
	13	—ANNA, Brazilian s.s., 247 tons, from Laguna
	13	—JACUHY, Brazilian s.s., 654 tons, from Rio
	13	—AMAZON, British s.s., 6300 tons, from Buenos Aires
	13	—SIRIO, Brazilian s.s., 930 tons, from Rio
	14	—RIO DE JANEIRO, Brazilian s.s., 1487 tons, from New York
	14	—CARDIGANSHIRE, British s.s., 5992 tons, from London
	14	—RENFELL, British lugger, 1034 tons, from Greenock
	14	—VENEZUELA, American s.s., 3520 tons, from Ametoro
	14	—K. VICTORIA, Swedish s.s., 2160 tons, from Buenos Aires
	14	—P. ASTRUSTEGUI, Spanish s.s., 2718 tons, from Bilbao
	15	—ITAPUHY, Brazilian s.s., 926 tons, from Recife
	15	—VETRIS, British s.s., 6623 tons, from Buenos Aires
	15	—RIO COLOARDO, British s.s., 2337 tons, from New York
	16	—ITAQUERA, Brazilian s.s., 926 tons, from Porto Alegre
	17	—GLENECK, Norwegian s.s., 1256 tons, from Cardiff
	17	—VAUBAN, British s.s., 6999 tons, from New York
	17	—MONGOLIAN, British s.s., 3089 tons, from Calcutta
	17	—AMSTELLAND, Dutch s.s., 3514 tons, from Amsterdam

VESSELS SAILING FROM THE PORT OF SANTOS.

During the week ending May 18th, 1916.

May	11	—T. DI SAVOIA, Italian s.s., 3893 tons, for Buenos Aires
	11	—DESNA, British s.s., 7228 tons, for Buenos Aires
	12	—ESPADARTE, Brazilian yacht, 29 tons, for Villa Bella
	12	—ITAPUCA, Brazilian s.s., 968 tons, for Porto Alegre
	12	—ITAIPAVA, Brazilian s.s., 613 tons, for Iguape
	12	—PROCIDA, Italian s.s., 2432 tons, for Genoa
	12	—GUAHYBA, Brazilian s.s., 654 tons, for Manaus
	12	—LEALTA, Italian s.s., 2560 tons, for Buenos Aires
	13	—ANNA, Brazilian s.s., 247 tons, for Rio
	13	—AMAZON, British s.s., 6300 tons, for Liverpool
	13	—SIRIO, Brazilian s.s., 930 tons, for Montevideo
	13	—CYPRUS, American s.s., 874 tons, for New York
	14	—P. DI SATRUSTEGUI, Spanish s.s., 2718 tons, for B. Aires
	15	—AMAZONAS, Brazilian s.s., 927 tons, for Rio
	15	—ITAPUHY, Brazilian s.s., 926 tons, for Porto Alegre
	15	—VETRIS, British s.s., 6623 tons, for New York
	16	—ITAQUERA, Brazilian s.s., 926 tons, for Pernambuco
	17	—GOYAZ, Brazilian s.s., 790 tons, for Montevideo
	17	—VAUBAN, British s.s., 6999 tons, for Montevideo
	17	—K. MARGARIDA, Swedish s.s., 224 tons, for Stockholm
	17	—D. RODOLPHO, Brazilian yacht, 47 tons, for Florianopolis
	17	—HAMERSHUS, Danish s.s., 2526 tons, for New York
	17	—VENEZUELA, American s.s., 2533 tons, for Buenos Aires
	17	—R. VITTORIO, Italian s.s., 2346 tons, for Buenos Aires
	17	—PORVENIR, Argentine s.s., 662 tons, for Paranaguá

The Week's Official War News

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

London, 11th May, 1916.

In Asiatic Turkey the Russians are still busied with preparing another spring, while the Turks are rallying, redispersing their beaten columns. Isolated Turkish attempts at a counter offensive (which might more properly be described as rearguard actions) have been checked. A small Russian column moving on Bagdad from Persia reached a point 40 miles from the Turkish frontier.

For the moment the military interest has swung back to Verdun, where at the beginning of the month the Germans have launched yet another attack on a grand scale. Artillery preparation in this, the fourth battle of Verdun, is said by both French and German observers, to surpass all previous records both for duration and volume. There is no sign on either side of exhaustion of munitions. The attack was made on both banks of the Meuse, but the main assault was launched on the west bank. Foiled in the April fighting in their attempts on the Mort Homme, the Germans have now tried to take the height to the west of the Mort Homme, hoping later to outflank the main ridge. This height, hill 304, has been left in peace, or what passes for peace at Verdun, since the end of March. German artillery fire literally broke up the summit of the hill, trenches, earthworks and forest being alike obliterated by the "devil's ploughing." It must not be supposed that during these bombardments the French held the bombarded trenches in strength. The bulk of the troops are withdrawn to a second line. The German practice is the same. The heavy losses begin when troops come out into the open for an attack or counter-attack. When 304 hill-top had been knocked to pieces the Germans were unable to occupy it, because no trenches were left. It remains in the neutral zone. The next German move was an attack on the trenches between 304 and the Mort Homme. They captured a French communication trench on May 7th, but were turned out on the following day. Then they attempted an attack on the height west of 304, known as 287. Here they had no success. The last news was a small French gain on the Mort Homme itself. Meanwhile on the east bank of the Meuse the Germans delivered an attack near Donaumont, doubtless to divert the French defence. They captured 500 yards of trenches on May 7th and were turned out on May 8th. The German losses in the three previous battles at Verdun are now admitted. In the latest battle they must have been on the same scale because the tactics pursued were similar. The troops employed included an army corps which draws recruits from Pomerania and is reckoned amongst the finest Prussian infantry. On the whole, losses will have been less than in the first battle at Verdun, because the artillery plays a larger and the infantry a smaller role now. It will be seen as a result of the last battle that so far the Germans hold no ground which they did not hold before it began.

