

Mailman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 4

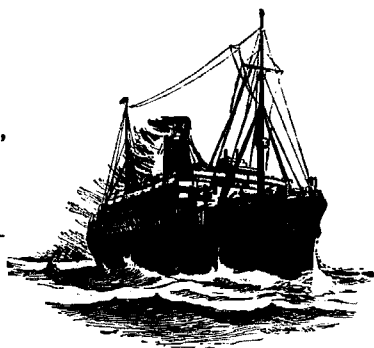
RIO DE JANEIRO, TUESDAY, November 7th, 1916

N. 45

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DARRO.....	22nd	"
DESNA.....	29th	"
ORITA.....	1st	Jan., 1916
ARAGUAYA.....	3rd	"
DEMERARA.....	26th	"

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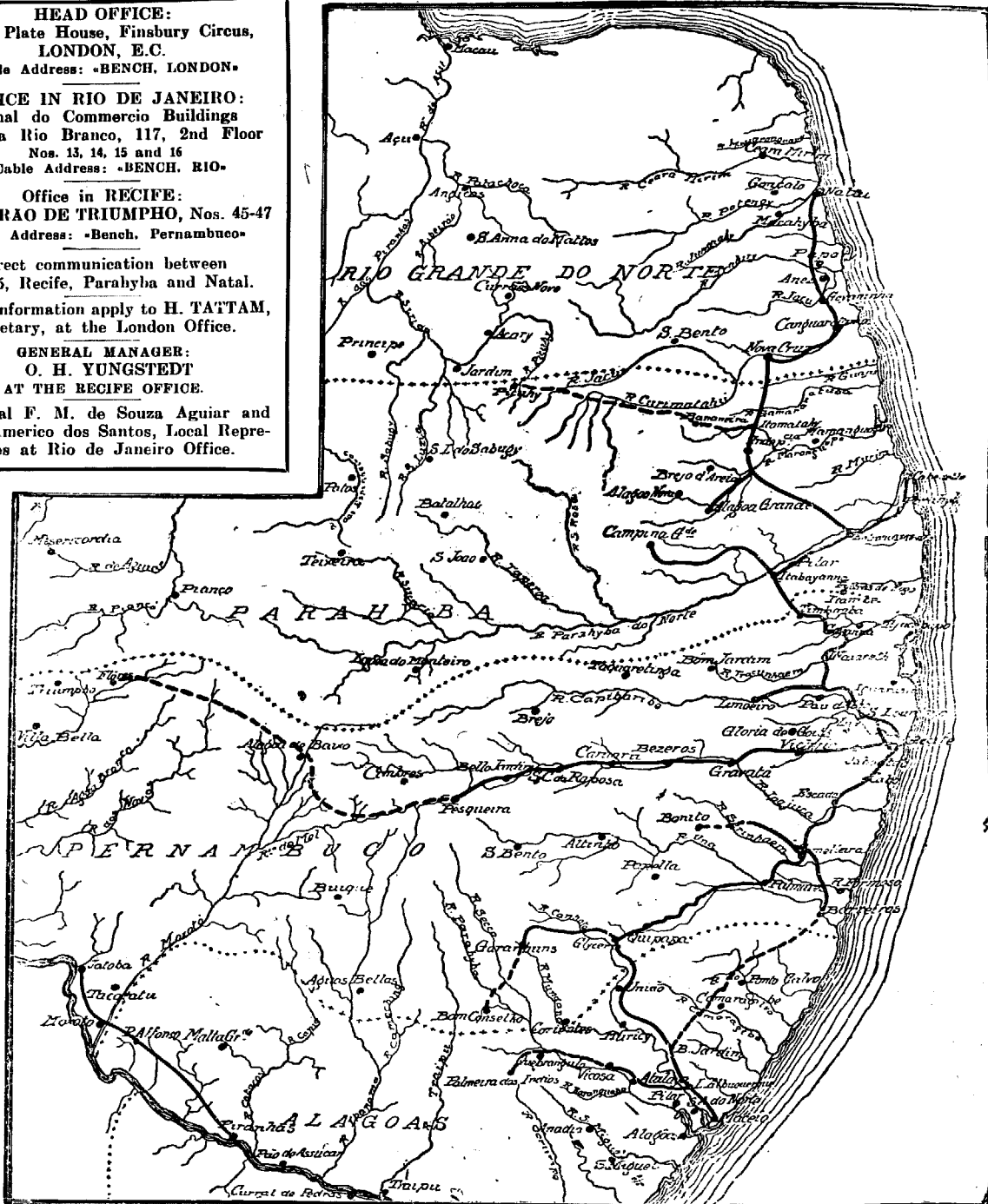
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- 16.20 Express—Petropolis, week days only.
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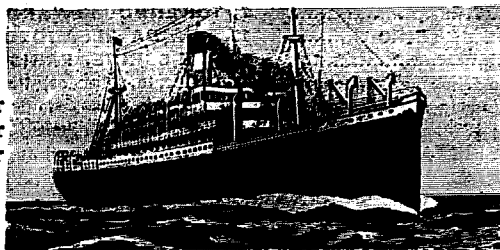
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Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS

VOL. 4

RIO DE JANEIRO, TUESDAY, November 7th, 1916

No. 45

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

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DAILY PRODUCTION: 15,000 BAGS.

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Capital Paid up.....	861,500
Reserve Fund.....	150,000

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São Paulo—

Hildebrand & Co., Rua 15 de Novembro.

