

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 4

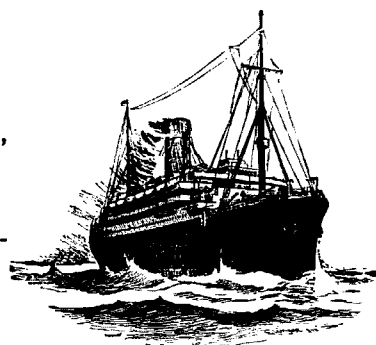
RIO DE JANEIRO, TUESDAY, September 26th, 1916

N. 39

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

DESEADO.....	30th	September	DEMERARA.....	17th	November
ORONSA.....	3rd	October	DRINA.....	24th	"
DARRO.....	6th	"	AMAZON.....	29th	"
ORISSA.....	19th	"	DESEADO.....	8th	December
DESNA.....	23rd	"	DARRO.....	15th	"
ARAGUAYA.....	25th	"	DESNA.....	29th	"
ORTEGA.....	16th	November	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 (Cineco Pontas) & MACEIÓ & JARAGUA.
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 ALFANDECA
 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

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

TERMINAL STATIONS: NICTHEROY AND PRAIA FORMOSA.

TRAINS LEAVE FOR THE INTERIOR:—

NICTHEROY.

PRAIA FORMOSA:—

6.30 Express—Campos, Miracema, Itapemirim, Porciuncula and branch lines, daily.
 7.00 Express—Friburgo, Cantagallo, Macuco and Portella, daily.
 7.45 Mixed—Macahé, Tuesdays, Thursdays and Saturdays.
 9.40—Mixed—Friburgo and Cantagallo, Mondays, Wednesdays and Fridays.
 15.35 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.

6.00 Express—Petropolis, Entre Rios, Ubá, Ponte Nova, Porto Novo, Cataguazes, Santa Luzia and branch lines, daily.
 7.30 Express—Petropolis, Sundays only.
 8.35 Express—Petropolis, daily.
 10.30 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.
 17.45 Express—Petropolis, daily.
 20.10 Express—Petropolis, daily.

EXCURSIONS SPECIALLY RECOMMENDED.

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

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

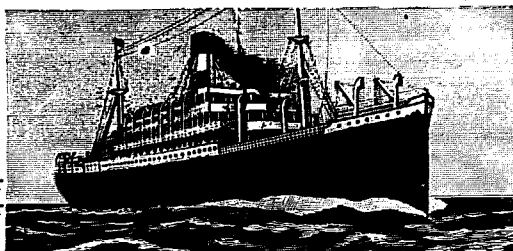
DELIVERY AT RESIDENCE.—A regular service of delivery at residence in Rio de Janeiro, Nictheroy, Friburgo, Campos and Petropolis is maintained by the Company, by which parcels may be despatched direct from any address in one of the above mentioned cities to any of the others with the minimum of trouble and at moderate rates. For further information vide "Guia Geral e 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

Voltaire..... 10th October
Vauban..... 24th October
Vasari..... 21st November
Verdi..... 5th December



SAILINGS from NEW YORK to RIO

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.

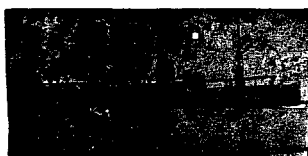
DEN NORSKE SYD-AMERIKA LINJE

(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.

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 26th, 1916

No. 39

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

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

Flour Mills: Rua da Gambôa No. 1

DAILY PRODUCTION: 15.000 BAGS.

Cotton Mill - Rua da Gambôa No 2. -

450 LOOMS.

DAILY PRODUCTION 27.000 METRES.

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

BRANCHES

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

ROSARIO. — 660, CALLE SARMIENTO

S. PAULO

4, RUA DA QUITANDA.

AGENCIES

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

The Mill's marks of flour are:-

"NACIONAL"

"BUDA-NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"GUARANY"

AND FOR SUPERIORITY
HAVE BEEN AWARDED

Gold Medal Pariz 1889.

First Prize Brazil St. Louis 1904.

First Prize Brazil 1908

First Prize Brussels 1910

First Prize Turin 1911.

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:

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 Intermediary 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. SAMARA 15th October
For Bahia, Dakar, Lishon 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.º 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.

MAIL FIXTURES

FOR EUROPE.

Sept. 30.—DESEADO, Royal Mail, for Liverpool.
Oct. 3.—ORONSA, P.S.N.C., for Liverpool.
.. 6.—DARRO, Royal Mail, for Liverpool.

FOR RIVER PLATE AND PACIFIC.

Oct. 7.—DESNA, Royal Mail, for River Plate.
.. 10.—ARAGUAYA, Royal Mail, for River Plate.

FOR THE UNITED STATES.

Oct. 10.—VOLTAIRE, Lamport and Holt, for New York.

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.

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.

YOUNG LADY, SPEAKING ENGLISH, GIVES LEEONS IN FRENCH AND SPANISH.

MODERATE TERMS.

MEM DE SA', 35-808.

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					
	52 inserts per ins.	26 inserts per ins.	13 inserts per ins.	6 inserts per ins.	4 inserts per ins.	Single per ins.
One Page.....	£5 5 0	3 10 0	4 0 0	4 7 6	4 15 0	5 0 0
Half Page...	1 12 6	1 15 0	2 0 0	2 5 0	2 7 6	2 10 0
Third Page..	1 2 6	1 5 0	1 7 6	1 10 0	1 12 6	1 15 0
Quarter Page.	17 6	18 6	1 0 0	1 2 6	1 3 9	1 5 0
1" across Page	6 0	7 6	8 0	9 0	10 0	11 3
1/2"x3".....	3 6	4 0	4 6	5 0	5 6	6 0
1/2"x4".....	1 9	2 0	2 3	2 6	2 9	3 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.

THE ROLL OF HONOUR.

DIED OF WOUNDS.

Murly-Gotto, James, Lieut., Royal Engineers, wounded in action
in France on 12 August, and died in hospital on 20th of same
month.

Lieut. Murly-Gotto was born in London on 29 Sept., 1889, was
educated at Hailesbury and Pembroke, Cambridge, from which
latter place he took his degree as a Bachelor of Science, subse-
quently passing the examination of the Institute of Civil Engineers,
of which body he became a member. He returned to Rio at the
end of November, 1913, and took up a position on the Engineering
Staff of the Rio de Janeiro City Improvements Co., Ltd. In June,
1915, he obtained leave of absence and went home to join the Inns
of Court Officers Training Corps. After a short period with this
Corps, he was given a commission in the Royal Engineers, and
went through a course of training at Woolwich, going to the front
at the beginning of the present year, since when, up to the date
of his death on 20 August, he has only been absent from France
for a few days' leave in June last.

Lieut. Murly-Gotto was the eldest son of Mr. Percy Murly-
Gotto, manager of the Rio City Improvements Co.

LADY BURGHCLERE'S PRISONER'S FUND.

Donations Received up to 23rd 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
An. "Alien"	100\$000
A. F. Weigall	100\$000
C. Henderson	100\$000
Staff of Royal Mail Steam Packet Co.	90\$000
Staff of The Gourock Ropework Export Co.	88\$000
H. F. Hampshire, Santos	50\$000
J. G. Cramer, Santos	50\$000
H. P. de Saone, Santos	25\$000
C. L. Codling, Santos	25\$000
X. Y. Z. (Cheque £1)	20\$000
H. F. Wileman	20\$000
Edmund Heilbron	20\$000
Captain Osborn, s.s. San Onofre	20\$000
Wm. Tiplady	20\$000
S. Bramwell	20\$000
A. B. Amos	20\$000
E. D. Wratten	10\$000
F. Sutton	10\$000
A. Well Wisher	10\$000

Collected by Mrs. Pryor—

Mrs. Pryor	40\$000
L. R. Cayley	20\$000
Mrs. Perkins	20\$000
Mrs. Cruikshank	20\$000
Mrs. Estill	20\$000
Mrs. Hime	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
H. J. Lynch	10\$000
Mrs. George Hime	10\$000
Mr. George Hime	10\$000
Mr. Stanley Hime	10\$000
Mr. Parr	10\$000
Mrs. Drummond-Hay	10\$000
Mrs. Read	10\$000
Mrs. Browne	5\$000
Mrs. Ford	5\$000
Mrs. Gwyther	5\$000
Anonymous	5\$000

Collected by Miss Wileman—

Mrs. Geddes	10\$000
Miss Wileman	10\$000
Miss Lola Wileman	8\$000
Mr. Joaquim Vidigal	5\$000
Mrs. Jones	1\$000

Rs. 1,737\$000

The Western Telegraph Staff informs us that Lady Burgh-
clere's Fund will henceforth figure on their list of contributions to
different war funds, contributed by the staff.

The Leopoldina Railway Co. has likewise its own fund to which
since the beginning of the war members have contributed from 5%
to 50% per month. In fact, it was found most difficult to confine
acceptance of subscriptions to the British staff, of whom practically
all have been contributing. From time to time grants have been
made to various worthy objects, inclusive of the Royal Savoy As-
sociation for Relief of Prisoners of War in Germany.

The Staff of the St. John del Rey Mining Co., who have shown
in the most practical way their profound sympathy with the cause,

write that they are unable at present to alter their arrangements for distribution of their funds.

From others answers have not yet been received, possibly because our appeal coincided with the equally deserving appeal for the Red Cross, which at present absorbs the attention of the British Colony.

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.

Dr. Ruy Barbosa. Words fail to express our admiration and gratitude for the heart-stirring speech of Dr. Ruy Barbosa at the late meeting of the Liga Brasileira dos Aliados.

We regret that space will not permit the reproduction in full of this monumental and historic document.

"Brazilian sentiment," says Dr. Ruy Barbosa, "as in fact that of all the Latin Republics, is at one with the Allies. In the nineteenth century these democracies barely escaped recapture by the Holy Alliance, and feel an instinctive repugnance for the militarism that tends to absorb and subject them.

The questions of law and neutrality that arise from the war should constitute grounds for community of action in this struggle for all America, but particularly South America, which certain German maps but lately depicted as "Germania Austral!"

France, France, the civiliser par excellence of the modern world—France the land of taste, of enthusiasm and generosity, the spiritual mother of the whole Latin world—contemplate her as she emerges from her own greatness, searching in her own energies and the perfection of the very acts and virtues of which her enemies claimed monopoly and in her incomparable bravery, tenacity and initiative the means to triumph over her enemies in an agony of resurrection.

Hail, Britain! Who amongst us but is proud to count himself a member of the specie that has produced a race so sincere, austere and creative! Spiritually it is from her womb that modern human liberty has sprung. Her family is counted by hundreds of millions, to all of whom the benefits of her free institutions are extended. Her laws have sown the seeds of Liberty in every nation that had the good fortune to boast her descent or come into intimate contact with her.

For a hundred years peace reigned within her boundaries, a peace that the austere and laborious genius of the race imposed. Now that the doors of peace have been forced open, a transfiguration such as there is no example of in history converted the most civilian of all peoples in the World into invincible soldiers. From her castles goes forth the flower of her aristocracy to die and show the British people how simple and lovely it is to die for one's country and justice. A wonderful military organisation protects the country from invasion; the wondering world has witnessed the improvisation within two years of an immense army, whilst the little Isle, who's coming destruction her enemies so confidently foretold, emerges great, serene, inaccessible, like the mythical Titans, because under her hands roll oceans ruled by her navies and backed by the infinite resources of her credit, her unconquerable will dominates the world with the presage of victory.

Such are the Nations to which we owe our moral origin and emancipation, our formation, and the education in which we have imbibed the love of liberty—the foundations of Law—and initiated us in the arts of self-government—who gave us our greatest statesmen, who were our guides in Letters, in Politics and in Progress, and in all crises have advised and aided us without coveting our territory, threatening our independence, humiliating our weakness, or menacing our future. Nowhere shall we find better or more loyal or reliable friends!"

