

Mailman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 4

RIO DE JANEIRO, TUESDAY, September 19th, 1916

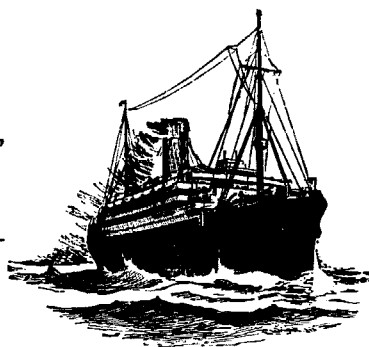
N. 38

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

AMAZON.....	20th	September.	DEMERARA.....	17th	November
DESEADO.....	29th	"	DRINA.....	24th	"
ORONSA.....	3rd	October	AMAZON.....	29th	"
DARRO.....	6th	"	DESEADO.....	8th	December
DESNA.....	13th	"	DARRO.....	15th	"
ORISSA.....	19th	"	DESNA.....	29th	"
ARAGUAYA.....	25th	"	ARAGUAYA.....	3rd	Jan., 1917
			DEMERARA.....	26th	"

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
TELEPHONE No. 1199 NORTE.

SÃO PAULO

RUA QUITANDA
(Corner of Rua São Bento)

SANTOS RUA 15 DE NOVEMBRO 190.

THE GREAT WESTERN OF BRAZIL RAILWAY COMPANY, LTD.

HEAD OFFICE:
River Plate House, Finsbury Circus,
LONDON, E.C.
Cable Address: "BENCH, LONDON."

OFFICE IN RIO DE JANEIRO:
Jornal do Commercio Buildings
Avenida Rio Branco, 117, 2nd Floor
Nos. 13, 14, 15 and 16
Cable Address: "BENCH, RIO."

Office in RECIFE:
Rua BARAO DE TRIUMPHO, Nos. 45-47
Cable Address: "Bench, Pernambuco"

Direct communication between
Maceió, Recife, Parahyba and Natal.

For all information apply to H. TATTAM,
Secretary, at the London Office.

GENERAL MANAGER:
O. H. YUNGSTEDT
AT THE RECIFE OFFICE.

Marshal F. M. de Souza Aguiar and
Carlos Americo dos Santos, Local Repre-
sentatives at Rio de Janeiro Office.



DIRECT COMMUNICATION between RECIFE (Cinco Pontas) & MACEIÓ & JARAGUÁ.
on Sundays, Mondays, Wednesdays & Fridays:
returning on Sundays, Tuesdays, Thursdays & Saturdays.

DAILY, between RECIFE (Brum) & Parahyba & Cabedello.

From RECIFE (Brum) & Cabedello & Parahyba to Natal and vice-versa on **MONDAYS, WEDNESDAYS & FRIDAYS**, Sleeping at Independencia.

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 7, TOKENHOUSE YARD, LONDON, E.C.
 BRANCH OFFICE IN RIO DE JANEIRO 19, RUA DA ALFANDEGA
 PARIS BRANCH 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.

CORRESPONDENTS.

The Bank has Agents or Correspondents in all the principal ports and cities of Brazil, Uruguay, Argentina, United States & Europe.

THE BRITISH BANK OF SOUTH AMERICA, LTD.

HEAD OFFICE: 4 MOORGATE STREET, LONDON, E.C.

CAPITAL	£2,000,000
IDEM PAID UP	1,000,000
RESERVE FUND	1,000,000

Office in Rio de Janeiro

Rua Primeiro de Março 45 and 47
 Rua do Hospício. 1, 3, 5 and 7

Branches at:—SAO PAULO, BAHIA, BUENOS AIRES, MONTEVIDEO and ROSARIO.

Correspondents in:—Pernambuco, Pará, Manáos, Ceará, Victoria, Maranhão, Parahyba do Norte, Santa Catharina, Paraná, Rio Grande do Sul, Pelotas, Porto Alegre, Santos, Piahy and Matto Grosso.

Draws on its Head Office in London; The London Joint Stock Bank, Limited, London and all principal towns in United Kingdom; Messrs. Heine and Co., Paris; Banque de Bordeaux, Bordeaux; Banco Belinzaghi, Milan; Banca Commerciale Italiana, Genoa; Società Bancaria Italiana, Genoa; Messrs. E. Sainz and Hijos, Madrid and Correspondents in Spain; Crédit Franco-Portugais, Oporto; Banco de Portugal, Lisbon, and Correspondents in Portugal; The Bank of New York, N.B.A., New York; E. Raoul, Duval and Co., Havre.

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.

CIRCULAR LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD.

THE LEOPOLDINA RAILWAY COMPANY LIMITED.

M. C. MILLER—GENERAL MANAGER.

Central Office, RUA DA GLORIA, 36 — Telephone: 2404 Central

Cable Address: LATESCENCE

RIO DE JANEIRO

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.

- 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.
- 15.25 Passeio—Friburgo, Saturdays and when announced.
- 16.15 Mixed—Rio Bonito, daily. Wednesdays to Capivary.
- 21.00 Night Express—Campos, Itapemirim and Victoria, Mondays and Fridays, sleepers and restaurant cars. Electric illumination and ventilation. Single fare, 48\$900; Upper Berth, 10\$000; Lower Berth, 15\$000. Return fare, 74\$400. Lunch and dinner served during journey.

PRAIA FORMOSA:—

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

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 (Saturdays and Mondays) and 1st-class return (Sundays and Tuesdays).

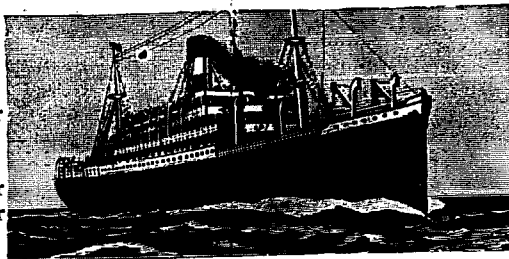
DELIVERY AT RESIDENCE.—A regular service of delivery at residence in Rio de Janeiro, Nicttheroy, Friburgo, Campos and Petropolis is maintained by the Company, by which parcels may be despatched direct from any address in one of the above mentioned cities to any of the others with the minimum of trouble and at moderate rates. For further information vide "Guia dos Horarios" issued by the Company twice a year or apply to any Agency or station in Rio or in the Interior.

LAMPORT & HOLT LINE

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

SAILINGS from RIO to NEW YORK

Byron	26th September
Voltaire	10th October
Vauban	24th October
Vasari	21st November
Verdi	5th December



SAILINGS from NEW YORK to RIO

Molier:	23rd September
Vasari	7th October
Verdi	21st October
Vestris	18th November

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

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

FOR FURTHER PARTICULARS, APPLY TO

The Agents, NORTON, MEGAW & Co. Ltd., Praça Mauá

Telephone No. 47 -- RIO DE JANEIRO -- P. O. BOX 34

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.

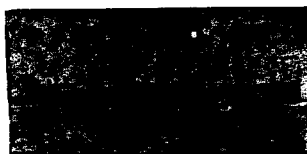
DEN NORSKE SYD-AMERIKA LINJE

(The Norwegian South America Line)

REGULAR SERVICE BETWEEN

NORWAY==

== BRAZIL



== NORWAY

RIVER PLATE

FOR NORWEGIAN PORTS —

«Estrella» 1st half November

FOR RIVER PLATE:—

«Estrella» 1st half October

For further particulars apply to:—

FREDRIK ENGELHART - Agent. - Rua Candelaria No. 44

REDERIAKTIEBOLAGET NORDSTJERNAN

Johnson Line

Regular Service between Scandinavia, Brazil and the River Plate.

SAILING FOR RIVER PLATE:—

KRONPRINSESSAN VICTORIA—About 19th September.

For further particulars apply to:—

LUIZ CAMPOS — 84, Rua Visconde Inhauma, 84

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAIL

VOL. 4

RIO DE JANEIRO, TUESDAY, September 19th, 1916

No. 38

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

Telegrams: "EPIDERMIS". General Telephone: 1450 Norte Post Office: Box
Sales departement 165 No. 456

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

ROSARIO. — 660, CALLE SARMIENTO

4, RUA DA QUITANDA.

AGENCIES

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

The Mill's marks of flour are:-

"NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"BUDA-NACIONAL"

"GUARANY"

AND FOR SUPERIORITY
HAVE BEEN AWARDED

Gold Medal Pariz 1889.

First Prize Brazil St. Louis 1904.

First Prize Turin 1911.

First Prize Brazil 1908

First Prize Brussels 1910

OFFICES: — RUA DA QUITANDA, 108 — RIO DE JANEIRO.

BRAZILIAN WARRANT COMPANY LIMITED.

HEAD OFFICE: Brazil House, 2 Great St. Helens, London, E. C.

Authorized Capital.....	£1,000,000
Capital Paid up.....	861,500
Reserve Fund.....	150,000

Branches at: SANTOS, RIO DE JANEIRO and SÃO PAULO.

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.

COMPANHIA DE NAVEGATION SUD ATLANTIQUE

REGULAR MAIL AND PASSENGER SERVICE BETWEEN BORDEAUX AND SOUTH AMERICA.

DEPARTURES OF STEAMERS

FOR RIVER PLATE:

S.S. SAMARA 25th September
For Santos, Montevideo and Buenos Aires. (Will come along side of quay.) Third Class Passage, Rs. 65\$000. Cargo accepted for Montevideo and Buenos Aires.

Superior accommodation for First, Second and Intermédary Passengers.

For freight apply to the Company's Broker, F. Rolla.

Rio de Janeiro: D'OREY & C.

Santos: D'OREY & C., Rua Quinze de Novembro n. 70.

FOR EUROPE:

S.S. LIGER 20th September
For Bahia, Dakar, Lisbon and Bordeaux. (Will come along side quay. Third Class Passage, Rs. 145\$000. Cargo accepted for Lisbon, Leixões and Bordeaux.

For further particulars apply to the Company's Agents:

AVENIDA RIO BRANCO, 14 & 16.

Telephones: Norte 5701 and 5702.

S. Paulo: ANTUNES DOS SANTOS & C., Rua Direita n. 41.

"GLUMOSE"

Patent Gum Preparation for Sizing Cotton, Wool & Linen Yarns and Cloths
IN USE IN MOST OF THE MILLS IN BRAZIL

Federal Government Patents N. 7447 & 8199

Manufactured exclusively with English material

KASTRUP & Co.

RUA DE S. PEDRO, N° 77

RIO DE JANEIRO

METAL AND RUBBER PRINTING STAMPS



Interchangeable Type of Solid Rubber and «Metal-Bodied» Rubber Type, Wax Seals, Stencils, Sign Markers.

Stamps Mounted with Patent Air Cushions.
Stamps (Trade Marks) and Type for

MARKING COFFEE BAGS.

Daters, Numberers, Patent Barometer Ink Stands and Pen Racks.

Tally Registers or Hand Numbering Machines.
Business Signs Engraved.

S. T. LONGSTRETH,

110 Rua Quitanda, 1st Floor, Rio de Janeiro.
Telephone Norte 704.

OFFICES: 61 RUA CAMERINO.

P. O. BOX—1521.

Tel. Address—REVIEW.

Subscription £5 per annum.

Single copies supplied to subscribers only.

AGENTS—

Rio de Janeiro—
Crashley & C., Rua do Ouvidor, No. 38.

São Paulo—
Hildebrand & Co., Rua 15 de Novembro.

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

MAIL FIXTURES

FOR EUROPE.

Sept. 20.—AMAZON, Royal Mail, for Liverpool.
„ 19.—LIGER, Sud-Atlantique, for Bordeaux.
Oct. 3.—ORONSA, P.S.N.C., for Liverpool.

FOR RIVER PLATE AND PACIFIC.

Sept. 20.—DARRO, Royal Mail, for New York.
„ 23.—SAMARA, Sud-Atlantique, for River Plate.
„ 24.—ORTEGA, P.S.N.C., for River Plate, and Pacific.

FOR THE UNITED STATES.

Sept. 26.—BRVON, Lamport and Holt, for New York.

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.

WANTED—A COMPETENT PROOF READER.**MUST BE BRITISH.**

Apply by letter to Caixa do Correio 1521, Rio de Janeiro.

**YOUNG LADY, SPEAKING ENGLISH, GIVES LESSONS IN
FRENCH AND SPANISH.****MODERATE TERMS.****MEM DE SA', 65-80B.****WILEMAN'S BRAZILIAN REVIEW.**

All communications to be addressed to the Editor.

Announcements of Births, Deaths and Marriages concerning
Subscribers and Friends are inserted in the Review free of charge.
Scale of Charges for Advertisements in Ordinary Positions.