London—

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

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.

MAIL FIXTURES

FOR EUROPE.

Nov. 17.—DRINA, Royal Mail, for Liverpool.
.. 21.—ORTEGA, P.S.N.C., for Liverpool.
.. 24.—DEMERARA, Royal Mail, for Liverpool.

FOR RIVER PLATE AND PACIFIC.

Nov. 10.—ORITA, P.S.N.C., for River Plate and Pacific.
.. 11.—DEMERARA, Royal Mail, for River Plate.
.. 18.—AMAZON, Royal Mail, for River Plate.

FOR THE UNITED STATES.

Nov. 21. VASARI, Lamport and Holt, for New York.

NEW PASSPORT REGULATIONS.

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

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

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

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

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

British Consulate General, 30th August, 1915.

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.

	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.....	£3 5 0	3 10 0	4 0 0	4 7 6	4 15 3	5 0 0
Half Page...	1 12 6	1 15 0	2 0 0	2 5 0	2 7 6	2 10 0
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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 0
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

LADY BURGHCLERE'S PRISONERS OF WAR FUND.

Donations received up to 4th November, 1916.

Previously acknowledged	4:569\$500
and £5	100\$000
Staff of British Bank of South America, second monthly subscription of £5	100\$000
Staff of The Western Telegraph Co., remitted direct to Lady Burghclere, £37 Is. 3d.	741\$000
Total to date	Rs. 5:510\$500

Patriotic League of Britons Overseas, Rio de Janeiro Branch.

Statement for October, 1916:—

Warship and General Fund	£135 16 8
Prince of Wales' National Relief Fund	12 13 8
	£148 10 4

Rio de Janeiro, 3rd November, 1916.—F. S. Pryor, Hon. Treasurer.

German Double Dealing. Our correspondent writes to say that the "Lloyd" alluded to in the article under this heading in our last issue is the Norddeutscher Lloyd, not the British Lloyd. We are glad to know that Lloyds had nothing to do with so shady a business.

The Vernacular Press has been busying itself of late with economic interests and particularly with the prohibition of importation of coffee by Holland. Apropos, the "Jornal do Commercio" brings the following:—

Ruinous as it must be for this country, the absolute prohibition on the part of the British Government of exports of coffee to Holland was not very surprising, seeing that for some time back the policy of that country was to limit imports by

both Holland and Scandinavia to the greatest possible degree.

Commencing with limitation of exports, the next step was to restrict consignments to certain approved firms, and finally even that concession is now withdrawn and exports to Holland absolutely prohibited.

The object of Great Britain, of course, is to prevent coffee reaching her enemies and the excuse for prohibition that the licensed amount had been already exceeded.

It is another of the consequences of the war that should be regarded philosophically, seeing that we are powerless to avert it and reprisals are impracticable. That our interests are profoundly affected is as unquestionable as that the rights of a neutral country are violated by such violent interference with trade. But the vessels that act as carriers of our coffees to the countries in question are not our own and a simple notification of Great Britain's resolution sufficed for the Dutch line to cancel engagements of coffee.

The weak go to the wall and must, perforce, bow to the will of the stronger.

This is an effect of the war that no protest on our part however energetic, will modify.

But that need not prevent an appeal to the British sense of fairness, or from calling the attention of H.B.M. Government to the harshness and injustice of the treatment meted out to this country.

By the application of the Blacklist to respected Brazilian firms above suspicion, an atmosphere of discontent is being formed that the Allied Governments should do their best to dissipate in the case of a country that, like Brazil, has given such unmistakable proofs of sympathy with the Allied cause. No warmer admirers of Italian successes are to be found than among the people of S. Paulo. Even now the French loan has found generous support amongst us, whilst millions of the Portuguese, who form part of our community, are deeply concerned in the struggle with the Central Empires. British interests have here been always solicitously attended to.

How, therefore, is the animosity betrayed by Great Britain explainable?

It is comprehensible that the British Foreign Office should object to a person of Dr Oliveira Lima's antecedents being received in London. That is but the moral effect of the systematic malevolence of our ex-Minister at Brussels towards the noblest of Kings—Albert of Belgium—by whom he had been invariably treated with deference!

It is incomprehensible that the Allies should go out of their way to injure legitimate Brazilian commerce and violate the principles of neutrality by vexatious treatment of our exports, because such an attitude can only serve to alienate sympathies and is neither just nor reasonable.

But war, justice and goodwill are incompatible. Let us hope that the war will soon come to an end and that the nations foreign to the conflict may be once more permitted to buy and sell without let or hindrance.

If anything would appeal to the British mind, it is an appeal like this to the sense of fairness inherent in the British people. We would not be unfair to even our worst enemies, much less to a country like this, bound to our own by secular ties of friendship—a country, moreover, freest amongst the free, that most Britishers among us have come to love and admire.

But the Allies are engaged in a life and death struggle that must determine not only their own destinies, but the very existence of liberty and civilisation as we understand them—a struggle in which this country is no less interested than the Allies themselves.

For such principles we Allies have gone to war: and for them we shall fight to the death. Thousands of our kith and kin go down daily to unrecorded graves, voluntary sacrifices on the altar of Freedom.

Is it to much to expect that here, too, some self-sacrifice in the common cause might be ungrudgingly accepted—not of precious lives, but of sordid demands for freedom to traffic with the enemy of our common civilisation?