City of Bahia Loan—Variation of Funding Scheme. The Executive Power of the City of Bahia has found it necessary, owing to the continued financial stringency in Brazil and the serious disturbances in trade consequent upon the war in Europe, to vary the terms of the proposal submitted in Paris on 7th October, 1915, to holders of bonds of the London issue of the Five per Cent. City of Bahia loan of 1912 and to fund for three full years the interest on their external loans, and to suspend the operation of the sinking fund for the same period. It will be remembered that the previous proposal was to fund the interest for two full years and to pay the interest for a further two years half in cash and half in funding bonds. The new proposal, therefore, does not affect the total amount of interest to be funded. The city offers to holders of the 1912 loan

(a) In respect of the coupon due on 1st February, 1915, £122 10s. nominal value of Funding bonds for each £100 of funded coupons, together with 6 per cent. thereon in lieu of British income tax at the rate of 1s. 2d. in the pound, making together £129 17s.

(b) In respect of the subsequent half-yearly coupons up to and including the coupon due 1st August, 1917, £120 nominal value of Funding bonds for every £100 of funded coupons, together with 6 per cent. thereon in lieu of income tax, making together £127 4s.

The principal of and interest on the Funding bonds will be payable in London by Messrs. Frederick J. Benson & Co., 11 and 12 Bloomfield Street, at Martin's Bank, 68 Lombard St., E.C.

Dr. Oliveira Lima. In order to obtain elements for a history of the diplomatic relations of Brazil, Dr. Oliveira Lima has been authorised to overhaul the archives of the Brazilian Legation at Lisbon. Dr. Oliveira Lima was some time back the representative of Brazil at Brussels and aspirant to similar honours at London. For some time back he has not been actively employed in the Brazilian service. Since the outbreak of war until quite lately he resided at London, where to judge from what Brazilian papers themselves say of him, he could scarcely be regarded as persona grata. Apropos, "A Noite" of 21 Sept. says:

One of the dailies to-day defends Dr. Oliveira Lima against the charge of being an enemy to England, whilst asserting his competence for the mission confided to him. In regard to the latter assertion we have no doubts whatsoever; but not so as regards the former. Sr. Oliveira Lima stated in more than one Brazilian journal that the motive which induced England to declare war against Germany was envy of her prosperity, and, moreover, that even had not Germany invaded Belgium at all, England would have declared war in any case—in other words, that England took advantage of a simple pretext to take part in a struggle of which, moreover, France, he maintains, was the provoker! Our countryman, moreover, maintained that England was as well prepared for war as Germany! and when some revolutionary Britisher insinuated that the army of General French committed as great atrocities as the Germans, it was Sr. Oliveira Lima who gave currency to such reports in Brazil.

No doubt our countryman only exercised an indisputable right of criticism. But had the British Ambassador at Washington been informed of Sr. Oliveira Lima's opinion, it may be questioned whether he would have obtained a recommendation to the Government of Canada. If this is sympathy and friendship, how is antipathy and animosity to be qualified?

If we remember aright, at the beginning of the war, when our "contemptible little army" was in full retreat, Dr. Oliveira Lima did not hesitate to stigmatise the soldiers who fought the bravest rearguard action in history, as "cowards."

That sticks in the gizzard and won't be forgotten when, if ever, Dr. Oliveira Lima becomes once more a candidate to the coveted Legation at London!

On the other hand, "O Paiz" writes as follows:—

"A Noite" is misinformed with regard to the position of Dr. Oliveira Lima in London, when it asserts that this diplomat obtained his commission (at Lisbon) as a means of returning to England, where, moreover, he had been resident since 1913. Sr. Oliveira Lima was never reprimanded in England on account of neutral opinion, because he never wrote a word against the British nation (sic!). He left England for the United

States only in consequence of an invitation to lecture at the Harvard University on South American history.

In London Sr. Oliveira Lima continued to maintain the most cordial relations with intellectuals in that country and Belgium. On completion of his course at Harvard, Sr. Oliveira Lima went to Canada furnished with a letter of recommendation from the British Ambassador at Washington, a fact that scarcely agrees with the situation now attributed to him.

Only those who do not know England can imagine any intolerance on the part of the British Government for pacifist opinion enunciated with respect.

We believe that the British Government will recognise the perfect correction of Sr. Oliveira Lima in this respect. If, by some absurdity, the British authorities had in fact serious reasons for considering his permanency in Britain to be dangerous to the cause of the Allies in the European war, it is certainly not by the copies of the respective documents that it can be substantiated. The truth must, therefore, be otherwise: Sr. Oliveira Lima is in charge of a mission for which no one else is as competent. Let us put vain imagination with regard to our Government aside and stick to facts.

We doubt whether British magnanimity will stretch to the point of overlooking Dr. Oliveira Lima's invariably hostile and often insulting criticisms of British policy and action. We ourselves have never given echo to the demands for the expulsion of Dr. Oliveira Lima, because, in the first place, we are opposed in principle to the restrictions on the liberty of the Press, and, in the second, because it seemed so purely a matter of indifference whether Dr. Oliveira Lima wrote or did not write in the two or three Brazilian journals in which his insinuations were given currency, all of them absolutely pro-Ally from the first, as they still continue to be.

No one on this, or for that matter in any other neutral country, believes a word of Dr. Oliveira Lima's imaginings, which should be treated with the contempt they deserve. But whether he should be permitted to return to London or Lisbon is quite another question—that only the respective Governments can decide. "Better," says the proverb, "an empty house than a bad tenant!"

The Coal-Cum-Coffee Deal. Messrs. E. Johnston & Co., Ltd., of Santos advise us that the use of their name in connexion with this scheme is wholly unauthorised.

It does not speak very well for the success of Meisel's scheme that he should have misled us in so open and unpardonable a manner.

The coal-cum-coffee deal seems likely to come to grief seeing that it is disowned by most, if not all those who, according to Meisel, stood sponsor for it.

For some months we have been on the track of this business which we believed had collapsed, but like Jack-in-the-box, pops up livelier than ever.

About the beginning of the war this same Meisel seems to have contracted with the Central Railway for a large amount of coal. He was unable, however, to carry out his contract, but, nil desperandum, set to work, and by backstairs influence managed to induce the director of the Central to make a new contract. Meanwhile petty expenses were being financed by a syndicate about as impecunious as himself, in which, though the whole business had been contemptuously turned down by the local branch of the National City Bank, an employee of that Bank was a participator! The Rs. 50,000\$ required as security for the contract were, we understand, supplied by Mr. Casimiro de Costa, alias Mãosinho, without interest and purely out of "brío"! So all Meisel has now to do is to work the oracle in the States, which, in view of the position in which his deliberate mis-statements have placed him, he may find somewhat difficult. Perhaps, after this experience, Meisel may find that "bluff" does not pay and honesty is after all the best policy.

The way things are going, the coal-cum-coffee affair promises to develop into a first-class political scandal.

The President may have been ill-advised in authorising negotiations with a person of the antecedents of Charles Meisel, but the responsibility rests not with him but his advisers, who represented the contract as the sine qua non of maintenance of the traffic of the Central Railway!

As a matter of fact the Central Railway could get all the coal it requires without having recourse to questionable expedients if proper arrangements were come to to meet engagements punctually.

The only difficulties in delivering American coal to any amount in this market are terms of payment and provision of return cargo for the steamers in which it is transported.

Meisel's idea of contracting with the Central for coal and arranging with coffee shippers at Santos for the equivalent in coffee as return cargo would have been advantageous to both sides and have naturally commanded the support of the Brazilian Government and of coffee shippers, were it not for the very questionable methods that Meisel employed to bring it about.

It is wonderful how, in spite of all previous experiences, Brazilian administrations allow themselves to be periodically cajoled by adventurers and the manner in which prominent politicians seem to lend themselves to such manoeuvres.

If the Central is really so badly in want of coal as the administration pretends, why not come to terms at once with the only parties in a position to guarantee delivery on similar lines as suggested by the Meisel contract? To be valid Meisel's contract must be approved by the Tribunal de Contas (or Auditing Committee) or be put into execution by administrative decree on the responsibility of the President, an alternative that, in view of political scandal, the President might decline to assume.

British Dyes are getting along nicely and if only the war lasts long enough, will not only supply all British requirements, but oust the German article from most neutral markets. The eminent chemist, W. H. Perkins, the discoverer of aniline dyes, has taken the research department in hand. New plants have been and are in the course of erection for increasing the supply of dyes most in demand that can be made from the material available. The Co. has also supplied Swiss manufacturers with considerable quantities of raw materials and intermediate products without which they could not have continued to supply British markets. The directors call particular attention to the consideration that, in order to secure a permanent national supply of dyes, it is imperative that the manufacture of the intermediaries from which dyes are made should be adequately established in the country on a commercial scale. This requires a complicated and expensive plant. As a result of conferences with a commission specially appointed by the French Government, the Board have adjusted a provisional agreement with Le Syndicat National des Matières Colorantes (a national company which has been formed in France with the support of the French Government.) This agreement provides for a complete exchange of knowledge and processes and for the formation of an inter-allied company to establish co-operation between the two companies in regard to the production of intermediaries and dyes. On the invitation of the directors, Dr. M. O. Forster, F.R.S., the chairman of the technical committee, and Mr. Joseph Turner, the managed of the works, have joined the Board. Having been driven by Germany to put our hands to the plough, there can be no looking back, and, cost what it may, the British and French Governments have to see to it that never again are they placed in the position which reliance on German dyes and the subproducts that serve for making high explosives, had placed them. Germans, of course, will kick, and try to undercut us in our own markets and meanwhile may monopolise all others except the Allied markets, but will be beaten ultimately in this field as in every other we really put our back into!

The Meinte S. Cruz in Trouble! Sir Samuel Evans had before him a suit by the Crown asking for condemnation of 266 tons, contained in 7,000 bags, or "sharps" seized on board the Norwegian steamship Tysla by the customs authorities at Kirkwall. Mr. W. R. L. Trickett, for the Crown, said "sharps" was a kind of bran used for feeding animals, and was conditional contraband. According to the bills of lading, the consignors of the goods were the Moinho Santa Cruz, which meant Santa Cruz Mill, and the consignees were

Beckmann and Jorgensen, of Christiania, with "options." The seizure took place on June 8, and the writ was issued on June 24, 1915. No appearance or claim had been entered by anybody in respect of the goods, which had been sold for £1,459, the proceeds being paid into court. The President, in giving judgment, said at all material times animal fodder was conditional contraband. By the ship's papers, it appeared that these particular goods were consigned, he would not say to, but in the name of Beckmann and Jorgensen. Those people, however, said they were not the real consignees, and they made no claim as the neutral owners of the goods. Nor did the consignors come forward to state that Beckmann and Jorgensen were the real consignees. Therefore, the papers did not show who the consignees were, and the owners, whoever they were, had not discharged the onus upon them of showing an innocent destination of the goods. That was sufficient to dispose of the case, but there was another aspect. The goods were consigned to people who, according to the evidence, were agents of the German Government, and conduit pipes for people who received or wished to receive such goods in Germany. It was well known that Germany would be very glad to be provided with large quantities of material of this kind, and he did not think it would be a violent presumption to say that the fodder was intended for feeding the horses of the German forces. He accordingly pronounced condemnation of the goods and their proceeds.