	POSITIONS		POSITIONS		POSITIONS		POSITIONS	
	52 inserts per ins.	26 inserts per ins.	13 inserts per ins.	6 inserts per ins.	4 inserts per ins.	Single per ins.	52 inserts per ins.	26 inserts per ins.
One Page.....	£3 5 0	3 10 0	4 0 0	4 7 6	4 15 0	5 0 0	£3 5 0	3 10 0
Half Page....	1 12 6	1 15 0	2 0 0	2 5 0	2 7 6	2 10 0	1 12 6	1 15 0
Third Page..	1 2 6	1 5 0	1 7 6	1 10 0	1 12 6	1 15 0	1 2 6	1 5 0
Quarter Page.	17 6	18 6	1 0 0	1 2 6	1 3 9	1 5 0	17 6	18 6
1" across Page	6 0	7 6	8 0	9 0	10 0	11 0	6 0	7 6
1/2" x 8".....	3 6	4 0	4 6	5 0	5 6	6 0	3 6	4 0
1/2" x 4".....	1 0	2 0	2 3	2 6	2 9	3 0	1 0	2 0

13 or 6 insertions are quoted for upon the understanding that the
Advertisement appears at least once a month. The 52 and 26 rates
Rates are for Consecutive Insertions.

The Roll of Honour. We should be glad if the friends and
relations of men at the front would inform us of any casualty—
killed, wounded or missing—in order that The Roll of Honour may
be kept up to date.

NOTES**OFFICIAL NOTICE.**

The Foreign Office announces that, after 1st September next
no person over 15 years of age may land in Australia from any
foreign country unless in possession of a passport bearing the visa
of a British Consular Officer in that country.

British Consulate General,
Rio de Janeiro, 24th August, 1916.

DEATH.

Henderson, Neil Mercy, on 18th inst., aged 7.

LADY BURGHCLERE'S PRISONER'S FUND.

(To the Editor of the "Spectator.")

Sir,—Once more another batch of invalid prisoners has returned
to England, and the account of their lives in the German prison
camps is reaching their fellow-countrymen. Amid the grim iteration
of what is now an "ancient tale of wrong," one element of
comparative consolation is nevertheless apparent. It is evident
that the parcels of food sent from this country, when properly
packed and addressed, do reach their destination; while the im-

portance of these supplies is proved in the last report on the camps
signed by the American Embassy, Mr. Jackson being told by the
British privates at Gardelegen that "they lived almost entirely on
the food that was sent from England."

To keep these supplies going is therefore a matter of para-
mount importance, especially as the winter, the cruel winter of
Germany, is almost upon the men, many of whom have been weak-
ened by twelve months of privations. It will, however, be
increasingly difficult for some of the regiments, who are only rich
in honour, to keep their men from starving. Each man should
receive a fortnightly parcel of five to six shillings in value. But
when it comes—as it does in one instance with which I am only
too well acquainted—to finding nine hundred five-shilling parcels
twice a month few regimental funds can bear the strain. Nor can
the men expect much help from their own homes. "The times are
few," a soldier wrote, "that I do have comforts sent me, so yours
came both as a surprise and help. Being an orphan, and my only
relative married with 5 (sic), I cannot expect much from that
direction," and the writer was certainly not a solitary case. I am
afraid there are many such "orphanages," to use another man's
quaint description of himself.

During the last six months the generosity of the public has
enabled me to come to the assistance of no less than thirty Regi-
mental Funds, and the acknowledgments of the help thus afforded
are only less grateful than the postcards of the prisoners them-
selves. Of these postcards, and the spirit of endurance and devo-
tion to the best traditions of English courage which they express,
it is difficult to speak without emotion. After recounting the
physical sufferings he had endured in his long captivity, one
writer concludes:—

"We all join in kind wishes and sincere thanks to the ladies
and gentlemen of your fund who will be long remembered by all
here after this terrible business is over. I sincerely hope and
trust our people in the Old Country are bearing their burdens as
cheerfully as we are trying to do. Good night, and God bless
you all."

We must all agree that it is worth while to help men such as
these. It is on their behalf that I venture to appeal for money
to carry on the work, which without further aid must shortly come
to an end. As I do nothing except at the request of the regimental
authorities, there can be no question of overlapping, while every
shilling subscribed goes directly to provide tinned meats, biscuits,
and cheese for the men without any deductions for secretarial or
postal expenses. All donations, great or small, marked "Prisoners'
Fund," and addressed to me (Lady Burghclere, Gask House,
Auchterarder, N.B.) will be promptly and personally acknowledged
by, Sir, your obedient servant,

Winnifred Burghclere.

A Letter from Sir William Haggard:

Bradenham Hall, Thetford.

July 27th, 1916.

Dear Mr. Wileman,—I feel sure I can appeal to you on behalf
of Lady Burghclere to help me to collect subscriptions to the Fund
which forms the subject of the enclosed copy of a letter which she
wrote to the "Spectator" last autumn. She then furnished 900
privates with their fortnightly parcels, which literally saved them
from the slow death by starvation which was decreed for them by
their devilishly cruel captors. Since then until latterly her quota
has risen to 1,200—or about 5 per cent. of the 25,000 British
prisoners—and now she has been asked to double her enlistment.
Her parcels are sent fortnightly and cost 5s. each. She bears her-
self all the expense of packing, postage and secretarial work, and
her accounts are audited by an official auditor. Owing to her cap-
able and methodical manner of proceeding and to her having en-
listed the sympathetic co-operation of the authorities on both sides
of the water, she is not aware of having lost a single parcel, whilst
she has sent them to hundreds of poor fellows who would, unless
outside help had come to them, have literally been starved to death.
Of course, other help reaches them, but the parcels sent by in-
dividuals are very apt to go astray—in fact we hear constant com-
plaints of this, and every instance of this means that a man is
starving for a fortnight. Lady Burghclere is able to take over

batches of men. For instance, when all communication with Dublin was stopped, during the Castle troubles, she took over the task of supplying those Irish soldiers depending on Dublin and got the supply for 250 men in full working order in 48 hours.

She has asked me to help her in getting subscriptions from the British residents in South America. She says that she is fully aware of the noble efforts which have been made by them to help the Mother Country in the supply of both money and men in her hour of peril, this not only fills her with admiration, but induces her to hope that such a Fund as her's, which may save the lives of hundreds of our poor prisoners, will especially appeal to the hands and hearts of her fellow-countrymen who have already so nobly responded to other appeals. Personally I have always felt the sufferings of these poor fellows more, perhaps, than any of the other horrors of this terrible war.

I feel sure that I shall not ask you in vain to help in this good cause. In the greatest haste to catch this mail and with many thanks for your Review.—I am, sincerely yours,

W. Haggard.

The Editor of the "Spectator" remarks:—Lady Burghclere's appeal would surely draw money from a stone. No doubt the pressure on our purses by appeals worthy of help is very great, but this appeal must come in the first rank. It is a debt of honour, and as we are not made of rock or oak, to use the phrase of Socrates, we must pay it. These gallant men were fighting our battles till evil fate o'ertook them. For us their blood was shed and their freedom lost. They were our conscripts, and we cannot leave them neglected and forlorn. If Lady Burghclere's fund were to fail, we should be disgraced as a nation.

From "Wileman's Brazilian Review":—

Hard must be the heart who can pass by
A cry so touching in its agony.

Yesterday, to-day, to-morrow and for many a day to come, thousands of our own unhappy countrymen must famish and drain to the dregs the cup of bitterness in hideous captivity, whilst we feast and gorge!

Perhaps one of our own loved ones is but kept to-day from slow starvation by Lady Burghclere's Fund.

Heartrending thought!

For their dear sake let us help too! No sum so paltry, but may help to save a life!

Great as the call is upon our purse, by economising on our own necessities may we not spare something more to save a life for England?

Subscriptions to the Prisoners' Fund will be received at the Offices of "Wileman's Brazilian Review," Rua Camerino 61, Rio de Janeiro or at the London and Brazilian Bank, Rio de Janeiro. Cheques and drafts should be crossed "Lady Burghclere's Prisoners' Fund." and will be acknowledge in this Review. Lady Burghclere will personally acknowledge all subscriptions.

LADY BURGHCLERE'S PRISONER'S FUND.

Donations Received up to 16th September, 1916.

F. H. Walter	100\$000
F. S. Pryor	100\$000
F. W. Perkins	100\$000
J. P. Wileman	100\$000
Oscar Philippi & Co.	100\$000
W. S. Robertson	100\$000
Staff of Royal Mail Steam Packet Co.	90\$000
Staff of The Gourock Ropework Export Co.	88\$000
X. Y. Z. (Cheque £1)	20\$000
H. F. Wileman	20\$000
Edmund Heilbron	20\$000
F. Sutton	10\$000

Collected by Mrs. Pryor—

Mrs. Pryor	40\$000	
L. R. Cayley	20\$000	
Mrs. Lloyd	10\$000	
A. B. R.	10\$000	
Mrs. G. B. Huntress	10\$000	
Mrs. Lynch	10\$000	
Mrs. Savile and family	10\$000	
A. E. Ridgway	10\$000	
Mrs. M. Masset	10\$000	
Mrs. Browne	5\$000	
Mrs. Ford	5\$000	
Mrs. Gwyther	5\$000	
Anonymous	5\$000	160\$000
		<hr/> 988\$000

THE CRY OF THE KING'S RECRUIT.

By Horace Vickars Rees. (By request.)

There's a cry that's surging in my ears,
And won't be hushed no way;
It's a cry of a Woman, sore distressed,
Who fought a fight God's always blessed;
And she died for us that day.

I ain't no Saint, but you take my word
I like a Saint, full well;
And I'm out to scarify the Beasts
Who martyr'd Nurse Cavell.

I've read . . . I've dreamed . . . I've been right there . . .
And stood beside that girl;
And I've looked with her at the pointed guns,
And seen her Prayer for the murd'ring Huns
Like incense, Heavenward curl.

I ain't no Saint, but sure's you're born
I'll back that Prayer right well,
By draggin' the Brute, to the Judgment Seat,
Who murdered Nurse Cavell.

There ain't no count of things on earth
Till this foul deed's wiped out;
So here's one off with bayonet and gun
To pitch to Hell the Kiltured Hun
Who Christ's own Creed can flout.

I ain't no Saint, but when I stand
Before our Judge, I'll tell
Of the foulest Sin His Earth has known . . .
And she'll be there as well.

As Desirable Result of the War. Mr. James M. Beck, who has been studying the war in Europe with a good deal of scrutiny, at least on the side of the Entente Allies, is quoted as saying on the eve of his departure for home that, "apart from the physical side of the war," apparently meaning the capacity for holding out, he had noted "two most interesting and suggestive tendencies," in discussing the war with publicists in England and France. One of these is seen in the growing feeling "that no peace should be concluded with the Hohenzollern dynasty." The other is that no terms of peace would be accepted which did not carry "the right to exact suitable reparation from those individuals who grossly violated the rules of war and the proprieties of civilised life." This latter seems hardly practicable to effect with any regard to equity, so far as individuals are concerned, and as to the other Mr. Beck is quoted as saying: "The question as to the attitude of the Allies toward the Hohenzollern dynasty is one that citizens of neutral nations may well refrain from discussing."

To most American minds, it seems to us, the main issue of the whole conflict is whether the kind of government that has produced this horrible conflict is to be longer tolerated among nations that are called civilised. The only way to get rid of it is to eliminate that militaristic Hohenzollern dynasty from the face of the earth, for the sake of peace and for the sake of the German people and their nation. Neutral governments may not be entitled to take any part in accomplishing that, and it may not be proper for them to discuss it. But there is no reason on earth why American citizens, or any other citizens of neutral countries, should not have their say about it with entire freedom. The end of the Hohenzollern dynasty ought to be the result of this war, and if it is not, there will be no assurance of lasting peace. It is to be hoped that the people of Germany will wake up to that fact and help in the "consummation devoutly to be wished." Then their nation may be making friends instead of enemies, and its strength may be rendered healthy instead of morbid. To hope so is to have kindly wishes for Germany and her people.

—The Dutch technical journal "Prometheus" indicates that there is building in Germany, a submarine cruiser of 5,000 tons and of 400ft. in length, "as strongly protected and armed as medium-sized protected cruisers." The propelling machinery is said to develop 18,000 h.p., to give a speed on the surface of 26 knots and when submerged of 16 knots. The radius of action is from 18,000 to 20,000 nautical miles, which would enable the vessel to travel from the Baltic to Japan without replenishing the fuel bunkers. No particulars are available as to guns, but it is said the vessel will have 30 torpedo tubes, and that in addition to torpedo in each tube there will be carried two reserves for each tube, making 90 in all. Provision is also being made for carrying over 100 mines and for dropping them through the bottom of the ship. All this may be accurate, although the number of the torpedo tubes seems large, even for a vessel of 400 ft. in length, especially in view of the great space which will require to be given up to the propelling machinery. That development in submarine design are probable there can be little doubt.

THE FRENCH BLACK LIST.

"Le Journal Officiel de la République Française" of 6 August brings the following announcement:—

In view of the eventual application of the Law of 4th April, 1915, French merchants are hereby advised that the Government of the Republic considers as enemies, as also their intermediaries, the individuals, firms, or societies inscribed in the following and subsequent additional lists, all commercial transactions with said individuals, firms, or societies being hereby interdicted.

Lists being incomplete, the fact that some names are not thereon inscribed cannot be regarded as an excuse by French merchants who have commercial relations with neutral countries, who, in case of doubt, should observe toward their correspondents and clients, the dispositions foreseen in the declaration annexed to the declaration of clearance at the customs (circular, 2 May.)