Were Brazil free to throw her sword into the scale, who can doubt as to which side the balance would lean?

How, then, can we question that if the decision be left to the Brazilian people, no consideration will be allowed to interfere with the triumph of the cause with which they are identified?

Sympathy with the Allied cause cannot be very profound if, as the "Jornal do Commercio" suggests, it is liable to be alienated from purely mercantile motives. But putting that aside, let us examine the causes of complaint formulated by the "Jornal do Commercio" one by one.

In the first place there is no international understanding as to the exact constitution of contraband of war, each belligerent establishing his own rules, in this respect, and enforcing them as far as he is able. The Allied Governments have included coffee in the list as all other articles that may be of military utility and assistance to the enemy. In a country like Germany, where practically the whole male population is mobilised for war purposes, it is impossible to distinguish between civil and military consumption, and so innocents suffer with the guilty. The Allies, happily, do not believe or indulge in reprisals, but are determined to utilise every possible legitimate resource to bring this struggle to as early and successful a close as possible.

To that end they have blockaded not only the enemy's coasts, but those of contiguous neutral countries through which the enemy for a long time obtained almost unlimited supplies.

This right was consecrated by the practice of the United States in the war of secession and cannot be now disputed. To take coffee alone: 8,960,000 bags were exported to Holland and Scandinavia between 31 July, 1914 and 30 June, 1916 by this country alone, not to mention large quantities of mild coffees from the Dutch colonies and re-exports from the United States to Holland and Scandinavia. Normal consumption in Holland, Sweden, Norway, Denmark, Finland and Russia in 1913 amounted to 2,125,000 bags or 4,250,000 bags for the two seasons. The balance of 4,710,000 bags must, therefore, have been either re-exported to Germany or is still held in those countries, in which case they cannot possibly require more coffee for their own requirements!

The military value of coffee is well established: it is the most harmless of all stimulants and the best possible substitute for alcohol. To permit its importation into the countries bordering on Germany would mean further supplies for the enemy and prolongation of the war.

All, neutrals and allies alike, agree that the sooner the war comes to a successful end the better for all. One way to ensure this desideratum is to shut off enemy supplies of coffee and everything else. Even were coffee of little value from a military point of view, exception to a general rule would vitiate the efficiency of the blockade and encourage other neutrals to demand similar concessions.

Moreover, for some time back exports to Holland have been limited to 25,000 bags a month and to Scandinavia have practically stopped, only 51,840 bags having been shipped to the latter destination since 1st July last.

It is impracticable, therefore, for the Allies to contemplate a reversion to previous conditions without sacrifice of the principles on which they found their blockade.

As regards the Blacklist, H.B.M. Consul only obeys orders. The lists are drawn up and put into execution by the Foreign Office and are circulated as a guide to British subjects. The only alternative to the Blacklist is entire prohibition of trading by British subjects with those of enemy origin. The fact that—to go no further—the Moinho Santa Cruz and Brahma Brewery have not been blacklisted is proof of the tolerant spirit in which the list has been organised and consideration of Brazilian interests.

That any really Brazilian firms have been blacklisted without evidence of their relations with the enemy being carefully weighed is inconceivable.

The Allies are at war, not only with Germany and Austria, but with all Germans and Austrians everywhere. We mean to win this war, if to help to do so we have to crush German overseas trade out of existence here and everywhere else.

Brazilian have only, we will not say, to co-operate with the Allies, but to refrain from affording the enemy aid or comfort in overseas business to find every Allied door open to them and every facility for expansion of their own legitimate business afforded.

Nor is it a fact that the coffee trade has suffered from the Blacklist. German activities and competition, it is true, have been, practically, eliminated, but whatsoever coffee there is a demand

for continues to be shipped by Brazilian or other neutral and allied firms, just as before.

The trouble with coffee is not lack of shippers but of consumers and that, as the "Jornal do Commercio" remarks, is an effect of the war that will only cease with peace.

That measures of a general nature like the blockade, the Blacklist and stoppage of further imports of coffee by Holland and Scandinavia—its corollary—should be attributed to animosity is absurd. Precisely the same measures are applied to traders in the United States and Argentina who persist in maintaining commercial relations with the enemy.

The action of the British Government with regard to Dr. Oliveira Lima is justified by the "Jornal" itself. As regards the s.s. Tennyson incident, there might be more excuse for resentment, seeing that the two German culprits, who were permitted to escape from prison at Bahia, are still at large, and, we believe, in S. Paulo. But the British Government does not believe in reprisals, nor believe in making the innocent pay for the guilty.

The "Jornal do Commercio" does well to draw attention to the effect that the restriction of markets for coffee must exercise on national economy and finances. The remedy, however, is to be sought not in vain endeavours to raise the embargo, but in facing the situation squarely.

Already a stock of 3,000,000 bags has accumulated and there still remain some 6,500,000 of the current crop, as against 9,000,000 bags last crop, likely to be yet exported. Next crop is expected to be a large one and next season's accumulation larger even than this. Should the war not come to a close by then, of which we see little prospect, the position of coffee, with markets practically limited to U.S.A., France and Italy, will be extremely critical.

Should on the other hand, the war come to an early close, this season's surplus and perhaps next season's would be promptly mopped up by the demand of the Central Empires and their allies and the coffee situation be normalised.