An Alliance between Great Britain, Germany and the United States. Professor Munsterberg's picture of the future of the world seems to us neither attractive nor congruous with the facts of the world as they exist to-day. The present loss of British respect and confidence is one of the sacrifices which the German leaders made in their choice of war. Four years ago the growing suspicion of Great Britain by Germany and of Germany by Great Britain might have been pushed aside by the cordial and far-seeing efforts of the German leaders. It was not true then that the majority of Englishmen hated or even were jealous of German successes. The fact is proved by the substantial unanimity with which the pleas of many English statesmen for arming against German ambitions were dismissed by the English politicians and the British people. Now, unfortunately, the case is very different. The Englishman is perhaps too proud in his self-sufficiency to hate. Certainly he does not hate easily. But Germany by its indiscriminate submarine war, its murder of women and children in Zeppelin flights, the execution of Edith Cavell and Captain Fryatt and its methods of war in Belgium and elsewhere has kindled and fanned into flame an intensity of hatred unexampled in all British history. Rightly or wrongly the English nation is absolutely convinced that Germany has forfeited any claim to be "morally strong enough to win the faith of the world." It is nearly unthinkable that this intensity of hatred can be gotten out of the way in this generation. Respect and confidence, which are the foundations of trust, are for the present wholly lacking, so far as Germany is concerned, in the minds of the British peoples. It is this regrettable but indubitable fact which makes Professor Munsterberg's vision of a world alliance in which Germany and Great Britain shall work together for common ends little more than a mirage.—"Boston Congregationalist."

The Work of the Patriotic League. (From "Overseas.") Mr. Dew, Hon. Sec. and Treas. of the Nankin Branch, is responsible for the idea that the Central Committee of the League should issue a manifesto to Britons overseas somewhat in the following lines:—"The majority of residents in China have comfortable incomes, free from income tax, and by economising on their usual easy scale of living are in a position to contribute large sums towards the burden of the war. If a manifesto were to be issued by the Central Committee, addressed to each individual member, very great results would ensue. The following are only suggestions, but pertinent questions might be asked as follows:—(1) What are you doing to help the Empire? (2) Are you cutting down all unnecessary luxuries and practising rigid economy so as to save money to devote to your Empire's cause? (3) Have you subscribed to your own War Loan or those of your Allies? (4) Do you know that the following societies are in urgent need of money (a list to follow of

the objects with which the League is especially identified and need your subscriptions? (5) Have you pledged yourself to devote a reasonable percentage of your income to aid those who are fighting to ensure your position?

This is only a rough idea and, of course, can be elaborated on. A manifesto like this, coming from the Central Committee, pledging each member to do his duty, would carry great weight, and I commend the idea to your earnest consideration.

The Merchant Navy after the War. The ability of Germany's mercantile marine to commence active operations so soon as the blockade is raised, is to herself and to this country, a matter of prime importance, says "The Liverpool Journal of Commerce," of July 29. Germany is our most powerful competitor in the world's markets, and tonnage is the ideal commercial traveller, possessing unlimited possibilities. It is only a business necessity to carefully watch the preparations of a rival and, given the opportunity, to ensure that he shall not attain success at your expense. In the case under review would be suicidal to neglect time warnings so plainly visible. Germany's ominous preparations for a trade war create an instinctive sense of fear for the future which is prompted by past experience, and, unfortunately, encouraged by that lack of backbone which marks our national efforts at the most elementary forms of intellectual anticipation.

Before the war the German merchant navy totalled 5,500,000 gross tons. So far 80,000 tons have been sunk, and 230,000 tons captured and condemned up to the end of 1915, while the subsequent and the anticipated losses will necessarily be comparatively small. It is true that about 900,000 tons of enemy's shipping has been requisitioned by the Allies, but as at present arranged this loss is only temporary, and the vessels are to be returned at the end of the war. Thus the actual loss suffered by the German mercantile marine is only 310,000 tons. Therefore, of her old fleet Germany will possess 5,200,000 tons, of which 4,300,000 is being well preserved either in her own or in neutral ports.

The other item affecting the strength of the enemy's merchant fleet is the building programme. Fortunately, Herr Ballin has shed considerable light on this subject. He states that the five principal shipowning lines in the Fatherland have, between them, over 750,000 tons gross of merchant ships under construction or about to be laid down. These lines own about 60 per cent. of Germany's mercantile marine. Therefore, if Herr Ballin's statement can be taken as representative, the German yards have orders on their books for no less than 1,250,000 tons of shipping. This figure is comparable with our own annual output in normal times, and its significance may be better appreciated when it is remembered that our mercantile marine is normally four times as large as that of Germany.

We are prone to the idea that all Germany's available manhood is either fighting, engaged in munition work or building monster warships. Such a notion may be flattering to our pride, but it is not complimentary to our perspicacity. It is quite as reasonable to assume that Germany trusts to her land forces for a military triumph, and that she has foresight enough to recognise that victory would be barren if the facilities are not available to take advantage of the upheaval and capture the trade markets of the world. The statement of Herr Ballin, the Jutland fight, which did not reveal any marvels of German naval architecture, and even the dictates of common sense seem to justify this latter view. The relative positions of Great Britain and Germany may be summarised as follows:—

Germany's pre-war mercantile marine will be practically intact and ready for instant use. Her output of tonnage will be greater than our own. She is, even now, preparing to distribute the vast accumulation of merchandise she has ready for export.

Great Britain's mercantile marine will be approximately 4,000,000 tons to the bad even if the war ends this year. Our remaining ships will be in need of a thorough overhaul and extensive repairs.

In short, Germany will get a running start. We shall be forced to neglect a proportion of our usual markets and carrying trade once it is lost is not readily regained; and so far as the shipping industry is concerned this is the price of victory. Victory, indeed! It will result in a crushing trade defeat, and the final triumph of a defeated foe, if adequate steps are not taken to set

matters aright. What remedies are available? Three only are worthy of consideration, namely:—

Make good our losses by building.

Demand a money compensation for the damage done.

Confiscate German tonnage.

Four million tons of good merchantmen is the bill. Our present rate of construction does not produce one-tenth of that amount and with every shipyard worker back again even the present deficit could not be made good in ten years. For that apparently modest requirement would mean in production an increase from the normal 1,370,000 tons to 1,770,000 tons per annum. It could not be done, and even if it could it would be too late. Germany is ready now. The whole four million tons is wanted as soon as the blockade is raised.

The above remarks concerning the futility of building apply with increased emphasis to the appropriateness of a money indemnity. It is not necessary to dilate upon this remedy. A cash indemnity is no good.

By the process of reduction the only remedy left is to confiscate German tonnage to make good our losses and to place our mercantile marine on a satisfactory basis. The poetic justice of this remedy, and its effectiveness make an instant appeal. It would be a two-edged sword. Our trading fleets would be replenished with good ships at the expense of the rival most to be feared and of the enemy who by means of submarine piracy has illegally deprived us of a large percentage of our own ships. No other remedy which can possibly be suggested meets our requirements so effectively, in fact no alternative proposal can be defended for one instant. Make good the damage to our tonnage by confiscating enemy tonnage. It is so simple, so obvious, a solution. There can be no objections to such an action, at least from our point of view. It is a unique solution of what is admittedly a difficult problem. Why worry further? The business need has been proven, the damage sustained is apparent, the justice of the proposal is self-evident, and the remedy is the only one which can be suggested which meets all our requirements. Why not an unalterable condition of peace that German tonnage must pay for the damage sustained by our mercantile marine?

Business men ask why not? Will they receive an answer?

Peace may be sudden, or the war may be long drawn. No forecast of the great day of peace can be accurate except by accident. Therefore the country must be prepared for peace, and the first part of the preparation is that our delegates shall know definitely our minimum requirements. It would be a simple matter for the Government to state that this question of the confiscation of the enemy's tonnage is being thoroughly investigated; or better still, they might create a surprise by announcing that no peace could be considered which did not include this just reparation. Of two things the nation at large may be absolutely certain. First, that without public pressure Government action is extremely unlikely, and, secondly, that Germany's realisation of the value of her mercantile marine is such that she will oppose the confiscation of her tonnage with greater vehemence than any other condition of peace which appears likely to be proposed. This second point of itself should serve as a warning.

War, the Great Steel Consumer. Another buying movement in munitions by European governments, now apparently at its height, differs in a number of important respects from its predecessors. Contracts now being placed are confined almost exclusively to the large-sized and high-explosive types of shells and shell forgings, ranging from 6 to 12-inch. Very little of the smaller and shrapnel types, which were ordered so freely from this country earlier in the war, now are included. There are at least two important reasons for this change. One is that the mobilisation of industrial plants for the needs of war by the various belligerents has put them in a more independent position on these needs. Furthermore, it appears there is an ample supply of raw material in hand or being produced at home to cover them. The principal reason, however, seems to be that first decisions of the Allies as to the necessities for breaking the lines of a determined and well-equipped enemy have undergone considerable revision. Greater destructive power is called for by the strength of modern trench works.

The more one studies the war commerce between European countries and the United States the stronger becomes the impression that it is the shortage of steel with the former that is at the root of much of the buying of munitions on this side. Germany and her allies, according to all statistical authority, still hold a wide margin the upper hand over their foes in iron and steel capacity. Without the United States to draw upon for the basic metal of warfare to supplement their own inferior output, England and her allies unquestionably could not carry their operations on the scale now adopted. The steel being here, as well as tremendous mechanical capacity for shaping it to the needs of war, it would seem to be good strategy that a certain proportion of it at least should be finished in this country, thereby maintaining a constant source of great reserve power. Manifestly it is to the advantage of the Allies to keep a certain amount of munition capacity in this country keyed to a high state of efficiency.

As the relative strength in iron and steel resources of the opposing groups of nations now stands, there is sound reason to expect that liberal buying in this country will continue indefinitely, perhaps to the conclusion of peace.—"The Iron Trade Review."

The Blacklist in Argentina. By a transposition in the Packet Supplement of 27 July, the names of several members of the American Dance Committee at the Plaza Hotel appeared as "Additions to the Blacklist."

"Of course, comments our contemporary, here in Buenos Aires the mistake was so obvious and palpable that it seemed superfluous to point it out, but in the U.S.A. the error was not so apparent and it has given rise to cable query and necessary correction. The gentlemen, members of the Dance Committee, who were the victims of the transposition were: Messrs. Lee Prettyman, Alfred T. Elchler, Stanley D. Allchin, L. E. McCauley, James A. Wheatley, Ralph W. Huntington, Richard T. Brooks, Hanford E. Finney and Charles F. Lightner."

The United States and the Blacklist. Englishmen should try to understand the point of view of the American Government in its protest against the extension of our blacklist policy to the United States. We have drawn up a list of firms in America of enemy nationality or association. We have forbidden any British subject to have any commercial or financial dealings with these firms. We have announced that we shall discriminate; so far as we can, against any neutral firms—American, for example—which have financial or commercial relations with them; for instance, that we shall deny coal and other amenities of British ports to ships belonging to neutral companies which do business with the houses on the blacklist. The American objection to these proceedings is twofold: (1) That they do serious injury to American trade; (2) that they embody a doctrine of international law which is at once new and pernicious. It is a common belief that the first of these grounds, damage to material interests, is the real driving force behind the present American protest and similar protests that have preceded it. Doubtless the individual person or firm which suffers is concerned pretty exclusively for its loss of money, but we do serious injustice to the American Government if we imagine that it is not really concerned for something higher. The American Government regards itself as guardian of international law as it stood on the outbreak of war and of the tendency which was manifested in the century of development which preceded the war. Roughly, that tendency was a progressive movement in favour of cherishing the interests of neutrals, of restricting the operations of war to the actual belligerents and of limiting the injury done by war to neutrals. The American complain in the present and previous protests is that since the war we have revised the tendency of a century and have steadily extended our operations against the enemy so as to embrace and injuriously affect important neutral interests. This alleged course of conduct is objected to by the American Government, not only because it desires to protect here and now its own subjects, but also because it is anxious to stigmatise, and if possible prevent becoming established, a theory of international law which it believes to be retrograde and vicious.