The French List is dated 8th August, 1916, and corresponds with the British Statutory List up to July 15, 1916, since which date the following figuring on the French List have been removed from the British List:—Aug. 8, Diaz Garcia & Co., Rio de Janeiro; and Neuigaudt, Para; Aug. 9, Albuquerque, Antonio; Aug. 22, Costa Ferreira, S. Paulo, and Diaz Garcia & Co., Rio de Janeiro; Sept. 9, Carioca, M. W., and Rosa Naves, Florianopolis.

The only firms, allowing for the above removals, that figure on the French but not on the British list up to Aug. 1 are: Graeff, Gustaf, Para; Simões, Angelino, Rio de Janeiro; Staudt & Co.; Stoltz, Hermann & Co., Rio de Janeiro (the last added to the British list on 8 Aug.)

Grace & Co. The firm of Grace & Co., of Rio and Santos, is a branch of W. R. Grace & Co., of New York, San Francisco, Cal., and London and representatives of the Grace S.S. Co., of New York. The firm has agencies all along the West Coast, where they have always done a big business, Mr. W. R. Grace, moreover, as a direc-

tor of the National City Bank of New York, is a supporter of the Anglo-American loan.

With such antecedents, this firm could only be persona grata to the Allied Governments, naturally disposed to stretch a point or so in favour of friends.

Up to lately Grace & Co. did not figure in the list of exporters of coffee from either Rio or Santos; but, according to the "Diario Oficial", they seem to have acquired an interest in a hyphenated American firm—Stolle Emerson & Co.—that since 1913 has carried on a considerable business in this country.

Of the partners of the last mentioned firm, the first, Stolle, is a German or of German origin, and the latter an American.

Most of their staff in this country are likewise understood to be Germans and believed to deal largely with Germans in this country and to protect shipments of German produce. Indeed, not very long ago there was some question as to whether Stolle Emerson should be blacklisted. That, however, aborted and neither Grace & Co. or Stolle Emerson & Co. figure to-day in either the British or French official blacklists, whereby it is to be concluded the firm continues to be considered persona grata by both Governments.

The firm of Grace and Co. are understood to have secured a large contract for supply of coffee to the French Government, no doubt because, besides being persona grata, their offer must have been lower than their competitors'. This would, no doubt, be a very good explanation were it not that a good deal of the coffee they ship is believed to be German-owned and produced on German plantations.

After the exposure of what Germans are capable of in the way of poisoning wells in South Africa and inoculating rats shipped to London with bubonic plague, the French Government could not be too careful as to their transactions with firms under suspicion of dealing with the enemy. Besides it puts their own and other allied merchants at a disadvantage, seeing that their market is artificially restricted by the prohibition from competing for German-owned coffees, as also the friendly neutrals who from the outbreak of the war have set their faces against any dealings whatsoever with Germans in this country.

By following their example, not only might Grace & Co. continue indefinitely to enjoy the confidence of the Allies, but in the long run make a great deal more money than they possibly could by protecting and working with those whom all the Allied Governments now regard as their enemies.

Neutrals have only to conform with Allied desires to find every facility afforded them for trading with everyone excepting the enemy. It is not for us to dictate policy to Governments, but merely to draw attention to the fact that there seems some inconsistency in themselves dealing with enemy subjects through the medium of neutral firms, whilst prohibiting their own subjects from direct dealings with them of any description.

The British Government has specifically disclaimed any intention to interfere with domestic trading in neutral countries except in so far as its own subjects are concerned. Neutrals may deal, if they choose, with enemy or blacklisted firms in neutral countries—buying or selling from them or even shipping for them under their cover in neutral vessels. But even if, for motives of policy, it may be inconvenient for the moment to blacklist such firms, the Allied Governments can scarcely be expected to look with favour on those who openly flout their policy.

Prohibition of Exports to Sweden.—A Drastic Measure. A Royal Proclamation has been issued prohibiting exportation to Sweden of a number of commodities.

At the same time the War Trade Department will issue a general licence allowing exports of such commodities to be made on the presentation to the Customs of a Handelskommission guarantee in the proper form.

The circumstances which have led to this action being taken are the following:—Under the Customs War Powers Act the Customs have power to challenge an exporter to produce evidence that he has taken all reasonable precautions to ensure that the goods exported by him have in fact reached the destination specified in the declaration made by him when the goods were shipped. This power is freely exercised in the case of non-prohibited goods, which

are, of course, not subjected to the same scrutiny before shipment as prohibited goods.

The Swedish War Trade Law of April 17th, 1916, makes it illegal for an importer in Sweden to furnish an exporter in the United Kingdom with information as to the disposal of the goods. The exporter is, therefore, often obliged, in reply to a challenge from the Customs, to admit that he is unable to furnish the evidence required from him. The exporter in this country is thus exposed, through no fault of his own, and simply by the operation of Swedish law, to heavy penalties.

As His Majesty's Government cannot consent to see their powers to challenge under the Customs War Powers Act rendered a dead letter without taking other measures to ensure that exports from the United Kingdom are properly disposed of, it has been necessary to make exports to Sweden, with a few minor exceptions, dependent upon the production of a guarantee signed by the importer and sanctioned and registered by the proper department of the Swedish Government, to the effect that both the goods and their products will not be re-exported.

A telegram received by the "Jornal do Commercio" lately announced that in retaliation for seizure by Great Britain of coffee en route for Germany, via Sweden, the Swedish Government had seized 100,000 tons, equivalent to 1,600,000 bags, of coffee on its way to Finland and Russia. As regards the quantity there is evidently confusion of tons with bags, as no such quantity has been exported to Russia.

A rumour was current last Saturday that, in view of the delicacy of the political situation, Swedish vessels in foreign waters had received orders to remain where they were. This has not been confirmed so far, but the position is evidently so delicate that without the greatest prudence a rupture may occur at any moment.

MONEY

Official Quotations, Exchange Camara Syndical and Vales:—

	90 dys	Sight	Sovs	Vales
Monday, 11 Sept.	12 23-64	12 1-4	19\$775	2\$182
Tuesday, 12 Sept.	12 11-32	12 15-64	19\$775	2\$182
Wednesday, 13 Sept. .	12 11-32	12 15-64	19\$775	2\$182
Thursday, 14 Sept.	12 5-16	12 13-64	19\$800	2\$182
Friday, 15 Sept.	12 7-32	12 7-64	19\$800	2\$238
Saturday, 16 Sept.	12 9-32	12 11-64	19\$800	2\$233
Average for week	12 21-64	12 13-64	19\$785	2\$199

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

Monday, 11th Sept. The Bank of Brazil, French and Ultramarino opened at 12 13-32d. and others at 12 3-8d. In the early part of the day a few commercial bills were offered at 12 7-16d. and easily placed. A fair amount of money appeared at 12 13-32d. and afterwards at 12 3-8d., whilst commercial sellers retired, the market closing with banks not eager drawers at 12 3-8d.

Tuesday, 12th Sept. Some banks opened at 12 3-8d., others at 12 11-32d. The market closed nominal at this rate, with some banks quoting only 12 5-16d., but neither money nor bills offering.

Wednesday, 13th Sept. Some banks opened at 12 11-32d., all offering to take at 12 7-16d.; during the day several banks quoted 12 3-8d. for small amounts for the market, whilst others reduced taking rate to 12 11-32d. No bills offering, the market closed with banks quoting 12 11-32d. and 12 5-16d.

Thursday, 14th Sept. Some banks opened at 12 11-32d.; the Ultramarino being a heavy taker. In the absence of bills banks retired, until at close 12 9-32d. was nominal in come banks, others quoting 12 1-4d. for market. There was next to no money except from Ultramarino.

Friday, 15th Sept. All banks opened at 12 1-4d.; the Ultramarino being still on the market a heavy buyer; no bills offering rates declined to 12 3-16d. to 12 7-32d., the latter for the market only. Later on some commercial paper appeared at 12 1-4d. and a fair amount of business was done at this rate and on Ultramarino showing less anxiety to buy the market firmed and closed at 12 1-4d. in all banks, with no money under 12 5-16d. and some bills offering at this rate.

Saturday, 16th Sept. Some banks opened and closed at 12 9-32d. No money offering under 12 5-16d. and some bills offered at this rate. Market paralysed all day, with no business doing.

Rio de Janeiro, 16th September, 1916.

The weakness of the market is attributed to the liquidation of forward sales in April-May and relatively small shipments of coffee to the States, which by this time last year had reached 1,508,916 bags, as against only 923,480 this year. Now that arrangements have been come to for shipment of 1,200,000 bags to the States, it seems likely that shipments will be more active and that we may look for a larger supply of bills as soon as that Line gets to work. Last season the States took 6,549,703 bags of our coffees and 5,769,681 in 1914-15. Of the former part was for re-export to Scandinavia and Holland, but seeing that that has been put a stop to, even on the basis of 1914-15, there still remains 4,597,606 to be exported to that destination that at £2.53 per bag should yield bills to value of £19,200,000.

It must not, however, be forgotten that the trade balance in favour of the country for the seven months, January-July, shows a shrinkage inclusive of specie) of £7,500,000 compared with last year. Until the end of the year the tendency of imports should be to increase, but afterwards in all probability will show some decline, if the projected increase of the percentages of duties payable in gold materialises.

The supply of bills from the outports is still very slack. Pernambuco is giving a few bills, but Bahia is backward and cocoa not panning out so well this year. At Santos, where dollar bills are selling at 90 days' rate on London, rates are under Rio.

The plans for ensuring shipment of coffee on a fair scale to the United States at a reasonable price, for which shippers in the know seem to have been on the lookout, having apparently matured, there seems some chance of a really big movement that should react on exchanges unless counteracted by Government buying.

The fact that the rate of discount for first class paper now rules 6 per cent. suffices of itself to show how redundant the supply of money must be in this market and the danger to exchange that its employment abroad at higher rates may involve as soon as the war comes to an end.

Seven Months' Foreign Trade, January-July.

	1914	In £1,000. 1915	1916
Exports of merchandise	30,792	27,291	29,221
Exports of specie	7,318	4,495	77
	38,110	31,776	29,298
Imports of merchandise	26,797	16,640	21,708
Imports of specie	850	25	1/2
	27,647	16,665	21,708 1/2
Balance of trade	10,463	15,111	7,590 1/2

With the exception of cocoa, net values f.o.b. all show increase, in some cases very considerable, and almost compensated the falling off in the quantity of four of the nine staples.

COFFEE

Entries at the two ports for the week ended September 14 show increase of 76,064 bags or 21.8 per cent. compared with previous week and of 11,074 or 26.8 per cent. compared with last year.

For the crop to 14th Sept. entries show a shrinkage of 659,558 bags or 17.5 per cent. compared with corresponding period last year.

Clearances for the crop to 14 Sept. at the two ports show a shrinkage of 682,021 bags or 26 per cent., but only £497,975 or 9.7 per cent. in f.o.b. value.

For the week under analysis, the f.o.b. value was £2,530 per bags as against £1.992 for same week last year and for the 1916-17 crop to 14 Sept. £2.374 as against £1.947 per bag last year.

Stocks at the two ports on 14 Sept. showed a net increase of 127,083 bags compared with previous week, accounted for by an increase of 162,250 bags at Santos, but shrinkage at Rio of 34,267.

Compared with last year stocks show an increase at the two ports of 127,983 bags.

Embarques for the week were 239,224 bags or 159,675 more than previous week's and for the crop 2,119,881 as against 2,848,842 bags last year.

At £2.530 per bag, their f.o.b. value for the week yielded £595,236.

Of the total of 124,819 bags **Sailed**, figuring on the manifests published in this number, 60,762 bags went to New York, 35,895 to French ports, 17,765 to Italy, 4,894 to the Plate, making 119,316 overseas in all, and inclusive of 5,503 coastwise, makes the grand total for the week of 124,819 bags to all destinations, as against 439,651 bags last year, and 1,981,161 bags for the crop to date as against 2,686,651 bags last year.

Sales. Only Rio sales are now declared, these amounted to 42,032 bags as against 39,765 bags for previous week and 46,853 bags for corresponding week last year.

Prices were as follows:—

	Average	Closing 16 Sept.
Rio—No. 6, per 10 kilos	6\$877	6\$877
No. 7	6\$450	6\$504
No. 8 Z	6\$400	6\$332
No. 9	6\$128	6\$060
Santos—Superior	6\$920	—
Good average	5\$720	—
Base No. 4	—	6\$800
Opening		
New York—Spot No. 7 Santos	—	10 1-8
No. 8 Santos	—	9 5-8
Options—December	9.29c.	8.88c.
March	9.42c.	8.94c.
May	9.52c.	9 03c.
Havre—Options—December	75f.65	72f.75
March	74f.80	71f.75
May	74f.50	71f.25
London—December options	49/10	48/9
May	52/4	51/3

and quotations are dropping in both primary and consuming markets.

Up to 13th September only 923,480 bags of this crop have been shipped to the United States, as against 1,508,916 by that time last year, a shrinkage of 585,436 bags.