Apart from the effect that enormous indisposable stocks must exercise on prices and the value of exports of coffee, the supply of bills must necessarily suffer from the restriction of exports and give rise to a fall of exchange, at the most critical moment, when specie payments on the foreign debt should be renewed.

The crisis, bound to ensue directly the blockade of neutral countries, so long delayed, became really effective, was long foreseen and the authorities urged as long ago as January to meet it in the only way practicable, by negotiation of a foreign loan, in an article by the Editor of this Review published in the "Jornal do Commercio."

But Governments are optimistic; coffee was still going steadily forward and the blockade had not then become really effective.

Far from nursing any animosity, if only to protect their own interests, the creditors of this country are as anxious as Brazilians themselves to find a solution for the impasse created largely by the war.

For some time past the conviction has been growing in influential British circles that the only sure way to meet the situation is by means of a foreign loan, that would not only enable owners of coffee to carry their stocks until they could dispose of them with advantage, but be a material support to exchange.

It may not even now be too late and were negotiations opened at once, if properly handled, we see no reason why they should not succeed.

In the same sense, "O Estado de S. Paulo," the leading daily of that city, says:—

The suspension of shipments of coffee to Holland and Scandinavia signifies the suspension of business with other countries like Russia, except by the round about way of Vladivostock. Exports to Italy have already suffered in consequence of prohibition of re-export to Switzerland. Last year Italy received nearly a million bags: this year we shall be fortunate if she takes a third of that quantity. Although prices

have so far been maintained, prospects are not encouraging, sales are small and offers low. Although entries for the current crop to date are much smaller than for same period last year, the stock at Santos shows an increase of 700,000 bags, whilst shipments have dropped from 4,633,000 to 3,500,000, or over a million bags. It cannot, therefore, be disputed that the position of the coffee market is extremely delicate and must be further aggravated should the restriction of exports persist during the coming crop.

In another column "O Estado de S. Paulo" recognises its solidarity with the Allies, and in spite of critical financial and economic conditions, applauds the decision of the Allies to prevent supplies—even of coffee—from reaching the enemy.

Great Britain must have powerful reasons for tightening the blockade that we cannot here properly appreciate, but if thereby the peace that the overwhelming ambition of Pan-Germanism upset, blessed be the blockade whatsoever sacrifices it may cost us. The greatest of all sacrifices is to tolerate for months to come the gloom, uncertainty and agony, which humanity has experienced for the last two years!

A Letter from Dr. Bandeira de Mello.

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

Sir,—I have just seen the number of your Review criticising the ideas of my last lecture, and I am sorry to notice that I was misunderstood. I did not mean that England was responsible for this war, but chiefly the politico-philosophical megalomania of the pan-germanist party. But I believe (and with me every impartial thinker), that this responsibility must also be shared by all the other great European powers, because it is known that the whole French politics points towards the just aspiration of revindication of Alsace-Lorraine, and that the determination of Great Britain to maintain the commercial and maritime supremacy of the world. All these different points of view of national politics are, of course, easily understood, because the universal progress is just the result of a natural competition among leading nations.

Accepting the very kind invitation of the Brazilian Society of International Law, which is a neutral institution, I spontaneously assumed the duty to examine the present political and military European events without the prejudice of unconditionally praising the Allies and systematically reproaching Germany or vice-versa. I stood above the bitter political and ethnical feelings; and I am glad to affirm that I have no animosity or antipathy towards any of the belligerent peoples. I have taken up all these questions in an abstract and doctrinary sense, putting aside all personal feelings.

I spoke as a jurist and a historian, not as a politician or a statesman, who has to stand by interests of his country against antagonistic competition. Should I show partiality, all my juridical and historical arguments would be lost.

The mind of the belligerent nations is so very upset that they frequently mix up their own cause with neutral interest, and the idea of victory leads them, sometimes, to forget international law. If I bring out the wrongs committed by the Central Empires, I am logically compelled to do so with those practised by the Allies. I do it without hatred against any belligerent country—rather with sympathy, because I well know every one of them has contributed to the present Brazilian prosperity.

Such impressions can only be understood by my own countrymen, not by the excited and exclusive minds of the belligerent citizens.

I follow the events with too great an interest to remain indifferent to the miserable fate of humanity in this cruel war.

The fertile and unexplored lands of South America might be occupied and rendered most valuable through the enormous sums of money and the flower of youth so uselessly sacrificed in this awful struggle.

I should like to state that the principal object of my writings has been to attenuate, on this side of the world, the hatred caused by the war, which divides the peoples representing Christian civilisation. My great dream is to transform my country into a

secure and peaceful shelter for all opposing nationalities, whose citizens might rebuild their new homes, far away from the great drama. I do not want to exasperate international feelings, but to harmonise them in peace and work, which are the chief supporters of civilisation.—Yours, etc.,

Aff. Bandeira de Mello.

75, Rua Menna Barreto,

Rio de Janeiro. Nov. 3rd, 1916.

[No philosophic discussions will ever shake the conviction of the British people that this struggle was forced upon them by Germany, nor, we suppose, the conviction of Dr. Bandeira de Mello that Great Britain is fighting for commercial supremacy. It is really on these issues that neutral opinions turn and until some common ground is accepted as to the fundamental origin of the struggle, discussion seems useless and sterile. To expect us to shake hands and make friends with the Huns directly the war ceases even in this neutral country is too much to expect of frail human nature for a generation or so at least. Not a British family but laments some victim of the struggle that German lust of conquest forced upon the Allies, and though Dr. Bandeira de Mello's convictions are no doubt sincere, we fail entirely to understand how anyone can qualify sacrifices, in defence of everything that makes life worth living, as "useless." Useless they will be if the Allies do not gain the day and so make a repetition of this horrible carnage impossible. But for a long time to come the lamb will fight shy of the wolf.]