How far is the American estimate of our conduct in this matter of the blacklist correct? When the war broke out there were two conflicting doctrines of "enemy" for the purpose of trade prohibition. The first was that of the French, which made nationality the test. Any person of enemy nationality, no matter where living, was an enemy, and trade with him was forbidden. The second, which was our own and that of the United States, made domicile the test. An "enemy" was any person or house domiciled on enemy territory. With him trade was prohibited, but trade was permissible with any person or house (though of enemy nationality) domiciled on neutral or allied territory. From this doctrine we have moved a long way. We have not adopted the simple French doctrine, but we have drawn up blacklists of firms of enemy nationality in neutral countries and have taken measures to bring about a boycott of them. Our right to apply so much of these measures as consists in prohibiting British subjects from trading with an enemy is difficult to contest. They are an exercise of sovereignty which ought to be undoubted, although the expediency of them as distinct from the right might still be questioned. The British Government is on more difficult ground when it discriminates against neutral firms for trading with firms on the blacklist. Such discriminations are hard to reconcile with the ancient claim of neutrals to trade with a belligerent, subject, as the United States Government says, "only to well-defined international practices and understandings." There is here apparently an innovation which is probably of no great practical consequence, but raises an important question of principle. It may be that the British Foreign Office can bring forward good authority for its contention, since international law bristles with contradictory practices and theories; yet, if one may judge from previous experience, its case, however well argued, is not likely on this point to alter the conviction of the American Government. But, apart from and in a sense above the question of right, there is the question of expediency. We have adopted many practices during this war, not simply or chiefly because we were anxious to establish this or that doctrine of international law, but because we judged them to be useful weapons in the struggle we are now waging. Is the Government convinced that this blacklist policy is of such value in weakening and reducing the enemy as to justify the risk of multiplying disputes (possibly generating reprisals) with the United States and of identifying ourselves with a doctrine of international law to which the American Government is now and will be long after the war, resolutely opposed? Our experience in the Far East ought by now to give some guidance in this matter.—"The Manchester Guardian."

For our part we can see no difference between blacklisting the subjects of enemy nationality in neutral countries or those who, by acting as cover for them, aid and abet the enemy.

The change from domicile to nationality as the test of enemy origin was necessary to conform with the practices of our allies and put a stop to the scandal of dealings between British subjects and those of enemy nationality in neutral countries that our allies so deeply resented.

Up to the promulgation of the blacklist, German cargo was freely accepted by British shipping, not because the directors of British lines approved of it, but because without official prohibition the right of refusal might and in fact was contested on several occasions in neutral countries.

The British Government has no power nor, we believe, intention to interfere directly with trading between neutral countries or transport in neutral bottoms (not under previous contract not to do so) of enemy-owned cargo, even under neutral cover; but indirectly, without any offence to international usage, they have the power to put a stop to a good deal of such trading by exercise of their control over maritime insurance and charter parties, supply of bunker coal, and last but not least, their practical monopoly of certain commodities like jute and gunny bags, rubber, and tin, monopolies which they would be foolish not to make the most of.

This is war to the knife—in which any and every legitimate resource that may serve to weaken an unscrupulous opponent should be utilised to the full.

The more enemy trading can be reduced, the more must the enemy be weakened. By means of the blockade and the blacklist

oversea trading by enemy subjects in this country, at any rate, has been almost killed.

Of the two great staples, coffee and rubber, dominated by Germans before the war, only 9 per cent. of all the coffee shipped is now in the hands of the enemy, and 91 per cent. in those of the Allies and neutrals; whilst as regards rubber, only 6.3 per cent. of the exports correspond to enemy subjects and 93.7 per cent. to Allies and neutrals.

Irrespective of the trade carried on by the enemy under neutral cover, what little they still succeed in doing is almost wholly by neutral steamers with the United States.

The almost daily appearance on manifests of British steamers of cargo shipped at Liverpool and London for notoriously enemy firms like Arp and Theodor Wille and the acceptance by British steamers of cargo for New York and other neutral destinations was so obviously opposed to French practice and prejudicial to the interests of French traders in this country, that, in the interests of harmony, the British Government had no alternative but to adopt nationality as the test of "enemy trading" or to blacklist all enemy traders and their accomplices.

French traders made no secret of their suspicions that British rivals were making use of their privileges to trade with the enemy in neutral countries, and if for no other reason than the necessity of maintaining the Entente on every field, the blacklist had become a political necessity.

If the blacklist, as its critics confess, is incontestable, it is difficult to understand how the right to extend prohibition to neutrals who aid and abet the enemy by serving as cover for their operations can be objected to.

It is not a matter of simple expediency, as the "Manchester Guardian" believes, but the most vital of all principles—the upholding of the commercial policy agreed on by the Allies and strengthening of the Entente during and after the war.

Tiny Dams, in Stairway Formation, Solve Flood Problem. By placing in the upper reaches of canyons and ravines obstructions consisting of small, inexpensive dams of stones and logs, arranged one above the other like the steps of a huge stairway, it is hoped, according to the "Engineering Record," to solve the flood problem in California. Every year thousands of dollars worth of damage is done by water overflowing the banks of streams, but recently a board of Californian engineers began to work in an experimental way, with the object of checking the high water by means of the Swiss system of flood control. They selected a ravine with steep slopes which had always given trouble in the past, and built across it a series of tiny dams, only a few feet high. Then from an artificial reservoir, built specially for the purpose at the head of the ravine, they released a huge volume of water in order to simulate condition following a cloudburst. The wall of water started surging down the valley, but when it reached the first check dam its velocity was somewhat impeded. Still, it continued onward until it reached the second obstruction, which also acted as a quietus on the torrential flow. The process was repeated from one dam to the other, until, at the bottom of the valley, almost no flow occurred. In other words, the series of check dams acted like so many brakes stopping the onward rush of a railway train. A certain amount of water is impounded behind each dam and gradually seeps away into the subsoil, without doing any damage. The results of the experiments as reported by Engineer Harry F. Olmsted, are considered to be so successful that a big field of usefulness for the check dam method of flood control is predicted.

MONEY

Official Quotations, Exchange Camara Syndical and Values:—

	90 dys	Sight	Sova	Values
Monday, 18 Sept.	12 19-64	12 3-16	19\$750	2\$210
Tuesday, 19 Sept.	12 23-64	12 1-4	19\$750	2\$210
Wednesday, 20 Sept.	Holiday.			
Thursday, 21 Sept. ...	12 7-16	12 21-64	19\$675	2\$210
Friday, 22 Sept.	12 21-64	12 7-32	19\$675	2\$210
Saturday, 23 Sept. ...	12 1-4	12 9-64	19\$850	2\$210
Average for week	12 21-64	12 15-64	19\$760	2\$210

Caixa de Conversão. Gold in deposit, Rs. 75,230,952\$, equivalent to £5,015,837. Notes in circulation, Rs. 94,559,930\$.

Monday, 18th September. All banks opened at 12 9-32d., offering to take at 12 3-8d. The market was very dull all day, closing with 12 5-16d. obtainable in most banks and few bills offering at 12 3-8d. and no money.

Tuesday, 19th Sept. All banks opened at 12 5-16. The River Plate began almost immediately pushing up the rate, until at close the Ultramarino offered to draw at 12 7-16d. and others at 12 3-8d. and 12 13-32d.

Wednesday, 20th Sept. Holiday.

Thursday, 21st Sept. Some banks opened at 12 7-16d., all offering to take at 12 1/2d.; no bills offering the market closed with some banks quoting but not giving 12 13-32d. and others 12 3-8d. nominal; takers of commercial at 12 7-16d.; no bills.

Friday, 22nd Sept. The London and Brazilian Bank opened at 12 5-16d., others at 12 3-8d.; in the absence of bills and some demand, rates declined to 12 1-4, when some bills appeared at 12 9-32d. and at close some banks offered to draw at this rate without finding money and some repassed paper done at 12 5-16d.

Saturday, 23rd Sept. Banks opened at 12 9-32d. and 12 1-4d.; some money offering but no bills; rates declined at close to 12 7-32 in some banks; small business being reported done at 12 1-4d. in commercial.

Rio de Janeiro, Sept. 23rd, 1916.

The market is under the influence of the liquidation of April-May forward sales, which must have been on a gigantic scale to take so long about it.

One of the banks that took a prominent part in the upward movement, is being subjected to a gentle squeeze, which with the increase of imports and comparative scarcity of bills accounts for the weakness of exchange.

Santos is giving no bills, nor, with the exception of a few from Manaus, do any of the other outports contribute materially.

The reason for the weakness is obvious. Counting on a renewal of last year's experience, when up to 23 September coffee was shipped to value of £5,571,782, speculators launched out, but have been left in the lurch, as up to 21st of the current month coffee has this year yielded £4,927,221.

The rubber boom has been arrested for the moment, but at 3s. 3d. per lb. it is still 40 per cent. higher than last year's quotation, whilst exchange is about the same. There is, therefore, good reason to look for higher values from the Amazon this season. The rivers, however, are low, and arrivals from the sertão delayed, so that rubber will not be really active until October, but should furnish some £700,000 per month from that date to December.

The cocoa season, likewise, is backward, and prices are somewhat lower, but should also shortly begin to furnish bills on a considerable scale.

It is, however, on coffee that this market really relies to balance supply and demand.

So far the States have, to 21st September, taken only 994,984 bags, as against 1,197,591 bags for same period last year.

At the lowest estimate 5,000,000 bags should still be shipped to the States, which at current f.o.b. value should yield £298,625 per week, as compared with the average of only £198,083 for the first 12 weeks of this season.

It seems possible, however, that American markets may abandon their hand to mouth policy and hurry up imports should freight rates favour them.

So far, they have only imported 18.2 per cent. of minimum requirements and if they wait much longer may find the freight market go against them once more.

The position, therefore, is as follows:—

Supply of coffee bills to 21 Sept., per week £198,083
Increase per week to be expected from shipments to U.S. 100,542

Minimum weekly supply for next 40 weeks £298,625

This estimate is based on maintenance of prices and exports to Europe on the footing of the first 12 weeks of the current crop and uniform weekly shipments of 5,000,000 bags more to the U.S. in the course of the crop.

At the same time a considerable accession of bills from rubber and cocoa may be looked for during the next three months, that, unless the Treasury enters the market and absorbs an abnormal share of the supply, should make for higher rates in the near future.

COFFEE

Entries during the week ended Sept. 21st show shrinkage compared with previous week of 7,860 bags at Rio and 15,653 at Santos, making 23,513 bags in all, or 5.9 per cent. for the two ports.

For the crop to 21 Sept. entries show a shrinkage of 293,956 bags or 28.7 per cent. at Rio and at Santos of 440,604 bags or 11 per cent. compared with last year or 684,560 bags and 16.4 per cent. in all.

Applying the respective percentages, to last year's entries to same date, the current crop at the two ports would be: Rio 2,321,660, Santos 10,452,597; total 12,774,257 bags.

Clearances for the crop to 21 September show shrinkage in volume of 801,828 or 27.9 per cent. compared with last year and in volume of 801,828 or 27.9 per cent. compared with last year and in £2,389 per bag.

Stocks at the two ports amounted on 21 Sept. to 2,716,547 bags, an increase compared with previous Thursday of 18,372 bags or 0.7 per cent., of which 10,568 bags at Rio and 7,804 bags at Santos. On same date last year the stock at the two ports were 2,512,444 bags or 204,103 bags less than this year.

Embarques (loaded) during the week were heavy, amounting at the two ports to 382,681 bags, which at £2,389 per bag should have yielded £914,617.