Clearances overseas for the first two months of the crop show a shrinkage of 197,058 bags or only 9.2 per cent. compared with same period last year, the falling off of 248,595 bags in clearances to the States and of 483,063 bags to Scandinavia having been compensated to a very large extent by increase of 321,475 bags to France and 181,447 to Italy. Should the demand for these last two countries continue, as there seems every reason to expect if only adequate tonnage is forthcoming, the prospects of success for a bear operation would not seem very brilliant.

Stocks here are undoubtedly heavy, but a good deal—we do not know how much—is in second or exporters' hands. Planters and commissarios made so much money last year that they could without much difficulty carry a million or so bags in support of prices, if required.

There is, however, a limit to their capacity, as also to that of the American markets to hold out, that a shortage of tonnage would put to the test. But tonnage, after all, is but a matter of price, and if consuming markets can't do without Brazilian coffee, they will have to advance freight rates as they did last year, perhaps to \$2.00 per bag, at which plenty of tonnage would be forthcoming.

The expansion of tonnage in France and Italy is the surprise of the war and if only these countries keep the ball a-rolling, not only does there seem every chance of disposing of all this crop at good prices, in spite of the embargo on Scandinavia and Holland, but in check-mating bear tendencies in the U.S. and forcing those markets to improve offers.

The manner in which exports are increasing to France and Italy is the best possible proof of the value in which coffee is held by the military authorities and justification of any measures taken by the Allies to prevent so valuable a stimulant from getting into the hands of the enemy.

In the earlier months of the war, it was the fashion to pooh-pooh an embargo on coffee, and in fact to facilitate imports by the enemy on the ground that it could do no harm and would weaken their exchanges. But anything that could stimulate flagging physical energies could not but be of value to a beleaguered enemy cut off from other sources. We are happy to know that the Allied Governments now likewise take that view of the question and that as far as lies in their power no coffee will be permitted to reach enemy combatants.

—No further news of the flowering in S. Paulo, but partial rains are reported that should have done good and relieved anxiety as to the prospect of the coming crop, which however does not seem likely to be the bumper once expected.

Estimates for entries at Rio, where there is no restriction, are generally reduced to 2¼ millions. Up to 14th September entries show a shrinkage compared with last year of 29.3 per cent., and on this basis would give 2,302,122 bags.

At Santos the shrinkage to 14th September was 11.1 per cent. and at this rate would yield 10,098,797 bags.

For Rio and Santos together the shrinkage was 659,553 bags or 17.5 per cent., which on 15,000,676, the yield for 1915-16, would yield 12,775,577 bags.

—The boom engineered by outsiders on the New York market, although reinforced from this side by pessimistic reports as to prospects of the current and coming crops, seems to have collapsed

J. Aron & Co. In the "Diario Oficial" of 27 August, are to be found the statutes or articles of association of this firm, together with the authorisation of the Brazilian Government to operate in this country. The new concern was incorporated with domicile at Dover, in the country of Kent, Delaware, U.S.A. (not England as stated in the "Diario Oficial"), to buy and sell coffee, etc. The capital of the concern is \$300,000, divided into 3,000 shares of \$100 each, of which \$100,000 paid up. The object is to take over the business hitherto under the direction of Jacob Aron and Ernest Struckmeyer at Santos (Brazil) and for the administration of the new concern full powers were granted to David Brown and William Lawrence, both citizens of the U.S., actually resident in Brazil. Shareholders: Jacob Aron, 95 Wall St., New York, 844 shares, on which \$84,000 paid up; Theodore Israel, 3 shares, \$300; Joseph E. Beaver, 3 shares, \$300; and W. B. Burkenroad, New Orleans, 150 shares, \$15,000. Directors: Jacob Aron, W. B. Burkenroad, Theodore Israel, J. E. Beaver; bankers, The Guaranty Trust of New York.

Coffee Trade and Stocks in Holland. U.S. Consul Frank W. Mainin, Amsterdam, writes, July 8th:—An important feature of the Dutch coffee trade is the great decrease in the arrivals during the first six months of this year in comparison with the corresponding period of 1915. This year the imports totaled 861,400 bags; in 1915, 2,361,500 bags; in 1914, 936,700, which was fairly normal for peace times. The deliveries this year were 157,017 bags more than the arrivals, while last year the deliveries were 254,148 less than the arrivals, which would indicate that the surplus stock in Holland is being reduced this year. The reduction in imports for the first six months of 1916 was in Brazilian and Central American coffee. The receipts from Brazil this year were only one-sixth those in 1915, and lower than in corresponding periods before the war—less than half those in the similar period of 1914. While the total arrivals during the past six months was about the normal of peace times, it reached that point only because of increased imports from the Dutch East Indies. The total stock on hand in this country on the 1st July, 1916, 1915, and 1914, respectively, was 208,600 bags, 554,500 bags, and 703,300 bags. It creates surprise to read that surplus stock in the mother country of Europe in Dutch coffee trade was only 208,000 bags July 1, 1916. Had it not been for increased imports from the Dutch East Indies the supply would have been still smaller. The receipts from Brazil now being only one-sixth of those a year ago is an indication of what loss is occasioned by the war under the stricter supervision of the Scandinavian outlet not only to Holland but Denmark, Norway and Sweden also. All this shortage shows that when peace is declared there will be a great rush of Brazil coffee shipments to Europe.

Coffee in Europe. An old importer now out of business but who has not lost his interest in the trade, having a good sum still invested in it, says, in speaking of the situation abroad:—There is great concern felt about coffee in Austria, Germany and a large part of northern Europe as to their supply if the war continues another year. The fear is, that all South American shipments, also West Indies and Central America, will be largely held up because of a stricter blockade. Europe received each year before this war a large part of fine coffees grown in West Indies, also Central American coffees of the higher grade, which, added to their imports of Mochas, Javas and Sumatras, gave a full supply of the best coffees grown anywhere. While imports from Brazil and Central America have not been exhausted, the supply, however, is decreasing and if a real enforcement of the blockade is carried out only the imports from the Far East will be available and that supply will not go far in the great demand following the loss of their favourite beverage.—"The American Grocer."

Circular of Minford, Lueder & Co., of 11 August:—The demand for spot coffees has averaged good. The market is firm, with desirable selections becoming scarcer each day. This is not to be wondered at when the fact that the spot stock of all kinds of Brazil

coffee is down to 847,388 bags, being only 314,529 bags more than the stock of mild coffees. Besides, the amount afloat is nearly 50 per cent. less than last year and the visible supply is 314,529 bags below a year ago. It is our opinion that the interior jobbers and roasters have allowed their supplies to become unduly depleted. Owing to information from our friends, we think it best to reduce our estimates of the present Santos crop to 9½ million bags and the Rio crop to 2½ million bags—a total of 12½ million bags. Present prices pay the planter a good profit, but the many factors growing out of the effects of the European war make it impossible to form conclusions based on normal conditions as to future prices. Our opinion is that the United States buyers through their indifference to prevailing conditions have put themselves in a position to place the control of the market in the near future with the Brazil sellers, unless some local conditions in Brazil, of which we have no knowledge, should arise that would make them more urgent sellers. We believe it will be good judgment to carry full stocks—enough for the next 60 days.

Cost and Freight.—Probably 50,000 bags have been sold during the past week. The prices ranged for Santos 3s at 10.90 to 11c., 3-4s at 19.80c., 4s (for a few small lots) at 1.25 to 10.40c. up to 10.70c., London credits; Santos 4s at 10.30 to 10.50c., Rio 7s at 8½c., Victoria 7-8s at 8.70c., American credits.

Deliveries of Brazil coffee in the United States have been increasing, and compared are as follows: For the 10 days of August they are 122,224 bags, against 54,457 bags in July and 77,287 bags last year.

The demand for milds continues very limited, except for the higher grades. The stock is composed largely of such stocks and grades as are not desired by our buyers, being coffees usually sold to the European markets, which are now closed. The slow output causes jobbers to be indifferent, having already purchased freely. The arrival of Columbian coffee are smaller, as the first crop is finished and the second crop does not begin to arrive until September. The firmness of Brazil coffees helps to sustain prices of mild coffees. The arrivals of mild coffees for the first seven days of August in the United States were 55,769 bags and the deliveries 43,187 bags. The stock of mild coffee in the United States on Aug. 7 in public warehouses was 805,462 bags, against 540,525 bags last year.

Trading in coffee futures was quiet up to Monday, when an advance began, resulting in an active market. With occasional small reactions, prices have slowly improved, especially for the near months, and differences have narrowed, and indications point to these differences becoming very narrow at least until the Sept. shorts have covered. The next fifty days is the critical period for the flowering of the 1917-18 crop, as it is during this period that frost can do damage. We continue to advise purchasing on reactions. The markets closed steady at from 21 to 23 points advance on the near months and 16 to 20 points on the other months.

—Circular of Minford, Lueder and Co. of Aug. 18:—The spot demand has been lighter the past week, with prices firmly held, however, and most grades of Santos higher. The spot stock of Brazil coffee in New York is down to 799,966 bags, but out of the 580,000 bags now afloat, 243,000 bags are due to arrive in New York in the next 10 days and 58,000 in New Orleans. These arrivals are needed and a good portion is already sold to the interior. Desirable assortments of Santos, Rios and Victorias are scarce on the spot. The visible supply for the United States has increased, but is still 162,546 bags less than last year. While the situation as to supplies promises to improve, unless the buyers in the United States buy quite freely, they will not become independent of Brazil. We see no reason to change our opinion that jobbers and roasters should carry full normal stocks. The possibilities of a decline, at least for the next 50 days, are unlikely, and it is during this time that adverse reports concerning the growing crops are apt to occur.

A fair amount of cost and freight business has transpired on a basis of Santos 2-3s at 11¼c., 3s at 11.15c., 4s at 10.70c., Rio 7s at 9.05c., London credits. The offers are more plentiful, with prices averaging more nearly on a parity than usual, the latest being Santos 2-3s at 11¼ to 11.85c., 3s at 11.25c., 3-4s at 10.85 to 11c., 4s at 10.70 to 10.95c., 5s at 10.55c., 6s at 9½ to 10c., Rio 2s at 10.60c., 2-3s at 10.40c., 4s at 10.20c., 5-7s at 9.10 to 9.30c., all London credits; Rio 4s at 9.85c., 7s at 8.95c., 8s at 8.70c., American credits.

COMPANHIA COMMERCIAL DE SÃO PAULO

P. O. BOX 1113.

CABLE ADDRESS "WYSARD"

SÃO PAULO

Codes Used: A.B.C. 5th Edition, Liebers, Bentleys, Brasileira Universal.

IMPORT. COMMISSIONS. CONSIGNMENTS.

Catalogues & Correspondence Invited.

SOLE AGENTS FOR THE STATE OF S. PAULO OF THE BYLLESBY MERCANTILE CORPORATION OF NEW YORK

Deliveries of Brazil coffee in the United States are now normal and compared with previous periods are as follows: For the 17 days of August, they amount to 195,403 bags, against 110,909 bags in July and 158,271 bags for the same time in August a year ago.

The demand for milds is slow, and stocks, while showing a small decrease, are very large, with the jobbers very well supplied. It is surprising that prices keep so steady. The stock of mild coffee in the United States in public warehouses on August 14 was 796,718 bags. The arrivals between August 1 and 14 were 93,449 bags and deliveries 79,611 bags.

Trading in coffee futures has been fairly good until Tuesday, when on moderate selling by tired longs, which met an empty market, prices declined. There was a slight recovery on Wednesday. There are still some short in September, but apparently the interest has been pretty well liquidated. The quantity that will be delivered is unknown, but it cannot be large and deliveries will be received and lodged in strong hands. The market continues to be a narrow one, awaiting news, from now on, as to the anxiety of Brazil to sell, (of which there seems little probability) and reports of the flowering of the 1917-18 crop, now progressing. Until after the frost or drought period is passed, we favour the buying side on recessions. To-day the market is steady and closed from unchanged to 4 points advance on the near months and 2 to 7 points decline on the balance.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending September 14th, 1916.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Sep. 14 1916	Sep. 7 1916	Sep. 16 1915	Sep. 14 1916	Sep. 16 1915
Central and Leopoldina Ry.....	64,901	63,390	67,862	451,116	652,102
Inland.....	2,620	1,257	2,597	6,511	21,689
Coastwise, discharged ..	7,146	1,142	5,770	25,916	25,352
Total.....	74,667	65,789	76,229	513,573	699,513
Transferred from Rio to Nietheroy	—	—	290	12,615	8,119
Net Entry at Rio.....	74,667	65,789	75,939	500,958	696,394
Nietheroy from Rio & Leopoldina.....	—	—	8,300	38,200	72,447
Total Rio, including Nietheroy & transit.	74,667	65,789	84,239	539,158	768,841
Total Santos:	35,183	282,947	329,487	3,223,971	3,659,546
Total Rio & Santos.	424,800	348,736	413,726	3,763,129	4,422,957

The total entries by the different S. Paulo Railways for the Crop to Sep. 14/16 1916 were as follows:

	Past Jandishy	Per Sorocabans and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1916/1917	2,771,004	418,324	3,189,328	3,223,971	—
1915/1916	3,231,411	379,024	3,610,435	3,659,546	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	Sep. 14 1916.	Sep. 7 1916.	Sep. 16/1915.
United States Ports ...	902,000	1,002,000	1,156,000
Havre.....	2,202,000	2,210,000	1,982,000
Both.....	3,104,000	3,212,000	3,138,000
Deliveries United States	77,000	104,600	152,000
Visible Supply at United States ports.....	1,573,000	1,607,000	2,057,000

SALES OF COFFEE.