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

London, May 15th, 1916.

The "Daily News" of May 11th dealing with the economic situation in Germany, says that there appears to be no doubt that the situation in Germany is extremely bad. The German people are feeling the pinch and they are "war weary" to such an extent, in the opinion of Professor Haglund, a Swede, who was in Berlin in February, that he wrote to the "Dagens Nyheter" that an indescribable impression of war weariness has taken hold of the population of Berlin. The poor live on soup made of potatoes, carrots and sugar and on bread spread with "kink" marmalade, made of potatoes boiled with rhubarb and sugar. The prospects are against an average harvest owing to the lack of seeds, nitrogenous manure and the shortage of farm labourers' cart-horses. Letters indicate the straits to which the people have been driven. They complain of the increasing prices and the growing shortage of

commodities. They contain such phrases as "We are starving and there will soon be nothing to eat and lots of people are ill." The distress is terrible, the poor hardly getting enough to keep body and soul together, and rioting has occurred in Munich, Frankfurt, Munster, Dusseldorf and other places.

It is regarded as extremely significant that the ticket system has now been extended to butter, meat, potatoes and sugar. During the first week in March there was a great scarcity of potatoes, without which bread may not be baked. The strictest economy in the use of grain is insisted upon and owing to the shortage of hay, heather is being used as a substitute for fodder. Meat prices have increased about 125 per cent. in twelve months and the new charges have been declared by the "Vorwärts" as "swindling." So serious has the meat shortage become that an effort is being made to popularise salted fish roe as a substitute; tremendous efforts are being made to obtain fish from Norway, but the extensive purchases made by England in that country appear to be interfering with these endeavours.

Hunting copper is becoming quite a serious business, boilers and other things built into walls being removed and the "Hamburger Fremdenblatt," of March 6th, stated that on the suggestion of the Kaiser, it has been decided to dismantle the copper roofings of all the 53 Imperial castles.

The textile trade is a heavy sufferer, quite a number of mills having been obliged to shut down. The spinning mills still running are working at a loss. As a consequence the prices of clothing have increased as much as 100 to 130 per cent.

The methods employed to raise money for the fourth war loan were not in accord with the rules of sound finance, and there is evidence of the rates of exchange to show that neutral financiers do not share Germany's views regarding the superiority of her financial state as compared with Great Britain.

In Austria the conditions appear to be even worse than in Germany; there is a fear that the nation is heading into bankruptcy. The cotton mills of Bohemia are in a deplorable condition and the shortage of wool is becoming as serious as the lack of cotton. In Vienna milk, meat and eggs are becoming a rarity, prices are exorbitant and all classes are beginning to suffer severely. During March the provisioning of Vienna was marked by a real crisis. Side by side with a strong craving for peace, there are signs of an awakening of the old enmity and jealousy towards Germany.

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

London, 18th May, 1916.

The fourth battle of Verdun is now definitely concluded with the result that the Germans hold no ground which they did not hold before the battle. Pro-German newspapers and military experts in Switzerland and other neutral countries, for the first time since the Verdun fighting began, recognise the German failure. This is very significant. The chief interest on the west front now is the question whether the Germans will attack the British line. The well-known military correspondent of the London "Times" says we cannot be sure that the second act of the drama will not now be played, for the Germans have not moved a single man from the forty divisions which they have on the British front, despite their need of men at Verdun. The fundamental fact of the western strategic position is that the floating balance of some fifteen divisions, which the Germans have been throwing this way and that in search of a decision, is insufficient for the war at its present stage.

In the Asiatic theatre the Turkish redistribution of armies, based on an accumulation of supplies at the railhead at Angora, is now complete and a strong offensive has been launched against the Russian centre. As with practically all offensives, some initial success was obtained, but the Russians immediately bringing up reinforcements, arrested the Turkish advance. Russia has been able, in addition to holding all three main Turkish armies, to launch yet another invading column in the direction of Bagdad. The new column is within fifty miles of the ruins of Niniveh, where the all-important Turkish line of communication, the Bagdad railway, reaches the Tigris. The coming week should show interesting developments in the Asiatic war.