Sales. 31,465 bags were declared at Rio, as against 42,032 the week before.

Of the total of 141,219 bags **Sailed** from the two ports during the week ended 21st September, 71,504 left for the States, 52,973 for Europe, 8,296 for the Plate and 8,446 coastwise. Total sailings to date, inclusive of coastwise, 2,122,380 bags or 27.9 per cent. under last year's.

Prices for the week were as follows:—

	Average	Closing 23 Sept.
Rio—No. 6, per 10 kilos	6\$749	6\$877
No. 7	6\$568	6\$604
No. 8	6\$293	6\$332
No. 9	6\$021	6\$060
Santos—Superior	6\$740	—
Good average	5\$540	—
New York—Options, December	8.86c.	Opening 8.84c.
March	8.95c.	8.92c.
May	9.04c.	9.00c.
Havre—December options	73f.20	73f.00
March	72f.16	72f.00
May	71f.70	—
London—December options	48/8	48/8
May	51/3	51/3

Détermination of Shipments for the Crop to 21st Sept.

	Bags	%
Allies and Neutrals	1,894,679	91.3
Enemy and Blacklisted ...	180,114	8.7
	2,074,793	100.0

Of the total shipped for the crop to 21st Sept.:

British bottoms	770,879
Brazilian	940,218
French	392,600
Italian	168,718
Scandinavian	186,183
Others	216,191
	2,074,794

Of the total 770,872 bags or 34.5 per cent. were shipped in British bottoms, of which 506,088 to the United States.

COMPANHIA COMMERCIAL DE SÃO PAULO

P. O. BOX 1113.

CABLE ADDRESS "WYSARD"

SÃO PAULO

Codes Used: A.B.C. 5th Edition, Liebers, Bentley's, Brasileira Universal.

IMPORT. COMMISSIONS. CONSIGNMENTS.

Catalogues & Correspondence Invited.

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

Exports of coffee, Rio and Santos, in Bags of 60 Kilos.

	1st 12 weeks of crop	Rate per week	Bal. or crop 40 weeks
United States	994,984	82,915	3,316,600
Scandinavia	51,827	4,319	172,760
Holland	57,530	4,794	191,760
Spain	29,239	2,436	97,440
France	516,607	43,051	1,722,040
Italy	217,564	18,130	725,200
Portugal	1,708	143	5,720
England	73,310	6,109	244,360
The Cape	52,670	4,389	175,560
France, etc.	79,354	6,613	264,520
	2,074,793	172,899	6,915,960
Estimated entries to end crop	8,619,841		
Stock, 21 Sept., 1916	2,716,547		11,323,388
Surplus			4,410,423

The quota allowed for the United States seems insufficient, seeing that the mean for the export to that country for the last two crops was 6,150,000. Invisible supplies are, no doubt, heavy in the States and, though there may be some disinclination to increase them, a minimum of 6,000,000 bags for the States would not seem excessive, in which case the surplus at the close of the crop would be reduced to only 2,723,778 bags on the presumption that entries and other exports continue on their actual scale.

Quotations at New York continue to drop, but here c. and f. has been kept up owing largely to buying by Grace & Co., but at Santos dropped 35 points since 15 September. It is difficult to say how much of the stock of 2,716,547 bags is in second hands, but probably not less than a third.

The weather has turned and has resulted in a good flowering in Minas and Rio, but not so good in S. Paulo.

With regard to Ornstein's boast, referred to in a recent number, that he could get all the gunny bags he required through the British Legation, in one way there seems some truth in it, seeing that this active and astute person, whose resourcefulness makes us regret that he is not on our side—had the foresight to contract for 250,000 jute bags with the Portuguese firm Maia previous to the appearance of the blacklist.

Noblesse oblige: A contract is a contract and not a "scrap of paper"; moreover, the British Government specifically stated that prior contracts would not be interfered with by the blacklist. All the same it might be well to keep an eye on people like Dominguez

Maia & C. and their dealings. Portugal has been at war with Germany since early in March and if the Ornstein contract is posterior to that date, Dominguez Maia may find that they have escaped the Scylla of the blacklist only to fall into the Charybdis of Portuguese prohibition.

—Ornstein and Wille manage, in spite of all drawbacks, to undersell all other exporters at New York, late offers from them ruling 9.75c. as against 10.10c. by other shippers.

—Centro quotations do not seem quite correct. The Centro has been quoting 9\$600 for the last few days, whereas the market was in reality nearer 9\$700.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending September 21st, 1916.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Sep. 21 1916	Sep. 14 1916	Sep. 23 1915	Sep. 21 1916	Sep. 23 1915
Central and Leopoldina Ry.....	69,712	34,662	78,965	541,825	731,087
Interior.....	937	2,920	1,472	7,478	22,531
Coastwise, discharged ..	5,159	7,746	1,779	31,074	27,131
Total.....	69,807	74,657	82,296	580,380	781,749
Transferred from Rio to Nictheroy	—	—	3,044	12,615	11,163
Net Entries at Rio.....	69,807	74,657	79,192	567,765	769,586
Nictheroy from Rio & Leopoldina.....	—	—	7,898	38,200	86,335
Total Rio, including Nictheroy & transit.	69,807	74,657	87,08	605,965	849,921
Total Santos:	331,439	357,133	399,209	3,558,451	3,999,655
Total Rio & Santos.	401,287	431,800	426,299	4,164,416	4,848,976

The total entries by the different S. Paulo Railways for the Crop to Sep. 21/16 1916 were as follows:

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1916/1917	3,021,774	495,676	3,516,950	3,558,451	—
1915/1916	2,457,655	433,688	3,091,353	3,999,655	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	Sep. 21 1916.	Sep. 14 1916.	Sep. 23 1915.
United States Ports ...	1,046,000	962,000	1,148,000
Havre.....	2,204,000	2,202,000	1,972,000
Both.....	3,250,000	3,164,000	3,115,000
Deliveries United States	168,000	77,000	100,000
Visible Supply at United States ports.....	1,552,000	1,578,000	2,061,000

SALES OF COFFEE.

	Sep. 21 1916.	Sep. 14 1916.	Sep. 23 1915.
Rio.....	31,465	42,032	49,576
Santos.....	—	—	114,869
Total.....	31,465	42,032	193,945

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1916 Sep. 21	1916 Sep. 14	1915 Sep. 23	1916 Sep. 21	1915 Sep. 23
Rio.....	56,005	51,311	61,498	450,400	681,791
Nietheroy.....	—	—	11,26	29,145	68,827
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit.....	56,005	51,311	72,612	479,545	750,618
Santos.....	382,676	187,883	222,526	2,023,017	2,363,362
Rio & Santos.....	382,681	239,224	295,138	2,502,562	3,143,980

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending September 21st, 1916.

IN BAGS OF 60 KILOS.

	Sep. 21	Sep. 14	Sep. 21	Sep. 14	Crop to Sep. 21 1916
	Bags	Bags	£	£	1 ags
Rio.....	50,065	9,975	1,098,855	21,540	408,278
Santos.....	82,707	109,341	207,429	289,361	1,636,515
Total 1916/1917.....	132,772	119,316	3,172,811	301,901	2,074,793
do 1915/1916.....	251,069	434,002	468,870	634,602	2,876,611

OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO Stock on Sept. 14th, 1916.....	306,553
Entries during week ended Sept. 21st, 1916.....	66,897
Loaded «Embarques», for the week Sept. 21st, 1916.....	373,360
STOCK IN RIO ON Sept. 21st, 1916.....	56,005
Stock at Nietheroy and Porto da Madama on Sept. 14th, 1916.....	24,527
do Afloat on Sept. 14th, 1916.....	64,253
Entries at Nietheroy plus total embarques including transit.....	56,105
Deduct : embarques at Nietheroy, Porto da Madama and Vienna and sailings during the week Sept. 21st, 1916.....	144,815
STOCK IN NICTHEROY AND AFLOAT ON Sept. 21st, 1916.....	56,239
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON Sept. 21st, 1916.....	58,576
SANTOS Stock on Sept. 14th, 1915.....	405,931
Entries for week ended Sept. 21st, 1915.....	2,302,812
Loaded (embarques) during same week.....	334,480
STOCK IN SANTOS ON Sept. 21st, 1916.....	2,637,252
Stock in Rio and Santos on Sept. 21st, 1916.....	826,676
do do on Sept. 14th, 1916.....	2,310,616
do do on Sept. 23rd, 1915.....	2,716,547
do do on Sept. 23rd, 1915.....	2,608,175
do do on Sept. 23rd, 1915.....	2,512,444

COFFEE SAILED.

During the week ending Sept. 21st, 1916, were consigned to the following destinations:—

IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPIT	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	23,600	23,440	6,173	3,623	—	—	56,239	439,567
Santos.....	49,504	29,533	2,273	4,670	—	—	84,980	1,692,783
1916/1917.....	71,504	52,973	8,446	8,293	—	—	141,219	2,122,350
1915/1916.....	98,953	1,042	8,046	6,772	81,372	—	250,115	2,947,267

COFFEE PRICE CURRENT.

During the week ending September 21st, 1916.

	Sep. 15	Sep. 16	Sep. 18	Sep. 19	Sep. 20	Sep. 21	Av. range	Closing Sep. 23
RIO—								
Market N. 6 10k..	6.705	6.715	—	—	—	—	—	—
do N. 7	6.587	6.597	6.599	6.705	—	6.705	6.749	6.577
do N. 8	6.465	6.605	6.605	6.597	—	6.597	6.569	6.604
do N. 9	6.382	6.382	6.382	6.264	—	6.264	6.269	6.382
SANTOS—								
Superior per 10 k..	5.800	6.800	6.700	6.700	6.700	—	6.740	—
Good Average.....	5.600	5.600	5.500	5.500	5.500	—	5.540	—
Base N. 6	—	—	—	—	—	—	—	—
N. YORK, per lb..								
Spot N. 7 .. cent.	—	93.4	—	—	—	91.2	—	—
do N. 8 ..	—	91.2	—	—	—	91.4	—	—
Options.....								
do Sept.....	9.17	8.92	8.92	8.75	8.82	8.73	8.86	8.84
do Dec.....	9.18	9.02	8.98	8.85	8.92	8.79	8.95	8.92
do Marc.....	9.26	9.11	9.14	8.95	9.01	8.85	9.04	9.00
HAVRE per 50 kilos								
Options..... francs								
do Sept.....	78.75	72.75	—	73.75	72.75	—	8.20	73.00
do Dec.....	73.00	71.75	71.75	72.50	71.75	72.25	72.16	72.00
do Marc.....	72.75	71.25	71.25	72.00	71.25	71.75	71.70	—
HAMBURG per 12 k								
Options..... pfennig								
do Sept.....	—	—	—	—	—	—	—	—
do Dec.....	—	—	—	—	—	—	—	—
do Marc.....	—	—	—	—	—	—	—	—
LONDON cwt.								
Options..... shillings								
do Sept.....	49	45.9	45.9	48.6	48.9	48.3	48.8	48.6
do Dec.....	—	—	—	—	—	—	—	—
do Marc.....	51.6	51.3	51.3	51	51.6	51.7	51.3	51.3

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending September 21st, 1916.