	Sep. 14 1916.	Sep. 7/1916.	Sep. 16/1915.
Rio.....	42,032	39,705	46,559
Santos.....	—	—	135,893
Total.....	42,032	39,705	182,752

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1916 Sep. 14	1916 Sep. 7	1915 Sep. 16	1916 Sep. 14	1915 Sep. 16
Rio.....	51,341	18,516	61,947	394,395	620,305
Nietheroy.....	—	—	—	29,145	57,701
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit.....	51,341	18,516	61,947	423,540	678,006
Santos.....	187,883	61,033	148,039	1,606,341	2,170,836
Rio & Santos.....	239,224	79,549	209,986	2,119,881	2,848,842

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending September 14th, 1916.

IN BAGS OF 60 KILOS.

	Sep. 14	Sep. 7	Sep. 14	Sep. 7	Crop to Sep. 14/1916
	Bags	Bags	£	£	Bags
Rio.....	9,975	12,000	21,540	36,644	856,212
Santos.....	109,341	76,077	280,361	196,968	1,563,808
Total 1916/1917..	119,316	88,077	301,901	233,612	2,420,020
do 1915/1916	434,702	52,432	864,602	92,628	2,624,041

COFFEE SAILED.

During the week ending Sept. 14th, 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	7,156	2,375	4,070	450	—	—	14,451	383,358
Santos.....	53,612	53,295	1,438	2,441	—	—	110,774	1,597,903
1916, 1917..	60,762	55,669	5,508	2,894	—	—	124,819	1,961,261
1915/1916..	319,069	110,230	5,649	4,703	—	—	439,651	2,636,651

COFFEE PRICE CURRENT.

During the week ending September 14th, 1916.

	Sep 8	Sep 9	Sep 11	Sep 12	Sep 13	Sep 14	Ave- rage	Clo- sing Sep 16
RIO—								
Market N. 6 10k..	6.877	—	6.877	6.869	—	—	6.877	6.877
• N. 7	6.945	6.945	6.945	6.877	6.809	6.809	6.877	6.877
• N. 8	6.741	6.741	6.741	6.673	6.605	6.605	6.450	6.594
• N. 9	6.400	—	6.400	6.382	—	—	6.400	6.382
• N. 9	6.469	6.469	6.469	6.400	6.382	6.382	6.400	6.382
• N. 9	6.128	—	6.128	6.060	6.060	6.060	6.128	6.060
SANTOS—								
Superior per 10 k..	7.600	6.900	6.900	6.900	—	6.900	6.920	—
Good Average	5.900	5.700	5.700	5.700	—	5.700	5.720	—
Base N. 6	—	—	—	—	—	—	—	6.800
N. YORK, per lb..								
Spot N. 7 .. cent.	—	—	—	—	10 3/4	—	—	10 1/8
• N. 8 ..	—	—	—	—	9 3/4	—	—	9 5/8
Options—								
• Sept....	965	941	926	926	924	924	929	804
• Dec....	949	954	959	959	937	937	942	804
• Marc....	959	964	949	949	947	947	952	963
HAVRE per 50 kilos								
Options..... francs								
• Sept....	70.75	70.25	—	70.75	70.00	74.50	75.65	72.75
• Dec....	70.00	70.50	—	74.75	74.25	73.50	74.80	71.75
• Marc....	75.25	75.00	74.00	74.25	74.00	—	74.50	71.25
HAMBURG per 1/2 k								
Options..... pfennig								
• Sept....	—	—	—	—	—	—	—	—
• Dec....	—	—	—	—	—	—	—	—
• Marc....	—	—	—	—	—	—	—	—
LONDON cwt.								
Options..... shillings								
• Sept....	50.3	50.6	50.0	49.6	49.6	49.6	49.10	48.9
• Dec....	—	—	—	—	—	—	—	—
• Marc....	52.9	53.0	52.6	52.0	52.0	52.0	52.4	51.3

OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO Stock on Sep 7th, 1916.....	289,227
Entries during week ended Sep 14th, 1916.....	74,667
Loaded «Embarques», for the week Sep 14th, 1916.....	357,894
STOCK IN RIO ON Sep 14th, 1916.....	51,311
Stock at Nictheroy and Porto da Madama on	
• Sep. 7th 1916	24,527
• Afloat on Sep. 7th 1916.....	26,987
Entries at Nictheroy plus total embarques including transit.....	51,341
	102,855
Deduct: embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week Sep 14th, 1916.....	14,045
STOCK IN NICTHEROY AND AFLOAT ON Sep 14th, 1916.....	88,810
STOCK IN 1st and 2nd HANDS AND THOSE AT NICTHEROY and AFLOAT ON Sep 14th, 1916.....	865,983
SANTOS Stock on Sep. 7th, 1916.....	2,140,562
Entries for week ended Sep 14th, 1916.....	850,193
Loaded (embarques) during same week.....	2,490,695
STOCK IN SANTOS ON Sep. 14th, 1916..	157,883
Stock in Rio and Santos on Sep. 14th, 1916..	2,302,812
do do on Sep. 7th, 1916..	2,698,175
do do on Sep. 18th, 1915....	2,570,192
	2,319,459

MOVEMENT OF THE FIRST TWO MONTHS OF CROP, JULY-AUGUST.

Entries—						
	1916-17	%	1915-16	%	1914-16	%
Rio ...	398,702	13.3	573,301	16.2	423,949	25.9
Santos	2,590,891	86.7	2,964,742	83.8	1,210,536	74.1
	2,989,593	100.0	3,538,043	100.0	1,634,485	100.0
Difference 1916-17 and 1915-16:—						
					Bags	%
Rio			Decrease	174,599		30.4
Santos			Decrease	373,851		12.6
Total decrease				548,450		15.5

CLEARANCES OVERSEAS.

PER DESTINATIONS.	Rio	Santos	Total
New Orleans	64,500	83,739	148,239
New York	44,500	308,013	352,513
Marseilles	28,582	—	28,582
Lagoa Bay	20,473	—	20,473
Buenos Aires	12,885	19,955	32,840
Port Natal	10,913	—	10,913
Cape Town	10,528	—	10,528
Oran	8,250	—	8,250
East London	7,578	—	7,578
Algiers	4,500	—	4,500
Mossel Bay	3,178	—	3,178
Amsterdam	2,500	30,021	32,521
Genoa	2,125	75,100	77,225
Montevideo	1,568	1,550	3,118
Mostaganem	1,375	—	1,375
Lisbon	1,269	1	1,270
Gibraltar	1,000	—	1,000
Havre	1,000	121,739	122,739
Rhone	625	—	625
Gijon	625	—	625
London	500	5,410	5,825
Bordeaux	415	—	399
Punta Arenas	399	—	625
Santander	375	250	339
Leixões	339	—	225
Las Palmas	225	—	160
Valparaiso	160	—	125
Palermo	125	—	125
Phillipville	100	200	300
Vigo	—	25,700	25,700
London	—	8,051	8,051
Barcelona	—	6,723	6,723
Sevilla	—	5,250	5,250
Gothemburg	—	2,915	2,915
Huelva	—	1,250	1,250
Stockholm	—	1,000	1,000
Malmo	—	955	955
Malaga	—	627	627
Cadiz	—	352	352
Naples	—	250	250
Valencia	—	11	11
Liverpool	—	4	4
Christiania	—	—	—
Total August	230,737	699,067	929,804
Total July	105,500	699,323	804,823

COASTWISE.

Pará	2,940	60	3,040
Porto Alegre	2,410	386	2,795
Pelotas	1,140	—	1,140
Marão	1,095	—	1,095
Maranhão	883	100	983
Araaty	510	—	510
Portaleza	400	—	400
Maceió	300	—	300
Camocim	200	—	200
Monseré	155	—	155
Rio Grande	185	411	596
Natal	135	—	135
Santarem	85	—	85
Amarracao	70	—	70
Cabedelo	70	—	70
Obidos	40	—	40
Araçaju	10	—	10
Ilheus	10	—	10
Pernambuco	10	360	370
Rio de Janeiro	—	4,187	4,187
Iguape	—	6	6
Total coastwise	10,649	6,441	17,090
Total overseas	230,737	699,067	929,804
Grand total	241,386	705,508	946,894

PER SHIPPERS (overseas)

DESTINATIONS	Rio	Santos	Aug.	2 mos.
Ornstein & Co.	49,350	—	49,350	55,795
Pinto & Co.	26,575	—	26,575	35,094
Hard, Rand & Co.	22,910	27,379	50,289	75,331
Louis Boher & Co.	19,160	—	19,160	35,160
McKinley & Co.	17,895	—	17,095	17,345
Norton Megaw & Co.	12,639	—	12,639	18,188
Leon Israel & Bros	11,250	20,252	31,502	70,252
Theodor Wille & Co.	14,450	28,569	43,019	62,943
Castro Silva & Co.	10,200	—	10,200	13,400
Karl Valais	7,750	—	7,750	11,750
Jessouroun Irmaos	6,302	2,220	8,522	29,066
Carlo Pareto & Co.	5,000	—	5,000	10,506
McLaughlin & Co.	5,665	3,135	8,800	14,409
Eugen Urban & Co.	4,500	500	5,000	10,304
Atlas Coffee Company	4,250	—	4,250	5,250
Produce Warrants Company	1,625	—	1,625	15,625
Pinheiro & Ladeira	1,500	—	1,500	5,750
Grace & Co.	1,200	16,650	17,850	18,200
J. Germano Ferreira	375	—	375	2,000
Sequeira & Co.	350	—	350	500
Roberto do Couto	251	—	251	1,203
Arbuckle & Co.	235	—	235	63,388
A. J. Hardman & Co.	100	—	100	100
Zenka Ramos & Co.	71	—	71	71
Naumann Gepp & Co.	—	77,922	77,922	144,551
Comp. Prado Chaves	—	55,061	55,061	102,975
Ed. Johnston & Co.	—	46,309	46,309	89,579
João Osorio	—	30,800	30,800	52,908
A. do Amaral	—	29,300	29,300	41,300
J. Aron & Co.	—	28,500	28,500	30,500
Picone & Co.	—	26,095	26,095	40,921
M. Wright & Co.	—	25,550	25,550	60,930
Levy & Co.	—	25,163	25,163	54,620
Ind. R. F. Matarazzo	—	25,001	25,001	32,422
Raphael Sampaio & Co.	—	22,475	22,475	56,987
J. Carlos de Mello	—	19,775	19,775	27,136
R. Alves Toledo & Co.	—	19,633	19,633	50,357
Pedro Trinks	—	17,351	17,351	21,080
Société F. Brasileira	—	16,977	16,977	46,370
Santos Coffee Company	—	16,672	16,672	35,594
Malta & Co.	—	14,900	14,900	22,375
Nioac & Co.	—	14,100	14,100	31,147
Whitaker Brotero & Co.	—	10,801	10,801	42,701
Leite & Santos	—	10,300	10,300	24,700
Geo. W. Ennor	—	9,806	9,806	23,495
Francisco Tenorio & Co.	—	9,514	9,514	12,869
Eneas Malagutti	—	8,161	8,161	22,124
Leme Ferreira & Co.	—	7,644	7,644	13,944
F. Lima Nogueira & Co.	—	5,002	5,002	6,202
G. Tomaselli & Co.	—	2,077	2,077	2,077
Companhia Nacional de Café	—	3,566	3,566	5,432
Prado Ferreira	—	1,925	1,925	3,550
A. Baccarat	—	1,250	1,250	1,625
J. de Almeida Cardia	—	1,000	1,000	7,510
Souza Queiroz Lins & Co.	—	5,118	5,118	9,743
S. Jacobson & Co.	—	1,299	1,299	2,714
Diebold & Co.	—	934	934	1,098
Comp. Fuglisi	—	674	674	1,745
Zerrenner Bulow & Co.	—	654	654	1,054
Cia. Agr. Minas Geraes	—	650	650	650
G. Trinks	—	600	600	3,700
Milhomens & Co.	—	635	635	635
Favilla Lombardi	—	500	500	500
F. Macchioratti	—	218	218	218
Villas Bôas & Co.	—	200	200	1,645
D'Orey & Co.	—	40	40	40
Troncoso Hermanos	—	30	30	30
J. Procopio Irmão	—	25	25	25
Belli & Co.	—	9	9	9
Danach & Co.	—	31	31	256
F. S. Hampshire & Co.	—	1	1	1,001
Nossack & Co.	—	—	—	400
Sundry	7,834	6,113	13,947	26,854
M. da Costa Almeida	—	—	—	1,500
J. Jorge Figueiredo & Co.	—	—	—	1,371
	230,737	699,067	929,804	1,734