MONEY

Official Quotations, Exchange Camara Syndical and Vales:—

	90 dys	Sight	Sovs	Vales
Monday, 30 October ...	12 9-64	12 1-32	20\$450	2\$262
Tuesday, 31 October ...	12 9-64	12 1-32	20\$450	2\$262
Wednesday, 1 Nov.....	Holiday			
Thursday, 2 Nov.....	Holiday			
Friday, 3 Nov.	12 5-32	12 3-64	20\$450	2\$262
Saturday, 4 Nov.	12 3-16	12 5-64	20\$450	2\$262
Average for week	12 9-64	12 1-32	20\$450	2\$262

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

Monday, 30 October. The Bank of Brazil and French bank opened at 12 5-32d. and others at 12 1-8d., all offering to take at 12 7-32d. Market paralysed all day, but closed at opening rates.

Tuesday, 31 October. Quotations unaltered; nothing doing.

Wednesday, and Thursday, 1 and 2 November. Holidays.

Friday, 3rd November. The Bank of Brazil, Ultramarino and French Banks opened at 12 5-32d., others at 12 1-8d., some offering to take at 12 7-32d.; no bills obtainable here, but towards close some were offered from Santos at 12 7-32d. and 12 1-4d., the market closing with all banks drawing at 12 5-32d. and no money.

Saturday, 4th November. All banks opened at 12 5-32d.; during the day bills offering from Santos some banks drew at 12 3-16d. and market closed with a few bills at 12 7-32d. and takers of commercial at 12 1-4d.; no money offering for banks.

Saturday, 4th November, 1916.

Embarques fell off last week and bills were scarce at Santos. There were two holidays and very little business of any kind was done, but on Saturday Santos was giving some bills at 12 9-32d. Nothing so far from Manaus or Para, where the low state of the

rivers have curtailed entries of rubber. Neither Bahia nor any other outports are giving bills.

Stocks at Rio and Santos now exceed 3,000,000 bags and as exports are more and more restricted, unless relief can in some way be afforded the position of the coffee market may before long be critical.

Further issues of paper money can only serve to depress exchange and the only real solution of the problem is a foreign loan that would serve not only to prevent a disastrous fall of coffee prices, but help to keep up exchange. Otherwise the outlook seems pretty hopeless!

COFFEE

Rio de Janeiro, 5th November, 1916.

The Rio Market is dull and currency prices weak at Rs. 9\$400, dealers buying all the week below market quotations. Gold prices, however are maintained and have ruled 8.15c. f.o.b. for a long time. Wednesday and Thursday were both holidays and little business was done here, but cables from London are to the effect that shipments to Holland will shortly be resumed, which for our part seems very improbable. At Santos the movement was more active.

Clearances, Rio and Santos, 1st July to 31st October:—

	1915	1916	Inc. or Dec.
United States	2,679,682	2,276,491	- 404,191
France	676,627	963,489	+ 286,862
Italy	244,986	279,736	+ 35,350
Holland	240,383	107,647	- 132,396
Scandinavia	1,281,878	51,840	- 1,230,038
Great Britain	100,294	138,363	+ 38,069
Spain	22,504	50,946	+ 28,442
Portugal	7,725	1,708	- 6,017
Egypt	40,750	21,000	- 19,750
Plate and Pacific	114,131	104,161	- 9,970
The Cape	65,522	91,175	+ 25,653
Greece	8,500	—	- 8,500
Total	5,482,042	4,086,556	- 1,395,486

Clearances by Flag, from 1st July to 31st October:—

	Bags	%	Bags	%
British to United States...	932,090	63.6		
To Europe	413,934	28.3		
To The Cape	91,175	6.2		
To the Plate and Pacific ...	27,795	1.9	1,464,994	35.9
Dutch			114,599	2.8
French			612,909	15.0
Italian			270,089	6.6
Japanese			127,490	3.1
Portuguese			1,708	0.1
Spanish			66,149	1.6
Scandinavian			609,787	4.9
Brazilian			536,854	13.1
American			257,967	6.3
Cuban			24,000	0.6
Total			4,086,546	100.0

British shipping tops the list with 35.9 per cent. of the total coffee carried under all flags. Of the total of 2,276,491 bags shipped to the United States, 41 per cent. was carried in British bottoms and 59 per cent. under other flags. Of the total of 1,464,994 bags carried in British bottoms, 63.7 per cent. went to the States, 28.3 per cent. to Europe and 8.1 per cent. to other countries.

	Rio and Santos, in 1,000 bags. Actually shipped 1 Nov., 1915 to 30 June, '16	Estim'd shipm'ts. 2 Nov., 1916 to 30 June, '17
United States	3,870	2,724
France	1,874	2,027
Scandinavia and Holland	2,633	600
Other countries	1,576	1,119
13th October to 30th June	9,953	6,470
1st July to 12 October	4,520	3,272
Total for crop	14,473	9,742

Of late shipments to France have been on a smaller scale. Between stocks and afloats the visible supply in France is 2,707,000 bags and would suffice for almost a year's consumption. It is possible, therefore, that exports during the next eight months of the crop may not reach the amount estimated.