14-A. L. TREVILLE—Montevideo ..	Jessouroun Irmaos ..	250	
do ditto ..	Sequeira & Co ..	240	
do ditto—Buenos Aires ..	Jessouroun Irmaos ..	260	710
15-DESEADO—B. Aires ..	Hard Rand & Co ..	2,450	
do ditto—Montevideo ..	Hard Rand & Co ..	300	1,380
15-VOLTAIRE—B. Aires ..	Castro Silva & Co ..	115	
do ditto—Montevideo ..	Pinto & Co ..	50	166
16-SPENCER—New York ..	Leon Israel & Co ..	4,000	
do ditto ..	A. G. Fontes ..	2,500	
do ditto ..	McKinley & Co ..	2,500	
do ditto ..	Pinto & Co ..	2,000	
do ditto ..	Jessouroun Irmaos ..	1,000	
do ditto ..	Louis Boher & Co ..	750	
do ditto ..	Roberto do Couto ..	250	13,000
17-PROVENCE—Marseilles ..	Carlo Pareto & Co ..	6,000	
do ditto ..	Louis Boher & Co ..	4,500	
do ditto ..	Karl Valais ..	2,500	
do ditto ..	Pinto & Co ..	1,750	

Ditto	Jessouroun Irmaos	1,500	
Ditto	Castro Silva & Co	1,125	
Ditto	McKinley & Co	190	
Ditto	Pinto & Co	2,500	
Ditto—Oran	Jessouroun Irmaos	625	
Ditto	Louis Boher & Co	125	
Ditto—Gibraltar	Norton Megaw & Co	1,000	
Ditto	Castro Silva & Co	250	
Ditto—Mostaganem	Pinto & Co	625	
Ditto	Louis Boher & Co	375	
Ditto—Algiers	Castro Silva & Co	250	
Ditto	Pinto & Co	125	23,440
17—S. PAULO—New York	Theodor Wille & Co	5,000	
Ditto	Eugen Urban & Co	5,000	10,000
Total overseas			50,066

COASTWISE.

1—ITASSUCE—Maceio	McKinley & Co	60	
Ditto	Sequeira & Co	20	80
1—ITAPUHY—Porto Alegre	Theodor Wille & Co	450	
Ditto	Eugen Urban & Co	210	
Ditto	Grace & Co	100	
Ditto	Ornstein & Co	25	
Ditto—Pelotas	Grace & Co	300	
Ditto	Ornstein & Co	100	
Ditto—Rio Grande	Theodor Wille & Co	100	
Ditto	Grace & Co	75	
Ditto	Castro Silva & Co	70	1,430
2—IT. JUBA—Porto Alegre	Theodor Wille & Co	—	50
2—ITAQUERA—Pernambuco	McKinley & Co	—	20
3—ITATINGA—Pelotas	Ornstein & Co	150	
Ditto	Eugen Urban & Co	150	
Ditto	Grace & Co	50	
Ditto	Castro Silva & Co	50	
Ditto—Porto Alegre	McKinley & Co	300	
Ditto	Eugen Urban & Co	45	745
7—ITAPUCA—Porto Alegre	Castro Silva & Co	100	
Ditto	Theodor Wille & Co	100	
Ditto	Grace & Co	50	
Ditto—Pelotas	Castro Silva & Co	100	
Ditto	Grace & Co	75	
Ditto—Rio Grande	Theodor Wille & Co	100	525
10—ITASSUCE—Porto Alegre	McKinley & Co	250	
Ditto	Sequeira & Co	100	
Ditto	Eugen Urban & Co	50	
Ditto—Pelotas	Jessouroun Irmaos	150	
Ditto	Eugen Urban & Co	50	
Ditto—Rio Grande	Eugen Urban & Co	50	658
13—OLINDA—Manaos	Eugen Urban & Co	190	
Ditto	McKinley & Co	180	
Ditto—Maranhão	Eugen Urban & Co	230	
Ditto	Theodor Wille & Co	60	
Ditto—Partinicus	Eugen Urban & Co	80	
Ditto	Theodor Wille & Co	30	
Ditto	Castro Silva & Co	20	
Ditto—Tutoya	Sequeira & Co	50	
Ditto—Maceio	Theodor Wille & Co	30	
Ditto—Natal	Ornstein & Co	25	
Ditto—Ceará	Ornstein & Co	10	905
17—S. PAULO—Para	Eugen Urban & Co	300	
Ditto	Castro Silva & Co	280	
Ditto	Ornstein & Co	250	
Ditto	De Lamare Faria	200	
Ditto	Sequeira & Co	200	
Ditto	McKinley & Co	150	
Ditto	Theodor Wille & Co	80	
Ditto	Pinheiro & Laleira	70	
Ditto	Grace & Co	30	
Ditto—Pernambuco	Ornstein & Co	150	
Ditto	De Lamare Faria	50	1,760
Total coastwise			6,173

SANTOS.

During the week ending September 21st, 1916.

14—PROVENCE—Marseilles	R. Alves Toledo & Co	5,999	
Ditto	Whitaker Brotero & C.	2,500	
Ditto	Jessouroun Irmaos	2,500	
Ditto	J. Osorio	2,000	
Ditto	Leon Israel & Co	2,000	
Ditto	Levy & Co	2,000	
Ditto	M. Wright & Co	2,000	
Ditto	Nioac & Co	2,000	
Ditto	A. do Amara	1,500	
Ditto	Raphael Sampaio & C.	1,500	
Ditto	Leite Santos & Co	1,000	
Ditto	Hard, Band & Co	500	25,499

13—ZEELANDIA—Buenos Aires	Naumann Gepp & Co	400	
Ditto	Pedro Trinks	270	
Ditto	Levy & Co	97	767
14—S. PAULO—New York	Pedro Trinks	6,100	
Ditto	Theodor Wille & Co	3,250	
Ditto	Levy & Co	3,000	
Ditto	J. C. de Mello	2,000	
Ditto	Picone & Co	154	14,504
15—MOSSORO—B. Aires	R. Alves Toledo & Co	190	
Ditto	Silva Ferreira & Co	138	228
16—P. DE SATRUSTEGUI—B. Aires	S. Jacobsen & Co	575	
Ditto	Pedro Trinks	422	
Ditto	Cia. Nacional de Café	285	
Ditto	Theodor Wille & Co	272	
Ditto	Leon Israel & Co	50	
Ditto	Bolon Lorenzo	3	
Ditto	Antonio Capelli	1	
Ditto—Montevideo	S. Jacobsen & Co	100	
Ditto	R. Hermanos	10	1,718
16—A. L. TREVILLE—B. Aires	Société F. Bresilienne	745	
Ditto	Naumann Gepp & Co	450	
Ditto	Jessouroun Irmaos	280	
Ditto	R. Alves Toledo & Co	150	1,625
17—DESEADO—B. Aires	E. Johnston & Co	—	272
18—DAKOTAN—New York	R. Alves Toledo & Co	8,000	
Ditto	E. Johnston & Co	5,750	
Ditto	J. Aron & Co	5,000	
Ditto	Levy & Co	5,000	
Ditto	Malta & Co	2,500	
Ditto	J. C. de Mello & Co	2,000	
Ditto	Santos Coffee Co	2,000	
Ditto	Picone & Co	1,500	
Ditto	Naumann Gepp & Co	1,250	
Ditto	McLaughlin & Co	1,000	34,000
18—AMAZON—London	Cia. P. Arm. Geraes	—	12
19—LIGER—Bordeaux	J. Osorio	2,375	
Ditto	E. Johnston & Co	1,000	
Ditto	Nioac & Co	500	
Ditto	José Meirelles	141	
Ditto	A. Falcao	6	4,022
Total overseas			82,707

SANTOS—COASTWISE.

15—BRAGANCA—Ceará	Octavio L. Campos	—	20
16—ITAUBA—Pelotas	Theodor Wille & Co	50	
Ditto	Lara Campos Toledo	1	51
16—ITAJUBA—Rio	J. Leandro Cardozo	—	378
18—SATELLITE—Rio	F. Macchiorlatti	—	8
20—ITATINGA—Rio	R. Belli & Co	500	
Ditto	McLaughlin & Co	377	
Ditto	J. Leandro Cardozo	739	
Ditto—Pernambuco	J. C. Mello & Co	200	1,816
Total coastwise			2,273

PERNAMBUCO MARKET REPORT.

Pernambuco, 16 September, 1916.

Sugar. Most of the large factories are now at work and small lots of new crop usinas and white crystals have appeared in the market. For these the official quotation has been 73300 for the former and 68700 the latter, but outside better prices have been obtainable and 1,000 bags of usinas for delivery next week are reported sold at 8\$, whilst white crystals have found buyers at 7\$. Most of the planters are engaged in making Demeraras against their sales for October and the next steamer for Liverpool will probably take about 10,000 bags of these sugars. The crop news is very contradictory and from several quarters complaints are very persistent reporting an unusual amount of leaf and poorly grown canes, especially on the hills and former large estimates do not seem likely to be realised. A maximum of two million bags appears to be the most popular figure, although some put it at 2/300,000 bags less, owing to the small amount of rain during August. Dealers' prices for the bagged article are unchanged, but evidently there must be some better enquiry somewhere in view of the high prices being offered outside the market for usinas and crystals, but these

may merely be small orders for first supplies of new sugars and not any indication of what southern markets may be prepared to pay as soon as there is a fair quantity on the market for shipment, but should the alleged damage to crop be verified, the chances are that prices will not be much if any lower, especially as many of the home markets must have their stocks greatly reduced and require to replenish them as soon as possible. Bruto secco in market brings 4\$ to 4\$200 a granel for choice lots, whilst the export value for Europe is 3\$500 to 3\$600 and quality not so much a question as in the case of stuff for the home markets. Entries to 8th have been 2,960 bags compared with 2,025 bags same date last year. Shipments during the interval have been: Rio 5,425 bags, Rio Grande 500 bags, Victoria 100 bags and Para 6,008 bags.

Cotton. Entry for the first eight days has been 1,931 bags compared with 3,689 bags same date last year. The market has continued in same undecided state and during the week prices have continued at 26\$ to 27\$ for prompt delivery to mills here and also to shippers to southern markets, the last having been on 13th of 130 bags to a mill at 26\$ prompt delivery and 200 bags to a shipper at 24\$ for Oct. delivery. These prices continue to be offered, but there seems nothing available for prompt delivery and sellers do not care at the moment to go on at 24\$ for future delivery and complaints are again current of damage to crop especially in the matta zone, where plants are reported as greatly scorched up, owing to the cessation of the night rains and blazing sun during the day, which seems to have come along very suddenly and some night showers would be very welcome to most of the cotton districts. Many of the smaller ports have been buyers here during the week of ready cotton and there are still orders in the market from Maceio. Shipments during the week have been: Rio 706 bags and 178 pressed bales, Santos 300 bags and 36 bales, Itajahy 50 bags and 25 bales, and Maceio 110 bags.

Coffee. There has been more movement during the week with sales at 9\$500 to 10\$, chiefly at latter rate. This is still last crop coffee, as no samples of new crop are yet to hand and entries only expected next month.

Cereals. There has been better enquiry and milho is firmer at 5\$800 to 6\$ per bag of 60 kilos; during the past few days there have been enquiries for firm offers of this article for shipment to Italy, but nothing seems to have been done to satisfy such desires for quotations but, the mere fact of offers being asked for has caused the renewed firmness for local purposes. Beans steady at 13\$ to 13\$500 per bag of 60 kilos for home grown and 12\$ to 13\$ for imported lots according to quality. Farinha unchanged at 10\$ per bag of 50 kilos for Porto Alegre, but home grown is steadier at 19\$ to 28\$ per bag of 100 kilos.

Freights. There is nothing new to report as regards rates for liners. The next boat for Liverpool will be the s.s. Orator, for which so far there is about 6,000 bags of sugar despatched.

Exchange has been weak during the interval. From 11th to 14th collection was made at 12 5-16d., but there was nothing better for business; yesterday, collection was at 12 1-4d. and at close banks only quoted 12 3-16d., but this morning they have again made collection at 12 1-4d. and if anything market looks a trifle steadier.