PER SHIPPING COMPANIES

PER SHIPPING COMPANIES	Rio	Santos	Aug.	2 mos.
Various English Lines	52,670	91,874	144,544	236,304
Comp. Commercio Navegação	42,650	42,625	85,275	85,275
Lampport and Holt	38,116	53,384	91,500	110,677
Transport Maritimes	33,032	—	33,032	90,109
Lloyd Brasileiro	32,750	82,726	115,476	173,579
Sud Atlantique	16,800	10,703	27,503	35,510
Royal Mail	3,559	30,814	34,373	193,625
Lloyd Real Hollandes	2,500	30,021	32,521	60,195
Johnson Line	2,816	12,559	15,375	69,464
Lloyd Italiano	2,250	24,291	26,541	41,798
Comp. Transatlantica de Barcelona	1,375	3,274	4,599	7,641
Various Portuguese Lines	1,269	—	1,269	2,977
Chargeurs Reunis	1,000	122,803	123,803	178,240
Prince Line	—	88,257	88,257	157,113
Various American Lines	—	32,198	32,198	32,198
Various Italian Lines	—	28,700	28,700	68,563
Pinillos Inquierdo & Cia.	—	21,879	21,879	29,683
Lloyd Sabando	—	16,526	16,526	16,526
Transatlantica Italiana	—	6,023	6,023	16,441
Norwegian South American Line	—	410	410	2,618
France Amerique	—	—	—	25,065
La Veloce	—	—	—	11,701
Lloyd Nacional	—	—	—	45,604
	—	—	—	43,250

Various Japanese Lines

Pacific Steam Navigation Company	230,737	699,067	929,804	1,734,627
Lloyd Brasileiro (coastwise)	6,764	431	7,195	14,429
Navegação Costeira	3,885	4,494	8,379	15,662
Cia. Commercio e Navegação	—	1,516	1,516	3,213
Total overseas	230,737	704,564	929,804	1,734,607
Coastwise	241,386	705,508	946,894	1,767,931

Per shippers (coastwise)

Theodor Wille & Co.	3,020	—	3,020	—
McKinley & Co.	2,140	—	2,140	—
Eugen Urban & Co.	2,000	1,099	3,099	—
Sequeira & Co.	1,156	—	1,156	—
Castro Silva & Co.	850	—	850	—
Ornstein & Co.	690	—	690	—
Grace & Co.	150	30	180	—
Jessouroun Irmaos	50	200	250	—
Pinheiro & Ladeira	50	—	50	—
Zenka Ramos & Co.	50	—	50	—
Venancio Faria	—	2,172	2,172	—
Malta & Co.	—	625	625	—
McLaughlin & Co.	—	480	480	—
Diebold & Co.	—	225	225	—
J. Carlos de Mello	—	179	179	—
J. de Almeida Cardia	—	170	170	—
R. Vasconcellos	—	100	100	—
Picone & Co.	—	60	60	—
Luiz F. Santos	—	30	30	—
Belli & Co.	—	15	15	—
Companhia P. Armazens Geraes	—	3	3	—
Sundry	493	1,052	1,545	—
Total coastwise	18,649	6,441	17,090	—
	230,737	699,067	929,804	—
Grand total	241,386	705,508	946,894	—

Clearance: Overseas:—

	Bags	Value f.o.b. £
Crop, 1916-17	1,734,627	4,279,552
1915-16	2,139,078	3,819,051
1914-15	994,352	2,879,297

Compared with last season, clearances for the crop to end of August show decrease of volume of 404,451 bags or 18.9 per cent but increase in f.o.b. value of £460,481 or 12.1 per cent.

Distribution:—

	Bags	%
Shipped by Allies and Neutrals	1,576,259	90.9
Shipped by enemy and Blacklisted firms	158,348	9.1
	1,734,607	100.0

The largest shippers were Nauman Gepp & Co. 144,551; Cia. Prado Chaves 102,975; Ed. Johnston 89,579; Hard, Rand & Co. 75,351; Leon Israel & Co. 70,252; Arbuckle & Co. 63,388; Theodor Wille & Co. 62,943; M. Wright & Co. 60,900; Ornstein & Co. 55,795; J. Osorio 52,908; R. Alves Toledo & Co. 50,357 and Raphael Sampaio & Co. 50,987.

—By flag, the movement of the two months was as follows:—

	Bags	%
British to Europe	189,107	—
Ditto, to United States	577,588	—
Ditto, to South Africa	52,670	—
Ditto, Plate and Pacific	16,920	—
French	736,285	42.5
Brazilian	328,924	18.9
Spanish	282,298	16.3
Italy	148,053	8.6
Scandinavian	71,680	4.1
Dutch	60,695	3.5
Japanese	48,250	2.8
Spanish	37,325	2.2
Cuban	24,000	1.4
Portuguese	1,208	0.1
	1,734,627	100.0

MANIFESTS OF COFFEE

RIO DE JANEIRO.

During the week ending September 14th, 1916.

1-MINAS GERAES-New York	Eugen Urban & Co	1,000
6-AMAZON-B. Aires	Grace & Co	200
Ditto	Sequeira & Co	50
Ditto-Montevideo	Jessouroun Irmaos	200
8-P. DI UDINE-Genoa	Carlo Pareto & Co	2,000
11-SEQUANA-Bordeaux	Atlas Coffee Co.	375
12-WAZANA-New York	Arbuckle & Co	6,150
Total overseas		9,975

COASTWISE.

1-MINAS GERAES-Pará	De Lamare Faria	275
Ditto	Eugen Urban & Co	180
Ditto	Theodor Wille & Co.	125
Ditto	Castro Silva & Co	30
Ditto	Sequeira & Co	20
Ditto-Pernambuco	Theodor Wille & Co.	120
1-BAHIA-Manaos	McKinley & Co	150
Ditto	Sequeira & Co	140
Ditto	Eugen Urban & Co	50
Ditto	Castro Silva & Co	40
Ditto-Maranhão	Eugen Urban & Co	215
Ditto	Theodor Wille & Co.	30
Ditto	Kastrup & Co	10
Ditto-Itineoatara	Castro Silva & Co	50
1-SIRIO-Porto Alegre	De Lamare Faria	100
6-CEARA-Pará	Castro Silva & Co	355
Ditto	De Lamare Faria & Co.	290
Ditto	Theodor Wille & Co.	285
Ditto	Eugen Urban & Co	255
Ditto	Ornstein & Co	130
Ditto	Pinheiro & Ladeira	80
Ditto	McKinley & Co	375
Ditto-Manaos	Eugen Urban & Co	140
Ditto	Sequeira & Co	90
Ditto	Ornstein & Co	60
Ditto	Eugen Urban & Co	105
Ditto-Maranhão	Theodor Wille & Co.	55
Ditto	Ornstein & Co	15
Ditto	Ornstein & Co	200
Ditto-Pernambuco	De Lamare Faria	30
Ditto-Ceará	Ornstein & Co	20
Ditto-Obidos	Ornstein & Co	30
Ditto-Itineoatara	Zenha Ramos & Co	20
Total coastwise		4,070

SANTOS.

During the week ending September 14th, 1916.

6-EASTERN PRINCE-B. Aires	Société F. Bresilienne.	195
6-P. DI UDINE-Genoa	Leon Israel & Co	3,000
Ditto	G. Masini & Co	2,149
Ditto	Enea Malagutti	2,000
Ditto	R. Alves Toledo & Co.	2,000
Ditto	Souza Queiroz Lins	1,875
Ditto	Société F. Bresilienne.	2,000
Ditto	Whitaker Brotero & C.	1,000
Ditto	Levy & Co	750
Ditto	G. Tomaselli & Co	600
Ditto	Naumann Gepp & Co.	500
Ditto	Leite Santos & Co	500
Ditto	Picone & Co	450
Ditto	Giordano & Co	325
Ditto	Cia. Puglisi	300
Ditto	A. Baccarat	250
Ditto	Cia. P. A. Geraes	38
Ditto	G. Tomaselli	5
Ditto	Nino Paganetto	21
Ditto	G. Tomaselli & Co	2
7-AMAZON-B. Aires	R. Alves Toledo & Co.	1,500
Ditto	Levy & Co	381
Ditto	Venania de Faria	250
Ditto	Jessouroun Irmaos	120
9-TAQUARY-Marseilles	R. Alves Toledo & Co.	15,503
Ditto	Nioac & Co	7,000
Ditto	A. do Amaral & Co.	4,000
Ditto	Levy & Co	3,000
Ditto	Jessouroun Irmaos	1,625
Ditto	Toledo Assumpcao	750
Ditto	Raphael Sampaio	250
Total		32,128

10-SEQUANA-Bordeaux	Joao Osorio	2,125
Ditto	Ed. Johnston & Co	500
Ditto	Prado Ferreira & Co.	500
Ditto	M. Wright & Co	250
Ditto	F. Macchiorlatti	4
Ditto	A. Falcao	13
12-ST ANDREWS-New York	Hard Rand & Co	38,112
13-SPENCE-New York	Naumann Gepp & Co.	7,000
Ditto	Cia. Lema. Ferreira	5,500
Ditto	McLaughlin & Co	2,500
Ditto	Joao Osorio	1,000
Ditto	Nioac & Co	500
Ditto	Picone & Co	500
Ditto	Ed. Johnston & Co	500
Total overseas		109,341

SANTOS-COASTWISE.

4-ITATINGA-Pelotas	Diebold & Co	50
5-ITAGIBA-Rio	A. Belli	167
Ditto	Evandro de Mello	2
Ditto	J. C. de Mello	50
8-ITAUBA-Rio	Evaristo Negra	168
11-ITASSUCE-Porto Alegre	Diebold & Co	170
Ditto-Pelotas	J. C. Mello & Co.	106
Ditto	Venancia de Faria	20
12-JTAPUHY-Rio	J. Leandro Cardoso	500
Ditto-Pernambuco	J. Leandro Cardoso	200
Total coastwise		1,433

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended.	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1916	9th. Sept.	636,000\$	12 7/16	£ 32,959	£ 824,123
1915	11th. Sept.	695,000\$	12 1/8	£ 30,565	£ 1,036,567
Increase...	—	31,000\$	5/16	£ 2,394	—
Decrease...	—	—	—	—	£ 212,384

THE S. PAULO RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1916	10th Sep.	636,560\$400	12 3/8	32,925-15-5	940,157-1-1
1915	12th Sep.	638,405\$600	12 5/16	32,751-16-9	1,031,611-11-0
Increase...	—	154\$300	1/16	174-4-8	—
Decrease...	—	—	—	—	91,454-9-11

PERNAMBUCO MARKET REPORT.

Pernambuco, 9th September, 1916.

Sugar. The entry in August was 4,261 bags compared with 21,477 bags same month last year and the total for the crop has now been 1,266,530 bags, compared with 1,937,146 bags for previous crop, thus showing shortage during present crop of 670,616 bags, the crop thus having panned out about equal to the original estimate and 200,000 bags more than the revised estimate made in January last, which is no doubt due to the good prices prevailing

Who's Who on the Amazon

	1914-15	1915-16	Inc. or Dec.	Ratio to Total	
				1914/15	1915/16
General Rubber Co. of Brazil.....	8,772	7,480	- 792	24.7	21.5
J. Marques & Co.....	4,087	4,212	+ 175	12.0	13.1
Zarges, Rerringer & Ohliger.....	4 178	(88)	- 4,450	12.4	2.0
Praus & Co.....	3,100	2,908	- 197	9.3	8.7
Suter & Co.....	2,982	5,517	+ 2,535	8.9	15.8
Adalberto Alden.....	2,737	2,185	- 631	8.2	6.1
Pires Teixeira.....	1,629	1,980	+ 361	4.9	5.9
Sugars Hermann.....	1,556	1,474	- 82	4.8	4.8
Fradelexi & Co.....	1,550	175	- 1,375	4.6	.8
Tancredi Porto.....	741	1,817	+ 1,077	3.6	5.1
Seligman & Co.....	456	456	+ 374	1.4	0.9
J. G. Araujo.....	315	520	+ 205	0.9	1.5
Stowell Bros.....	111	408	+ 362	0.8	1.4
De Langolleterie.....	78	-	- 70	0.1	-
Sundry shippers.....	2,029	4,621	+ 2,492	6.1	13.1
Shipments from Pará & Manaus.....	33,511	34,654	+ 1,136	100.0	100.0
" " Imacostaria.....	186	78	- 108		
Total Brazilian and Bolivian.....	33,697	34,929	+ 1,231		
Peruvian.....	2,036	791	- 1,245		
Total Amazon Basin.....	35,733	35,720	- 13		
Rest of Brazil.....	2,782	-	+ 1,536		
Total exports from Brazil ports.....	37,100	36,654	- 446		

	1914-15	1915-16
General Rubber Co. of Brazil	1	1
J Marques	2	3
Zarges, Ohliger & Berringer	3	10
Pralow & Co. (disappeared since application of Black List)	4	4
Suter & Co.	5	2
Adalbert Alden & Co.	6	3
Pires Teixeira	7	6
Suares Hermanos	8	8
Fradelizi & Co.	9	13
Trancredo Porto & Co.	10	7
Seligmann & Co.	11	9
J. G. Araujo	12	11
Stowell Bros.	13	12
De Langoleterie	14	1

The General Rubber Co. of Brazil, an American concern under British management, keeps 1st place, abdicated by the Zarges firm, as doyen of the trade. The second place, occupied last crop by J. Marques & Co., has been taken by Suter & Co., whilst Zarges Berringer & Ohliger have been relegated to the tenth place on the list. Adalbert Alden have moved up a point as also Pires Teixeira. Soares Hermanos remain in statu quo, but Tancredi Porto improved their position from 11 to 9. These figures correspond to the movement of the whole 1915-16 crop, during which the Black List was operative for only four months—April to July.