As regards Scandinavia and Holland, the amount of 600,000 bags seemed at the time a minimum, but may have to be further reduced should prohibition of imports be persisted in.

We see no reason to modify the estimate for "other countries," although in some quarters it is believed that exports to Italy are likely to show some falling off in view of the declaration of war with Germany and stoppage of re-exports to Switzerland.

The Statistical Position. Entries at the two ports amounted by 2nd November to 6,269,580 bags or 16 per cent. less than for same period last year, and at same rate should give for whole Rio and Santos crop Bags 12,450,000
Stocks, 1st July, 1915 1,020,000.

Total available for export	13,470,000
Estimated exports overseas for current crop ut supra.	9,742,000
	3,728,000
Shipments coastwise (estimated)	300,000
Estimated stocks on 30 June, 1916	3,428,000

Enemy Shipments. During the week ended 2 Nov., enemy shipments amounted to only 7,250 bags, of which 7,000 by the Lloyd Brasileiro s.s. Acre for New York and 250 bags per Spanish steamer Cadiz for Spanish ports. The figures for the crop to 2nd Nov. are as follows:—

	Bags	%
Enemy blacklisted firms	183,874	
Neutral blacklisted firms	1,500	
Other enemy firms	28,275	
	213,649	5.1
Allied and Neutral firms	3,105,539	94.9
	4,332,863	100.0

Small by degrees and beautifully less grows the enemy coefficient, though some increase may be expected when the Lloyd Brasileiro s.s. Minas Geraes and the American s.s. Seguranca clear for New York.

Value of Clearances. The value f.o.b. of clearances from Rio and Santos for the crop from 1st July to 2nd Nov. aggregated £9,782,183 as against £10,672,573 or a shrinkage of £890,570 or 8.3 per cent. and per bag £2.36 as against £2.28 for same period last year.

At the same rate the estimated balance of 6,500,000 bags should yield £15,340,000 or £25,122,000 for the whole crop, as against £28,343,000 for 1915-16. But prices are shaky and unless stocks can be taken care of, liable to decline.

Embarques last week were small and 34,000 bags below the average of 223,000 bags for the last 18 weeks of the crop.

Sailings. Of the total of 284,875 bags sailed from the two ports during the week ended 2nd Nov, 222,453 bags went to the States, 56,004 to Europe and Mediterranean, 4,302 to the Plate and 2,116 bags coastwise.

COMPANHIA COMMERCIAL DE SÃO PAULO

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CABLE ADDRESS "WYSARD"

SÃO PAULO

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IMPORT.

COMMISSIONS.

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

Bags. According to the "Estado de S. Paulo" of 5th November, the 15,000 bales of jute just arrived by the Japanese s.s. Umkai Maru, consigned to the British Consul at Santos, has not yet been discharged, nor seems likely to be until dealers agree to the inclusion in contracts for sale and purchase of coffee registered at the Caixa Registradora and Caixa de Liquidação of Santos of a clause stipulating that such contracts with blacklisted firms shall be ipso facto null and void. The alternative, of course, would be the stoppage of further imports of either jute or hessians and of further shipments of coffee. In view of this position, the "Estado de S. Paulo" recommends dealers to make up their minds at once to comply or no with the demands of the British Government, remembering that once engagements are entered into not to sell or transfer bags to blacklisted firms they must be observed.

Grace & Co. Where there's smoke there's fire! and, though rumour is not very reliable, reports lately current that this firm lately transferred 30,000 gunny bags of their Santos stock to Theodor Wille and that the 30,000 bags about to be shipped per Commercio e Navegação s.s. Jaculy to Havre came out of Hermann Stoltz warehouses are, perhaps, worth investigation.

—On the strength of submarine activity on the American coast, coffee futures rose 12 to 20 points on 4th October, trade preferring to take no chances, short covering and now long purchases stimulating the market.

Statistics of "Le Café" organised by M. Laneuville.

Stocks and Visible Supply.

	1 Oct. 1916	1 Sept. 1916	1 Oct. 1915	Sept.- Oct.	Oct., '15 Oct., '16
England	627	591	552	+ 36	+ 75
Hamburg	—	—	250	—	— 250
Holland	275	228	386	+ 47	— 111
Antwerp	—	—	320	—	— 320
Havre	2,533	2,376	2,025	+ 157	+ 508
Bordeaux	82	82	68	—	+ 14
Marseilles	234	255	180	+ 29	+ 104
Trieste	—	—	5	—	— 5
Bremen	—	—	5	—	— 5
Copenhagen	—	—	60	—	— 60
	3,801	3,532	3,851	+ 269	— 50
Brazil sorts	3,049	2,879	2,960	+ 170	+ 89
Other sorts	752	653	891	+ 99	— 39
Visible Supply of the World—					
Brazil sorts	8,249	6,448	8,361	+1,801	— 112
Other sorts	1,519	1,446	1,516	+ 73	+ 3
	9,768	7,894	9,874	+1,874	— 109

The visible supply of the world on 1st October amounted to 9,768,000 bags, as against 9,877,000 on 1st October, 1915, and 10,081,000 in 1914. World's deliveries in September were only 1,116,000 bags, as against 1,861,000 for same month last year and 1,824,000 in 1914. For the first three months of the current season they amounted to 3,237,000 bags, as against 4,340,000 bags for 1915-16, and 4,676,000 in 1914-15. These poor results are the effect of the reduction of certain European stocks and stoppage of shipments from Brazil to Scandinavia.