Rio Grande de Sul. No British entered or left this port during August. The following are comparative exports through Rio Grande Bar from 1st January to 31st August:—

	Salted Hides		Dry Hides		Total
	Europe	U.S.A.	Europe	U.S.A.	
1916	65,497	91,222	9,002	17,653	163,374
1915	150,156	58,684	23,761	51,089	283,640
1914	297,667	2,000	63,783	28,538	388,188
1913	434,571	—	103,793	26,777	565,141
1912	466,288	—	104,066	9,823	580,177
1911	428,331	—	127,243	—	555,574
1906	417,956	—	221,458	9,000	648,414

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

	1913	1914	1915	1916
Germany	6,327	8,966	—	—
Argentina	7	86	448	1,143
Austria	140	260	—	—
Belgium	1,846	630	—	—
United States	514	1,403	9,726	15,328
France	6,154	5,309	2,353	4,613
Great Britain	244	1,200	4,873	2,410
Greece	5	19	—	40
Holland	—	—	10	—
Italy	391	165	216	159
Paraguay	—	—	—	13
Portugal	616	333	742	1,042
Great Britain, order	7,764	4,378	1,486	301
Sweden	—	—	1,167	100
Turkey in Europe	3	—	—	—
Uruguay	952	1,399	1,836	2,034

Total, tons	24,963	24,149	22,857	27,183
Value, contos of reis paper	22,103	21,022	31,492	42,507
Ditto, in £1,000	1,474	1,401	1,656	2,088

In 1913 32 per cent. of the Hides went to France and Belgium and the same percentage to Great Britain, whilst the United States only got 2 per cent. In 1916 only 10 per cent. went to the U.K. and orders, 17 per cent. to France, whilst the States got 56 per cent. of all exported.

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended.	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1916	16th. Sept.	730:000\$	12 5/16	£ 37,451	£ 861,574
1915	18th. Sept.	673:000\$	12 3/16	£ 34,178	£ 1,070,988
Increase...	—	57:000\$	1/8	£ 3,276	—
Decrease...	—	—	—	—	£ 209,109

THE S. PAULO RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1916	17th. Sept.	652,118\$000	12 3/16	34,638-16-1	974,795-17-2
1915	19th. Sept.	721,044\$500	12 7/32	36,709-8-6	1,068,326-19-6
Increase...	—	—	—	—	—
Decrease...	—	39,926\$500	1 32	2,070-12-5	66,525-2-4

RUBBER

Weekly Cable. Hard Fine closed on Saturday, 25th, at London unaltered at 38 3/4d. per lb., as also at Para at 38 3/4d. per kilo.

Para Market Report for August. The market was quiet and featureless throughout the month. Arrivals were small, being considerably delayed by shortage of water in the upper rivers. The tone was firmer than during July, with a steady advancing tendency. The lowest price of upriver fine, recorded on 3rd, was Rs. 4\$600, while the top was reached on 30th at 5\$100. The respective figures for caucho ball were 2\$900 and 3\$000. Shipments to America during the month amounted to 1,239 tons and to Europe 673 tons.

Rubber Movement in August:—

Rubber movement in August.			
Stock, 31 July, 1916	Tons	1,140	
Receipts during August		1,900	
			3,040
Exports, August, to United States	1,239		
Ditto, to Europe	673	1,912.	
Stock on 31st August, 1916			1,128
	31 Aug.	31 July	+ or -
In 1st hands	735	790	- 55
In 2nd hands—			
Portuguese and Brazilian	270	184	+ 86
Allied and American	123	146	- 23
Enemy	—	20	- 20
	1,128	1,140	- 12

Germans now hold no stock on the Amazon.

SHIPPING

Engagements. The Royal Mail.—The s.s. Cardiganshire left yesterday for Havre and London. The s.s. Ortega left on 24th with 1,000 bags for Valparaiso. The next boat should leave about end Oct. beginning Nov.

Lampport and Holt Line. The s.s. Byron, sailing on 26th, took 10,000 bags coffee and 1,000 bags beans, as also some cotton ex s.s. Bayard; no more space available. The s.s. Cavour is offering for New York, Santos and Rio for mid October.

Chargeurs Reunis. The s.s. A. Villaret Joyeuse, leaving about end October, has engaged 5,000 bags firm, with 20,000 more in treaty; between Rio and Santos she will probably take 70,000 bags.

Transportes Maritimes. The s.s. Rigel and Provence, posted to leave in November for Marseilles, and for Bordeaux s.s. Samara about 2nd half October. 15,000 bags coffee and beans already engaged at Santos and 20,000 Rio.

Mr. Luiz Campos reports 1,000 bags engaged Rio to New York for s.s. American, some of it Ornstein's; 300 bags per s.s. P. de Satrustegui for Las Palmas. 2,000 per s.s. Zeelandia for Amsterdam September, and a similar amount for s.s. Hollandia in October.

—The following steamers are on the berth at Santos:—American, Pathfinder, Luchenabich and an s.s. chartered by Grace & Co. for New York or New Orleans, also a Glen liner for South Africa, the last leaving about 8th August.

—The European Lines, inclusive of Spanish, have, we understand, agreed not to henceforward accept cargo from blacklisted firms.

—The Johnson liners engaged in carrying wheat to Sweden for that Government are going elsewhere, as no business is offering now for that destination in the Plate.

—A cable, dated 20th inst states that a cargo of wool from Buenos Aires to Stockholm has been detained at Swansea and turned over to the Prize Court.

—The Argentine Government has contracted the construction of ten steamers at a cost of \$10,000,000 to serve as auxiliaries to the navy in case of war and in time of peace in the commerce between the two countries. The funds, it is said, will be advanced by the National City Bank.

—It might be interesting to learn how a consignment of 27 cases of paper consigned to order on the bill of lading to Tourmar & Machado, came to be despatched by Hermann Stoltz!

—The firms of Sternberg-Meyer and Hasenclever & Co. seem to be going strong for cardboard—which malas linguas says is only a cover for German correspondence!

War's Influence on Shipping. (From "The Economist.") The following figures indicate the course of freight markets since the outbreak of war:—

	Home-wards Plate	Home-wards Karachi	U.S. French Atlantic	Tyne Genoa	Tyne Rouen
July, 1914	15 0	12 5	3 0	7 6	—
Dec., 1914	35 0	17 0	4 8	19 0	12 0
June, 1915	50 0	45 0	8 6	26 6	16 0
Dec., 1915	120 0	105 0	16 6	66 6	22 0
July, 1916	160 0	80 0	13 0	70 0	27 6

The big rise in December, 1916, was due to the centre of military activity shifting suddenly from Western Europe to the Balkans.

Reduction of British Tonnage:—

	Net Tons.
Lloyd's Register, July, 1914	24,809,000
Estimated new tonnage	800,000

Total	25,609,000
Deduct—War losses	1,520,000
Marine losses	550,000
Black Sea	134,000
Enemy steamers	3,320,000
Estimated requisitioned	6,927,000
Available tonnage	13,158,000

The reduction of steamer tonnage available for ordinary commerce is rather less than 60 per cent. of that on the Register two years ago, but the reduction in carrying power is in reality much greater, because much more time is spent in loading and unloading. A steamer that can do a round voyage in one week is worth three that take three weeks. It may be assumed that the carrying capacity is less than 50 per cent. of normal.

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO

During the week ending September 21st, 1916.

Sept. 15.—DESEADO, British s.s. 7295 tons, from Liverpool
15.—ORIANA, British s.s. 1984 tons, from Genoa
15.—SPENCER, British s.s. 2649 tons, from Buenos Aires
15.—S. PAULO, Brazilian s.s. 2243 tons, from Santos
15.—P. DISATRUSTEGUI, Spanish s.s. 2718 tons, from Bilbao
15.—ACRE, Brazilian s.s. 1555 tons, from New York
15.—DRINA, British s.s. 7287 tons, from Buenos Aires
15.—RUY BARBOSA, Brazilian s.s. 984 tons, from Manaus
15.—EMILIA, Brazilian barque, 224 tons, from Itajahy
16.—ITAPUHY, Brazilian s.s. 1236 tons, from Recife
16.—BORBOREMA, Brazilian s.s. 1082 tons, from Rosario
16.—D. PALMER, American lugger, 2315 tons, from Barbados
16.—K. G. ADOLF, Swedish s.s. 3232 tons, from Buenos Aires
16.—ARASSUAHY, Brazilian s.s. 524 tons, from Caravellas
16.—PROVENCE, French s.s. 2489 tons, from Marseilles
16.—MOORMERCH, American s.s. 855 tons, from Santos
16.—LAMINGTON, British s.s. 2283 tons, from Santos
17.—BRAGANCA, Brazilian s.s. 751 tons, from Santos
17.—DRYDEN, British s.s. 3699 tons, from Glasgow
17.—ITAJUBA, Brazilian s.s. 759 tons, from Porto Alegre
17.—MURTINHO, Brazilian s.s. 541 tons, from Paranaqua
17.—S. PALMER, American lugger, 2357 tons, from Norfolk
18.—NILO PECANHA, Brazilian s.s. 120 tons, from Victoria
18.—NUCERIA, British s.s. 2872 tons, from Philadelphia
19.—ITAITUBA, Brazilian s.s. 717 tons, from Imituba
19.—ANNIE JOHNSON, Swedish s.s. 2358 tons, from B. Aires
19.—COTOVIA, British s.s. 2527 tons, from Bahia Blanca
19.—GLENORCHY, British s.s. 3019 tons, from Norfolk
19.—AMAZON, British s.s. 6301 tons, from Buenos Aires
19.—E. SANT, Brazilian yacht, 134 tons, from S. Mathews
20.—ITATINGA, Brazilian s.s. 1181 tons, from Porto Alegre
20.—LIGER, French s.s. 3535 tons, from Buenos Aires
20.—DARRO, British s.s. 7291 tons, from Liverpool
21.—MARANHAO, Brazilian s.s. 1303 tons, from Manaus

- 21.—ITAGIBA, Brazilian s.s. 1221 tons, from Recife
 21.—CARDIGANSHIRE, British s.s. 5993 tons, from Santos
 21.—TEIXEIRINHA, Brazilian s.s. 257 tons, from S. Amtheus
 21.—A. JAEQUARY, Brazilian s.s. 793 tons, from Recife
 21.—J. VAN NASSAU, Dutch s.s. 4281 tons, from B. Aires

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending September 21st, 1916.

- Sept. 15.—DESEADO, British s.s. 7295 tons, for B. Aires
 15.—DRINA, British s.s. 7287 tons, for Liverpool
 15.—SATELLITE, Brazilian s.s. 882 tons, for Montevideo
 15.—P. DI SATRUSTEGUI, Spanish s.s. 2718 tons, for B. Aires
 15.—HIGHLAND HARRIS, British s.s. 3864 tons, for Genoa
 15.—MUCURY, Brazilian s.s. 1402 tons, for Recife
 16.—PHILADELPHIA, Brazilian s.s. 378 tons, for Caravellas
 16.—CUBATAO, Brazilian s.s. 1080 tons, for Rosario
 16.—LAMINGTON, British s.s. 2283 tons, for B. Aires
 16.—K. VICTORIO, Swedish s.s. 2160 tons, for Gothenburg
 17.—S. PAULO, Brazilian s.s. 2213 tons, for New York
 17.—ITAQUERA, Brazilian s.s. 1254 tons, for Porto Alegre
 17.—ITACOLOMY, Brazilian s.s. 569 tons, for Port Alegre
 18.—CCARANGOLA, Brazilian s.s. 253 tons, for S. J. da Barra
 19.—AMAZON, British s.s. 6301 tons, for Liverpool
 19.—LAGUNA, Brazilian s.s. 320 tons, for Laguna
 19.—ORIANA, Brazilian s.s. 1984 tons, for Florianopolis
 20.—RIO COLORADO, British s.s. 2237 tons, for Santos
 20.—ANNIE JOHNSON, Swedish s.s. 2358 tons, for Gothenburg
 20.—MATHILDA, Norwegian s.s. 2623 tons, for Baltimore
 20.—JETHON, Norwegian s.s. 2781 tons, for Baltimore
 20.—TOCANTINS, Brazilian s.s. 2500 tons, for Santos
 20.—BRASIL, Brazilian s.s. 1260 tons, for Manaus
 20.—ITAJUBA, Brazilian s.s. 955 tons, for Aracaju
 21.—ACRE, Brazilian s.s. 1555 tons, for Santos
 21.—A. GRAVINA, Brazilian s.s. 300 tons, from London
 21.—DARRO, British s.s. 7291 tons, for B. Aires
 21.—LIGER, French s.s. 3531 tons, for Bordeaux

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending September 21st, 1916.