Next season we may expect further developments and that Brazilian and Portuguese firms will show great advance and Germans be put, practically, out of the running.

The most significant point is the improvement of Suter & Co. from the 5th to the 2nd place on the list, which would be quite satisfactory were it not for doubts as to what the attitude of this firm may be after the war.

Britannia's mills may grind slow, but in the long run they grind mighty small, and if the war goes on another year will have ground the German rubber trade on the Amazon out of existence. Let us hope that on its ruin our own people will erect a durable structure.

Exports of Cotton for the Seven Months, Jan.-July, in Tons.

	1913	1914	1915	1916
Germany	320	1,679	—	—
Austria	36	18	—	—
Belgium	341	56	—	—
United States	83	7	—	—
France	634	2,233	—	—
Great Britain	16,277	20,862	3,470	13
Spain	—	151	—	—
Holland	231	145	—	—
Portugal	2,133	3,580	760	—
Uruguay	—	—	—	—

Total, tons	20,055	28,731	4,230	15
Value in Contos of Reis	17,800	26,730	4,193	20
Value in £1,000	1,200	1,782	218	1

RUBBER

Weekly Caba. Hard Fine closed on Saturday, 16th, at London at 3s. 3d., an improvement of 2d. per lb. compared with previous Saturday and at 5\$300 at Para, an improvement of 200 reis per kilo.

Exports of Tobacco for the Seven Months, Jan.-July, in Tons.

	1913	1914	1915	1916
Germany	19,149	22,111	—	—
Argelia	—	—	5	—
Austria	1	1	—	—
Argentina	2,615	1,534	4,040	2,867
Belgium	4	13	—	—
Chile	1	—	—	—
Denmark	—	—	314	1,149
United States	7	—	39	58
France	—	—	2,509	3,127
Great Britain	27	7	58	82
Spain	—	—	—	265
Holland	—	—	1,690	7,853
Italy	—	—	127	—
Norway	—	—	—	71
Portugal	83	94	1,645	196
Switzerland	—	5	430	245
Uruguay	247	551	483	578
Total, tons	22,134	24,316	11,340	16,491
Value, in Contos of Reis	19,043	21,215	9,549	22,577
Value in £1,000	1,270	1,414	502	1,132

Exports of Cocoa for Seven Months, Jan.-July, in Tons.

	1913	1914	1915	1916
Germany	1,290	6,789	—	—
Argentina	532	339	506	514
Austria	156	162	—	—
Belgium	33	18	—	—
Chile	18	9	3	—
Denmark	66	138	2,754	789
United States	3,650	5,435	4,421	7,600
France	2,531	5,279	2,739	7,649
Great Britain	3,885	5,972	6,176	2,998
Spain	31	—	—	—
Holland	462	800	492	1,884
Italy	65	177	1,072	34
Norway	—	12	91	551
Portugal	—	—	4	2
Switzerland	36	12	3,351	891
Uruguay	67	86	39	93
Total, tons	12,822	25,228	21,648	23,005
Total, Contos of reis	10,685	18,171	24,525	28,078
Value in £1,000	712	1,211	1,300	1,375

Exports of Sugar for Seven Months, Jan.-July, in Tons.

	1913	1914	1915	1916
Argentina	—	—	—	4,817
Bolivia	—	—	1	—
Chile	—	—	3	—
United States	—	—	18,559	—
France	—	—	4	2
Great Britain	4,942	7,786	19,940	2,611
Italy	—	—	1,853	—
Peru	3	—	3	—
Portugal	8	21	13,149	5
Uruguay	150	18	—	9,281
Total, tons	5,103	7,825	53,512	16,716
Value in Contos of Reis	918	1,031	13,019	9,279
Value in £1,000	61	69	686	463

Sugar Production, 1915-16, in tons:—

Cane	10,583,079	
*Europe, beet	5,186,053	
*U. S. beet	779,756	
Canada	17,641	16,566,529

Production (estd.), 1914-15:—

Cane	10,165,565	
*Europe	7,583,215	
*U. S., beet	646,257	
Canada, beet	13,979	18,409,016

*Willett & Gray estimate.

Estimated decrease from 1914-15	1,842,487
Meltings, Atlantic ports, week Aug 10	55,000
Meltings, Jan. 1 to Aug. 10, 1916	1,849,000
Centrifugals, 96 deg., spot	5.77c.
Fine gran. list. reg terms les 2% 7 days	7.00c.

SHIPPING

Engagements. The Royal Mail s.s. Cardiganshire is the last boat at the old rate of 215f. and 10 per cent.; she will take 34,000 bags at Rio and fill up the balance of 180,000 at Santos. The s.s. Danube, sailing 2nd half of Sept., will take 20,000 at Rio and 20,000 at Santos at the higher rate of 255frs. and 10 per cent. per 900 kilos. The s.s. Darro, leaving on 20th, will take 1,000 bags for Buenos Aires from Rio. The s.s. Deseado left on 15th with 3,000 bags of coffee for Buenos Aires. The s.s. Amazon will leave on 10th for Liverpool with 375 bags and some 30 tons old metal. Nothing for the Pacific, the s.s. Ortega being full up general cargo from Liverpool.

Chargeurs Reunis. The s.s. Duplex will leave for Havre on 26 Sept. with 105,000 bags Rio and Santos. No other boat until second week of October and even then not certain, as French Government is again on the war path and requisitioning more boats.

Transportes Maritimes. The Parana should sail on 1st Oct. for Marseilles or Havre. No more of this Co.'s vessels have been requisitioned, on the contrary the French Government has delivered one.

—Labour seems to be difficult at Marseilles and some French houses refuse to receive more cargo.

—The Commercio e Navegação line is said to be offering a boat for New Orleans at \$1.80.

—The action of the directors of the French Sud-Atlantique Co., confirming D'Orey & Co. in the agency of the company in this market, shows how unfounded were the suspicions that lead to the intervention of the Portuguese Government in the administration of this firm at Lisbon.

—Leon Israel are reported to have chartered a steamer at Santos for New York. The s.s. American is on the berth at Santos for same destination, and the s.s. Dakotan should have arrived from the Plate about 15th to load 35,000 bags for New York. This steamer belongs to the American-Hawaiian S.S. Co.

On the other hand the U.S. Steel Products Co.'s s.s. Californian is said to have gone to the Plate failing to find cargo at Santos.

—Grace & Co. have made overtures for a steamer, probably the s.s. Tibagy, to load 40,000 bags coffee for Havre toward, the end of October.

—The British Prize Court has declared a good seizure two lots of coffee discharged from the s.s. Sydland and Indianic from Mexico, sailed in May and June, 1915, and consigned by an American house to Oscar Waldestron & Co., of Gothenburg, on account of a Mexican, F. Falamo, on the ground that the coffee was really bought by W. Boesch, of Hamburg and, as coffee was not then contraband, on the ground that it is a foodstuff, used by the German and Austrian armies.

—The Banque Française et Italienne estimates the 1916-17 crop at 9,574,500 bags.

The Coal-cum-Coffee Deal. The Central Railway was short of coal and shippers long of coffee, when Mr. Meisel conceived the genial idea that one might be played against the other.

According to Mr. Meisel's account, the contract he has entered into with the Central Railway is to furnish 60,000 tons of coal from the United States and ship 1,200,000 odd bags of coffee by the end of February to that destination as return cargo.

He has contracted to deliver the coal at this port at \$2 dols. under the current rates at Rio, which to-day rules \$19 to \$20 dols.

On the other hand, he has contracted with 42 (sic) coffee firms to deliver at New York and New Orleans some 1,200,000 bags.

of coffee by the coal boats at current rates with a rebate pro rata of 10 per cent. on shipments up to 100,000 bags.

The ships are to be of the same class as those usually employed in the trade and will load at Santos.

The agents will be the British firm of Ed. Johnston & Co., as experienced in handling ships as in handling coffee.

The coal will be consigned to the Bank of Brazil and a certain percentage be paid in cash on delivery.

Mr. Meisel hopes to likewise make arrangements to transport in all of 4,000,000 bags of coffee and has already entered into negotiations for the outward coal cargoes.

But if he were wise, he would let well alone and not be too greedy, or he will find himself up against the Lloyd Brasileiro and all other Brazilian lines, whose occupation would, like Othello's, be gone, should they be dispossessed of the lucrative business they now do in coffee.

Last year Brazilian lines carried 2,621,150 bags out of the total of 6,549,703 bags shipped to the States during the 1915-16 crop.

We reserve comment until we have more details, but understand that one of the stipulations is that no German or enemy coffee shall be accepted on any terms. The fact that Ed. Johnston & Co. is connected with the business would alone be sufficient guarantee against that.

—The Brazilian transport *Sergento Albuquerque*, after refitting, will be put on the berth for New York.

—Thirty-eight of the German steamers requisitioned by Portugal have been repaired and are now ready for service. Some of them seem to be ceded to Gt. Britain and Italy, and one or two are likely to be put on the Brazil route. The more the better if we are ever going to move the coffee and cocoa crops.

An Enterprising Owner. Consul-General Axel Johnson was born in Stockholm in 1876. He completed his studies at the Technical School at Stockholm in the year 1895-96 and assisted thereafter his father in the firm of A. Johnson & Co. and in the Rederiaktiebolaget Nordstjernan. In the year 1903 he was admitted partner to the former firm. During many long voyages in England, Germany, United States and Asia he got a thorough knowledge of international shipping and trade, and studied the prospects of the export from Sweden to the different foreign countries. He was thus specially prepared to at once take over the management of the business and enterprises founded by his father.

It is a well known fact that Mr. Johnson's father, Consul General Axel Johnson Senior, in the year 1904 established a Swedish line of steamers from Scandinavian ports to Buenos Aires and Montevideo, for which line he ordered special steamers. This line developed rapidly and was in 1908 extended to Rio de Janeiro and Santos. On the death of his father in 1910, Mr. Johnson was appointed manager of the Johnson Line and of the Rederiaktiebolaget Nordstjernan, in which company, which owns the Johnson Line, he inherited part of the shares. Later on the capital of the company has been more than doubled and Mr. Johnson is now owner of the majority of the shares. Having always in view a great development of the lines of the company and being convinced that Diesel motor vessels would be the ships of the future for ocean lines, Mr. Johnson was the first shipowner in Sweden who took the risk of ordering motor vessels, the building of which had hitherto only been an experiment. He thus ordered 6 motor ships for the Johnson Line and at the same time as the first of these vessels was ready, he started his plans to develop the Johnson Line also to trade on the Pacific coast.

In order to meet the development of the trade of the different lines, Mr. Johnson has ordered 6 new motor ships of the same capacity as the previous motor vessels, 6,600 tons, besides three of a capacity of 9,200 tons, which last named larger vessels are principally intended for the Pacific trade. This new fleet will be delivered during the years 1916-20 and thus the requirements of the trade between Sweden and the River Plate, Brazil and the Pacific will be satisfied.

Mr. Johnson is also one of the largest exporters of Swedish pig iron and he has iron and steel works at Avesta. He is also the owner of iron ore mines in Sweden and exports this ore.

The firm A. Johnson & Co., the sole proprietor of which is Mr. Johnson, is one of the largest importers in Sweden of coal and other products required for Swedish manufactures. Mr. Johnson

is a member of the board of directors of the General Export Association of Sweden, of the General Swedish Shipping Association, of the Northern Shipping Association, the Stockholm Shipowners Association and also of the Stockholm Chamber of Commerce. He is also Consul General for Siam in Sweden.

THE FREIGHT MARKETS.

American. Steam chartering, says "Shipping Illustrated," of Aug. 18, continues limited. There is a moderate enquiry for tonnage on transatlantic account, mostly for grain and general cargo, and also a fair enquiry in the coal trade. Rates are unchanged and fairly well sustained.

Fixtures: schr Eleanor F. Bartram, 920, Philadelphia to Rio de Janeiro, p.t. prompt. Nô. bq. Elswick Park, Va.-Brazil, Sept. No. bq., Arsis, New York to Rio de Janeiro, cement, \$14.50.

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO.

During the week ending September 14th, 1916.