The quantity of coffee retained in British ports had fallen from 580,000 in August to 545,000 in September.

—Circular of Minford and Lueder, 6 October:—The demand has averaged poor. Owing to good clearances, the United States visible supply has increased and is now only about 170,000 bags below last year, but about 243,000 bags larger than two years ago. The world's visible figures as of Oct. 1 will show an increase of 1,048,230 bags, against 343,206 bags last year. The fact that free shipments to Europe are prevented by the Allies, except to France, curtails that outlet and as the United States is now fairly well supplied and need not be an anxious buyer, the control of the market at present lies with the United States buyers. In addition, stocks in Rio and Santos are large, and prices high enough to satisfy many Brazil holders. The deliveries of all kinds of coffee in the United States for the first three months of the present crop are only 167,000 bags below last year, which difference is fully accounted for owing to there not being the active exports to Europe now that took place a year ago. Considering the above conditions, we for the moment can see no bullish factors to bring about an advance, and a lower range of prices may be established. It must, however, be kept in view that prices are reasonably low and in case of peace being probable in Europe, a marked advance will probably occur, as now each month stocks in many consuming countries, already depleted, are being reduced, and to bring up their stocks to a normal size would require the purchase of several million bags.

Only a moderate cost and freight business has transpired. During part of the week exporters raised their prices, but to-day's cheapest offers are as low as have been offered since around Sept. 1st and bids are solicited.

Deliveries of Brazil coffee in the United States for the month of September were 458,624 bags, against 365,123 bags in August and 565,153 bags for September last year. The total deliveries of all kinds during the month of September were 677,533 bags, against 739,970 bags last year. For the 5 days of October the Brazil deliveries were 80,000 bags, against 45,688 bags in September and 76,525 bags a year ago.

The demand for milds is light and the market for most grades irregular, with more desire to meet buyers' views. Stocks are large. The arrivals during September in the United States were 212,017 bags and the deliveries 168,909 bags. The stock in the United States on Oct. 1 was 773,356 bags, against 485,886 bags last year. The export shipments to Europe have practically nil during the past month.

Trading in coffee futures during the past week has been moderate and with narrow fluctuations. Nothing has developed to bring

about any important advance, and the general tendency has been toward lower prices, as has been foreshadowed in our recent reports. We see no features to encourage buying, except on sharp declines on which we advise the taking of moderate profits as the occasion offers. The market is narrow and easily influenced by a preponderance of orders either way. The fact that some coffees can be purchased nearer than usual to the December future price has brought about more hedging than for a long time. The more of this that is done, the more the danger of a material decline is removed, as the importer, as he makes sales, becomes a buyer and therefore a support to the market. To-day the market closed barely steady but quiet, at from 27 to 34 points decline from last Friday's close.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending November 2nd, 1916.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Nov. 2 1916	Oct. 26 1916	Nov. 4 1915	Nov. 2 1916	Nov. 4 1915
Central and Leopoldina	39,490	54,044	123,829	911,234	1,319,567
Ry.....	—	3,654	800	12,685	49,655
Inland.....	221	685	575	41,049	46,039
Coastwise, discharged ..	—	—	—	—	—
Total.....	39,701	58,383	125,204	964,968	1,415,261
Transferido from Rio to Nitheroy	—	—	5,667	12,615	31,968
Net Entries at Rio.....	39,701	58,383	119,537	952,353	1,383,293
Nitheroy from Rio & Leopoldina.....	—	—	14,019	38,200	158,813
Total Rio, including Nitheroy & transit.	39,701	58,383	133,556	990,553	1,542,106
Total Santos:	214,890	308,235	253,559	5,279,027	6,010,366
Total Rio & Santos.	254,591	366,618	387,115	6,269,580	7,552,472

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

	Per Past Jundiahy	Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1916/1917	4,399,354	854,092	5,253,446	5,279,027	—
1915/1916	5,008,057	825,992	5,834,049	6,010,366	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	Nov. 2/1916.	Oct. 26/1916.	Nov. 4/1915.
United States Ports ...	2,217,000	2,207,000	1,878,000
Havre.....	—	—	—
Both.....	2,217,000	2,207,000	1,878,000
Deliveries United States Visible Supply at United States ports.....	—	—	—

SALES OF COFFEE.

	Nov. 2/1916.	Oct. 26/1916.	Nov. 4/1915.
Rio.....	19,293	41,152	44,206
Santos.....	—	—	179,600
Total.....	19,293	41,152	223,806

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1916 Nov. 2	1916 Oct. 26	1915 Nov. 4	1916 Nov. 2	1915 Nov. 4
Rio.....	23,293	36,163	96,976	783,903	1,246,505
Nitheroy.....	—	—	20,969	29,145	161,603
In transit.....	—	—	—	—	—
Total Rio including Nitheroy & transit.....	23,293	36,163	117,945	813,048	1,428,108
Santos.....	165,952	251,129	290,949	3,394,002	4,633,701
Rio & Santos.....	189,245	297,292	408,894	4,207,050	6,061,809

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

IN BAGS OF 60 KILOS.