- Sept. 13.—CAMPEIRO, Brazilian s.s. 1514 tons, from Genoa
 14.—TENZAN MARU, Japanese s.s. 2381 tons, from Baltimore
 14.—VESUVIO, Argentine s.s. 83 tons, from B. Aires
 14.—PORVENIE, Argentine s.s. 662 tons, from Rosario
 14.—WAZANA, Norwegian s.s. 2609 tons, from Rio
 15.—ITAPERUNA, Brazilian s.s. 61 tons, from Aracaju
 15.—ITATUBA, Brazilian s.s. 825 tons, from Rio
 15.—MOSSORO, Brazilian s.s. 924 tons, from Rio
 15.—A. L. TREVILLE, French s.s. 3583 tons, from Bordeaux
 15.—CAVOUR, British s.s. 3151 tons, from Manchester
 16.—ITAJUBA, Brazilian s.s. 869 tons, from Porto Alegre
 16.—MAROIM, Brazilian s.s. 779 tons, from Porto Alegre
 16.—AMERICAN, American s.s. 3555 tons, from New York
 16.—SATELLITE, Brazilian s.s. 887 tons, from Rio
 16.—P. DE SATRUSTEGUI, Spanish s.s. 2718 tons, from Bilbao
 16.—DESEADO, British s.s. 7295 tons, from Liverpool
 17.—ITATUBA, Brazilian s.s. 613 tons, from Imbituba
 17.—ITAQUERA, Brazilian s.s. 926 tons, from Recife
 18.—MOORMACK, American s.s. 935 tons, from New York
 18.—DAKOTAN, American s.s. 4069 tons, from Buenos Aires
 18.—K. G. ADOLF, Swedish s.s. 2232 tons, from Stockholm
 18.—AMAZON, British s.s. 6300 tons, from Buenos Aires
 19.—LIGER, French s.s. 3531 tons, from Buenos Aires
 19.—MARIA, Italian barque, 900 tons, from Genoa
 19.—S. G. PENG, Argentine s.s. 429 tons, from B. Aires
 19.—ITATINGA, Brazilian s.s. 926 tons, from Porto Alegre
 19.—LORLAND, Norwegian s.s. 1463 tons, from Norfolk
 20.—ANNA, Brazilian s.s. 247 tons, from Rio
 20.—MAELLA, Norwegian barque, 1649 tons, from Philadelphia

VESSELS SAILING FROM THE PORT OF SANTOS.

During the week ending September 21st, 1916.

- Sept. 14.—S. PAULO, Brazilian s.s. 1387 tons, for New York
 15.—BRAGANCA, Brazilian s.s. 751 tons, for Rio
 15.—ITATUBA, Brazilian s.s. 825 tons, for Porto Alegre
 15.—IMBITUBA, Brazilian s.s. 613 tons, for Imbituba
 15.—VESUVIO, Argentine s.s. 83 tons, for Paranaguá
 15.—A. L. TREVILLE, French s.s. 3185 tons, for B. Aires
 16.—ITAJUBA, Brazilian s.s. 869 tons, for Rio
 16.—SATELLITE, Brazilian s.s. 887 tons, for Montevideo
 16.—CAVOUR, British s.s. 3151 tons, for B. Aires
 16.—DESEADO, British s.s. 7295 tons, for B. Aires
 16.—MOSSORO, Brazilian s.s. 924 tons, for B. Aires
 16.—P. DE SATRUSTEGUI, Spanish s.s. 2718 tons, for B. Aires
 17.—ITATUBA, Brazilian s.s. 613 tons, for Aracaju
 18.—ITAQUERA, Brazilian s.s. 926 tons, for Porto Alegre
 18.—AMAZON, British s.s. 6300 tons, for Liverpool
 18.—DAKOTAN, American s.s. 4069 tons, for New York
 18.—PORVENIE, Argentine s.s. 662 tons, for Paranaguá
 19.—ITATINGA, Brazilian s.s. 926 tons, for Recife
 19.—LIGER, French s.s. 3531 tons, for Bordeaux
 19.—K. G. ADOLF, Swedish s.s. 2232 tons, for B. Aires
 19.—CAMPEIRO, Brazilian s.s. 1574 tons, for Genoa
 20.—ANNA, Brazilian s.s. 247 tons, for Laguna
 20.—MAROIM, Brazilian s.s. 779 tons, for Macau
 20.—CARDIGANSHIRE, British s.s. 5993 tons, for London

The Week's Official War News

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

London, 23rd, September, 1916.

It is learnt from an authoritative source that between the beginning of the Allies' offensive on July 1st and September 15th inclusive, the Allies have taken on the western front 56,500 prisoners, 250 cannon and 657 machine guns. The number of canon and machine guns is understated as the full extent of the captures since September 15th are not yet definitely known. On that day one British corps alone took 28 officers, 2 battalion commanders, and 1,320 noncommissioned officers and men.

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

London, 23rd, September, 1916.

Western Front.—The past week has seen the greatest British advance since the first day of the battle. The fall of Guillemont gave them the whole of the old German second position and the capture of Ginchy gave them an intermediate point permitting an advance against the enemy's third line. The action began on the night of the 14th September, when the British left carried the German fortress call the "Wonder Work," south-east of Thiepval. On the next morning about 6.20, there was a general advance on a six-mile front from the Albert-Baupenne Road east of Pozieres to Bouleaux Wood, just north of Combles. In the first sweep the German position was carried everywhere except north of High Wood and at a point between Ginchy and Leuse Wood, where stood a strong work called the "Quadrilateral." By the afternoon the villages of Courcellette, Martinpuich, and Flers were in our hands and the German position at High Wood also carried. The detailed history of this great advance when written will make a wonderful story. A new type of armoured car was used with complete success to destroy the enemy machine gun positions. The work of British aircraft was extraordinarily brilliant. On the first day, for example, 13 German airplanes were destroyed and 9 others driven down in a damaged condition. The British airplanes flying low attacked the Germans in their trenches with machine guns. On the left of our advance the New Zealand troops were forestalled by an enemy attack. They made their effort therefore as a counter-attack with decisive results. That night the German counter-stroke began and continued for the following days. On Sept. 17th, we extended our gains at Courcellette, carrying the strong position of Mouquet Farm. On the next day the Quadrilateral between Ginchy and Bouleaux Wood was taken and the British troops were close to Lesbœufs and Morval. Enemy counter-attacks delivered by troops hastily brought from different quarters have wholly failed to win back anything. The position is now that the Germans are back upon their fourth line roughly following the Baupenne-Perrone Road. The French, by the capture of Rancourt, on 14th Sept., have already broken into this position. Everywhere the British are not only past the crest of the tableland, but well down the further slopes. The week's fighting has been a clear proof of British superiority in this area. Since the beginning of the battle they have engaged 35 German divisions, whereof 29 have been defeated and withdrawn exhausted. They possess all the best observation points for artillery. Their aeroplanes have established a complete ascendancy since during the past week only 14 German machines have succeeded in crossing our lines, while our machines have made between two and three thousand flights into German "hinterland." This means that every German movement is under our full observation. Finally no German infantry has been able to withstand the attack of those new battalions which their press announced to be worthless. It is important not to exaggerate the effects of the action. The Germans are not yet defeated on the Somme, but are many steps further on the road to defeat. The Allies have shown themselves able to carry out their strategical purpose and completely impose their will on the enemy.

East Africa.—By the 16 Sept. General Smuts had succeeded in dislodging the enemy from the Uluguru Hills after much severe and difficult fighting. General Northey from the west and General Van Deventer from the north have driven the enemy on the western

side of the range in the direction of Mahenge. On this side the Belgians under General Tombour are approaching Tabora on the Central Railway. The main body of the enemy has been driven from the Uluguru Hills south-east towards the valley of the Rufiji River. The Germans have lost heavily in stores accumulated in the hills in hopes of prolonged resistance. These stores cannot be replaced. Moreover most if not all the heavy artillery has been abandoned or destroyed. The enemy may retreat into the river delta where the swamps make fighting difficult or go westward up river to join the remnant in the neighbourhood of Mahenge. It is probable that the central railway will soon be finally cleared, which will give General Smuts a much shorter line of supply. In the meantime we have occupied the remainder of the coast ports. The campaign will doubtless drag on for some time owing to the great difficulties of the country but the result has long been certain.

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

London, 24th September, 1916.

The War Office announces that 14 or 15 airships participated in an attack on Great Britain on the night of 23 September. The south-eastern, eastern and east-midland counties and Lincolnshire were the principal localities visited. An attack on the outskirts of London was carried out by two airships from the south-east between 1 and 2 o'clock in the morning and by one airship from the east between 12 and 1 in the morning. Aeroplanes were sent up and fire opened from anti-aircraft gun defences, the raiders being driven off. Bombs were dropped in the southern and south-eastern districts and it is regretted that 28 persons were killed and 99 injured. Two raiders were brought down in Essex, both being large airships of a new pattern. One raider fell in flames and was destroyed together with the crew; the crew of 22 officers and men of the second were captured.

Correspondents at various points between London and the Essex coast describing the raid on the night of the 23 Sept. state that the sound of anti-aircraft guns and the dropping of bombs brought many people from their houses and watched the

airship as it proceeded eastwards. It was held for a long time by concentrated searchlights with shells bursting all round it in such close proximity that it felt certain that hits must have been scored. While they were watching, there was a sudden flash, then a huge flare shot up and in a few seconds the airship was seen to be in flames. Amid cheers from all directions, the flames were seen to creep along the top of the airship until it appeared to be one mass of flame. As the flaming airship descended slowly, one end was seen to dip and then the whole mass was seen to assume a perpendicular position and dash to the ground in flames head foremost.

The second airship officially reported brought down, whereof the crew were captured, fell to the ground without burning. Later correspondents state that the German airship fell early on the morning of 24th September in a grass field in Essex 200 yards from the high road. On coming to earth the airship struck a tree tearing off practically all the branches, but leaving 40 feet of trunk standing, which seems partly broken by the fall of the airship. The debris is piled up in a great mass standing 16 feet high, showing girders and other parts of the framework. Some bodies have been recovered, several of which were found not to be affected by burns, their features being plainly recognisable and bearing traces of having met a violent death. The commander was recognised by his uniform and was wearing an Iron Cross. The bodies were speedily removed and covered with sheets. Some of the crew appear to have jumped from the airship as their bodies were found in a field some little distance from the wreckage. One body has been found quite one mile away.

The story of the raid is an interesting commentary on a recent letter of Count Zeppelin to Bethmann Holweg controverting the widespread complaint that Zeppelins are not used to the fullest possible extent. We have Count Zeppelin's admission that the airships are used to their fullest offensive capacity and recently we have also had threats that the forthcoming raid was to exceed in frightfulness all previous records. The result shows that of the airship force raiding London and the south-eastern area, two-thirds were captured and destroyed and the damage confined as customary to noncombatant suburban householders.