Sept. 8.—P. DI UDINE, Italian s.s., 4936 tons, from B. Aires
8.—MOSSORO, Brazilian s.s., 1220 tons, from Macau
9.—ALAYDE, Brazilian s.s., 182 tons, from Rio Grande
9.—JETHON, Norwegian s.s., 2781 tons, from Newport News
9.—ITAUBA, Brazilian s.s., 826 tons, from Porto Alegre
9.—SATELLITE, Brazilian s.s., 829 tons, from Bahia Blanca
9.—D. GUILHERME, Brazilian lugger, 178 tons, from Itajahy
10.—ITAPERUNA, Brazilian s.s., 713 tons, from Aracaju
10.—DEMERARA, British s.s., 1292 tons, from Buenos Aires
10.—CAVOUR, British s.s., 3151 tons, from Manchester
10.—RIO PARDO, British s.s., 2796 tons, from Buenos Aires
10.—EUCUD, British s.s., 3095 tons, from Liverpool
10.—ARASSUAHY, Brazilian s.s., 542 tons, from Caravelhas
11.—CARANGOLA, Brazilian s.s., 254 tons, from S. J. da Barra
11.—ITAPOAN, Brazilian s.s., 512 tons, from B. Aires
11.—AMERICAN, American s.s., 3643 tons, from New York
11.—MATHILDA, Norwegian s.s., 2623 tons, from Norfolk
11.—ZEELANDIA, Dutch s.s., 4960 tons, from Amsterdam
11.—A. GRAVINA, Norwegian s.s., 300 tons, from Norfolk
11.—SEQUANA, French s.s., 3497 tons, from Buenos Aires
12.—VETRIS, British s.s., 6623 tons, from Buenos Aires
12.—A. SALDANHA, Brazilian yacht, 53 tons, from S. J. da Barra
12.—LAGUNA, Brazilian s.s., 320 tons, from Laguna
12.—ITAUANA, Brazilian s.s., 401 tons, from Porto Negro
12.—ITAPUHY, Brazilian s.s., 1236 tons, from Porto Alegre
13.—A. LATOUCHE, French s.s., 3567 tons, from Bordeaux
13.—CALYPSO, Dutch s.s., 1415 tons, from Rosario
13.—D. M. LUCHENBACH, American s.s., 1851 tons, from Norfolk
14.—ITAUQUERA, Brazilian s.s., 1254 tons, from Recife
14.—MEXICO, British s.s., 2994 tons, from Callao
14.—VOITAIRE, British s.s., 4299 tons, from New York
14.—K. GUSTAF ADOLF, Swedish s.s., 2232 tons, from Gotemburg
14.—PROVENCE, French s.s., 2380 tons, from Marseilles
14.—ANNA, Brazilian s.s., 364 tons, from Laguna

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending September 14th, 1916.

Sept. 8.—P. DI UDINE, Italian s.s., 4936 tons, for Genoa
8.—ED J. LAWRENCE, American barque, 2483 tons, for Newport
9.—TAGIBA, Brazilian s.s., 1221 tons, for Recife
9.—SVERRE, Norwegian s.s., 2326 tons, for Philadelphia
9.—PHIDIAS, British s.s., 3565 tons, for Buenos Aires
10.—DEMERARA, British s.s., 7292 tons, for Liverpool
10.—DUPELIX, French s.s., 1547 tons, for Santos
10.—PO, Italian barque, 1899 tons, for Buenos Aires
10.—CARDIGANSHIRE, British s.s., 4995 tons, for Santos
10.—GUAJARA, Brazilian s.s., 927 tons, for Buenos Aires
10.—ITASSUCE, Brazilian s.s., 1175 tons, for Porto Alegre
11.—IBIAPABA, Brazilian s.s., 1082 tons, for Rosario
11.—PARDO, British s.s., 2796 tons, for Dunkirk
11.—SEQUANA, French s.s., 3497 tons, for Bordeaux
12.—VETRIS, British s.s., 6623 tons, for New York
12.—ITAPERUNA, Brazilian s.s., 713 tons, for Imbituba
12.—OLINDA, Brazilian s.s., 1246 tons, for Manaus
12.—VELOX, Brazilian tug, 94 tons, from Manaus
12.—WAZANA, Norwegian s.s., 2609 tons, for New York
12.—A. F. BROWN, American barque, 654 tons, for B. Aires
12.—PETER H. CROSSWELL, American barque, 2324 tons, for B. Aires
13.—CAMPEIRO, Brazilian s.s., 1605 tons, for Genoa
13.—ITAUQUI, Brazilian s.s., 512 tons, for Penedo
13.—EUCUD, British s.s., 3095 tons, for Buenos Aires
13.—A. LATOUCHE, French s.s., 3567 tons, for B. Aires
14.—ITAUBA, Brazilian s.s., 826 tons, for Porto Alegre
14.—OYAPOCK, Brazilian s.s., 793 tons, for Recife
14.—MEXICO, British s.s., 2994 tons, for Liverpool
14.—VOITAIRE, British s.s., 4299 tons, for Buenos Aires
14.—CAVOUR, British s.s., 3151 tons, for Montevideo
14.—CALYPSO, Dutch s.s., 1415 tons, for S. Yago
14.—MOSSORO, Brazilian s.s., 1220 tons, for Buenos Aires
14.—AMERICAN, American s.s., 3643 tons, for Santos

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending September 14th, 1916.

Sept. 8.—ITAUBA, Brazilian s.s., 826 tons, from Porto Alegre
8.—S. PAULO, Brazilian s.s., 1487 tons, from New York
8.—ITAPURA, Brazilian s.s., 224 tons, from Rio de Janeiro
8.—MAYRINK, Brazilian s.s., 224 tons, from Rio de Janeiro
8.—S. ANDREWS, Danish s.s., 724 tons, from Rio de Janeiro
9.—BRAGANCA, Brazilian s.s., 751 tons, from Bahia
10.—SEQUANA, French s.s., 3497 tons, from Buenos Aires
10.—LAGUNA, Brazilian s.s., 320 tons, from Laguna
10.—PHIDIAS, British s.s., 3565 tons, from Liverpool
11.—VETRIS, British s.s., 6623 tons, from Buenos Aires

- 11.—CARDIGANSHIRE, British s.s. 5992 tons, from London
- 11.—ITASSUCE, Brazilian s.s. 926 tons, from Pernambuco
- 11.—PROVENCE, French s.s. 2481 tons, from Marseilles
- 12.—DUPELIX, French s.s. 4647 tons, from Havre
- 12.—ITAPUHY, Brazilian s.s. 926 tons, from Porto Alegre
- 12.—ZEELANDIA, Dutch s.s. 4959 tons, from Amsterdam
- 13.—ANNA, Brazilian s.s. 274 tons, from Laguna
- 13.—SPENCER, British s.s. 2650 tons, from Buenos Aires

VESSELS SAILING FROM THE PORT OF SANTOS.

During the week ending September 14th, 1916.

- Sept. 8.—MAPRINK, Brazilian s.s. 234 tons, for Laguna
- 8.—BENJAMIN, Brazilian s.s. 636 tons, for Paranaguá
- 8.—ITAUBA, Brazilian s.s. 885 tons, for Rio
- 8.—ITAPUHA, Brazilian s.s. 926 tons, for Porto Alegre
- 8.—TAQUARY, Brazilian s.s. 654 tons, for Marseilles
- 9.—IS. WELLES, American lugger, 611 tons, for B. Aires
- 10.—SEQUANA, French s.s. 3497 tons, for Bordeaux
- 11.—LAGUNA, Brazilian s.s. 300 tons, for Rio
- 11.—VETRIS, British s.s. 6622 tons, for New York
- 11.—ITASSUCE, Brazilian s.s. 926 tons, for Porto Alegre
- 11.—LIBERTAD, Argentine s.s. 618 tons, for Paranaguá
- 12.—ITAPUHY, Brazilian s.s. 926 tons, for Pernambuco
- 12.—PHIDIAS, British s.s. 3464 tons, for Buenos Aires
- 12.—S. ANDREWS, Danish s.s. 724 tons, for New York
- 12.—ZEELANDIA, Dutch s.s. 4959 tons, for Buenos Aires
- 13.—SPENCER, British s.s. 2650 tons, for New York
- 13.—ANNA, Brazilian s.s. 247 tons, for Rio
- 13.—PROVENCE, French s.s. 2480 tons, for Marseilles

The Week's Official War News

The following is a summary of the leading military events of interest for the week ending 16th September, drawn up by Mr. John Buchan, issued by the Press Bureau and transmitted to His Majesty's Consulate General:—

London, September 16th, 1916.

Western Front.—The great event of the week on the western front has been the success of the French at the left wing, which in a perfect series of brilliant dashes pushed forward east of the Bethune-Peronne Road, thereby taking in flank Combles and Peronne. The chief incident on the British front was the capture of Ginchy by the Irish regiments which took Guillemont. The attack was delivered on Saturday afternoon, Sept. 9, on the whole front from the High Wood to Leuze. The British position was now north and east of Combles, which town has become an acute salient. During the rest of the week there has been little activity except in bombardment. In a week's fighting on a front of 6,000 yards, the British advanced to a depth running from 300 to 3,000 yards and took the strongly fortified position of Falenont Farm, Guillemont, Louze Wood and Ginchy. The Germans have done their best to repel the allied advance. In the past fortnight about a dozen new divisions have been used on the Somme front. Against the French, large new reinforcements were brought up, but did not hinder their miraculous sweep. Since the beginning of the battle the forces opposed to the British have been larger by nearly one-seventh than those opposed to the French. This fact, combined with the greater difficulty of the ground on the British section has made our progress slightly slower than our ally's. The technical situation on the Somme is now as follows:—The lateral communications of Combles have been cut since on the north. The Combles-Baupaume road is under British fire and in the south the French have taken Le Prie Farm on the Combles-Peronne road. On the allied right, the French have cut the Chaumes Reye railway on the main German line of lateral communication. In this section after the first week of battle, the German railhead was moved from Peronne to Chaumes, but the latter place is now useless for the purpose. In the centre the French having carried a large section of the Bothune-Peronne road, have dislocated the chief lateral road transport of the German front and menace Mont St. Quentin, from which the Germans took Peronne in 1870.

The vital fact in the allied advance is not the ground won, but the steady remorseless pressure exercised upon the enemy. One remarkable feature of the recent fighting has been the slowness and ineffectiveness of German counter-attacks. It has often been said that by a sufficiently heavy bombardment either side can take the other's first line, but that it is difficult to hold it. Obliterated defences would be hard to organise and adapt for resistance if the enemy were quick in counter strokes. The German counter strokes

were always too late and when they came were repulsed with heavy losses. The allied assaults have been so violent that the enemy has seemed unable to collect himself in time to have a chance of recovering lost ground. Slowness in reaction against attack is a sure proof of weakness and waning moral.

Salonika Front.—During the past week the troops have been in action on this front in two places. On Sunday, Sept. 10th, they carried part of the Bulgarian first line from the north of the lake Tahines to the gulf of Orfane, taking various villages. The action was in the nature of a raid and the ground won was not consolidated. On Thursday, Sept. 14, an attack was made in the centre just south of Ghevgeli on the left bank of the Vardar, where a salient in the enemy lines was captured and the ground held against counter-attacks. The Salonika fighting is still in its early stages and no general survey is yet possible.

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

London, 16th September, 1916.

The allied armies have brilliantly renewed the great push on the western front and have swept further breaches deep into the German third line of defences. Up till now they have advanced so far in this region that the strong fortified eminence of Combles is likely to be isolated and compelled to capitulate.

A novel feature in the advance is the use by the British of a new form of armed motor of such size and calibre that it advances over trenches and shell holes without regard to the difficulties of the ground and thus making a most formidable engine of attack. Language so far fails to convey an accurate idea of the appearance of these mighty monstrosities, which are in effect complete fortresses endowed with power of locomotion and are quite impregnable to any attack short of direct impact of a shell. They are best pictured as huge prehistoric monsters of a shape so uncouth and a bulk so overwhelming, that as they lumbered up the streets of Flanders it was to the general accompaniment of laughter of the British troops, though such amusement depends on the point of view and this merriment was by no means shared by the Germans who saw these armoured castles sweeping at them across all gulfs and trenches imperturbably.

Another special feature of the new series of allied victories has been the increased use of whole fleets of aircraft flying low upon the hostile trenches and scattering destruction.

Elsewhere the allied powers consolidate and increase their gains and in the turmoil the situation of Greece becomes hourly so much more difficult and obscure that it is impossible to unravel the course of events beyond saying that Greek participation with the Allies grows steadily more probable. A revolution against the existing régime spreads rapidly throughout the kingdom and in the Aegean Islands and it is probable that the hand of the King will before long be definitely forced. Emigrants in large numbers continue to leave the country and pass through Naples in vast crowds in a miserable condition. Yet worse by far is the state of things in Syria, where the Turkish Government has dealt so sternly with all populations suspected of having pro-ally sympathies that whole districts have been literally starved out of existence and in many places cannibalism alone maintains life.

Mere subtle misery reigns in Belgium and the occupied parts of France where the German policy of deporting women and girls to unspecified labour in Germany continues being carried on with cold and calculated ferocity, unaffected by the lamentations of the Pope and the protest of the prelates.

England is inspired by the steadily rising flood of fortune in favour of the Allies and delights especially in the absurd German legends of havoc supposed to have been wrought in London, etc., by air raids. There is not one word of truth in these frantic figments which describe the populace fleeing for refuge to "defended centres" and thus incidentally admit that Germany has been bombarding undefended ones in spite of her previous denials. Such fantastic fictions must be poor fodder for the fading hopes of the German people, for, in point of fact, few features of the war have been marked more than the complete failure of the Zeppelins to achieve any real effect.