	Nov. 2	Oct. 26	Nov. 2	Oct. 26	Crop to Nov. 2/1916	
	Bags	Bags	£	£	Bags	£
Rio.....	50,326	31,062	108,266	66,769	753,903	1,608,096
Santos.....	232,433	307,354	559,722	497,214	3,364,309	8,174,065
Total 1916/1917..	282,759	338,416	667,988	563,982	4,118,212	9,782,161
do 1915/1916.	513,918	364,876	1,170,178	823,095	5,287,846	10,672,753

COFFEE SAILED.

During the week ending Nov. 2nd, 1916, were consigned to
the following destinations:—

IN BAGS OF 60 KILOS.

PORTS	UNITED STATS	EUROPE & MEDITER- RANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	49,100	500	1,745	1,726	—	—	52,071	605,121
Santos....	174,356	55,504	571	2,573	—	—	232,904	3,366,275
1916/1917..	222,456	56,004	2,116	4,299	—	—	284,875	4,201,396
1915/1916..	191,477	322,149	5,598	292	—	—	519,516	5,360,669

OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO Stock on Oct. 26th, 1916.....	351,222
Entries during week ended Nov. 2nd, 1916.....	39,701
Loaded «Embarques», for the week Nov. 2nd, 1916.....	23,293
STOCK IN RIO ON Nov. 2nd, 1916.....	367,640
Stock at Nitheroy and Porto da Madama on Oct. 26th, 1916.....	24,527
Afloat on Oct. 26th, 1916.....	60,616
Entries at Nitheroy plus total embarques inclu- ding transit.....	23,293
Deduct: embarques at Nitheroy, Porto da Ma- dama and Vianna and sailings during the week Nov. 2nd, 1916.....	108,426
STOCK IN NITHEROY AND AFLOAT ON Nov. 2nd, 1916.	52,071
STOCK IN 1st and 2nd HANDS and THOSE AT NITHEROY and AFLOAT ON Nov. 2nd, 1916.....	56,355
SANTOS Stock on Oct. 26th, 1915.....	2,611,279
Entries for week ended Nov. 2nd, 1915.....	214,680
Loaded (embarques) during same week.....	2,826,159
STOCK IN SANTOS ON Nov. 2nd, 1916...	165,952
Stock in Rio and Santos on Nov. 2nd, 1916...	2,690,207
do do on Oct. 26th, 1916...	3,084,20
do do on Nov. 4th, 1915...	3,047,64
	2,437,47

COFFEE PRICE CURRENT.

During the week ending November 2nd, 1916.

	Oct. 27	Oct. 28	Oct. 30	Oct. 31	Nov. 1	Nov. 2	Average	Closing Nov. 4
RIO—								
Market N. 6 10k..	6.005	6.005	6.005	6.005			6.027	6.609
• N. 7	6.400	6.400	6.400	6.400			6.423	6.400
• N. 8	6.196	6.196	6.196	6.196	Holiday	Holiday	6.218	6.196
• N. 9	5.992	5.992	5.992	5.992			6.014	5.991
SANTOS—								
Superior per 10 k..	—	—	—	—	—	—	—	—
Good Average.....	—	—	—	—	—	—	—	6.400
Base N. 6	—	—	—	—	—	—	—	—
N. YORK, per lb..								
Spot N. 7 .. cent.	—	—	—	—	—	—	—	—
• 8 ..	—	—	—	—	—	—	—	—
Options—								Opn'g
• Dec....	8.45	8.38	8.18	—	8.33	8.20	8.30	8.45
• Marc....	8.59	8.51	8.33	—	8.51	8.38	8.46	8.61
• May....	8.09	8.61	8.52	—	8.61	8.49	8.58	8.72
HAVRE per 50 kilos								
Options..... francs								
• Dec....	73.50	—	—	—	—	—	72.50	70.50
• Marc....	71.75	70.75	—	—	70.00	—	70.83	68 1/8
• May....	—	70.00	—	—	69.50	—	69.75	68 1/8
HAMBURG per 1/2 k.								
Options..... pfennig								
• Dec....	—	—	—	—	—	—	—	—
• Marc....	—	—	—	—	—	—	—	—
• May....	—	—	—	—	—	—	—	—
LONDON cwt.								
Options..... shillings								
• Dec....	46/3	45/9	46/9	—	46/6	46/3	46/2	46/6
• Marc....	—	—	—	—	—	—	—	—
• May....	49/-	48/6	48/3	—	48/6	48/3	48/6	48/6

MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending November 2nd, 1916.

26—VASARI—Buenos Aires	Grace & Co	—	200
27—NEUQUEN—New Orleans	Pinto & Co	31,000	
Ditto	Grace & Co	1,000	
Ditto	Roberto do Couto	1,000	35,000
27—GARONNA—Montevideo	Jessouroun Irmaos	350	
Ditto	Hard, Rand & Co	300	
Ditto	Sequeira & Co	250	
Ditto	Hermanoz Barcellos	150	
Ditto	Leon Israel & Co	100	
Ditto	Castro Silva & Co	94	
Ditto—Buenos Aires	Atlas Coffee Co	132	
Ditto	Castro Silva & Co	100	
Ditto	Leon Israel & Co	50	1,526
28—K. VICTORIA—New York	Pinto & Co	5,000	
Ditto	McLaughlan & Co	2,600	
Ditto	Castro Silva & Co	250	7,850
30—T. DI SAVOIA—Genoa	Carlo Pareto & Co	—	500
31—CAMOENS—New York	McKinley & Co	—	250
31—ACRE—New York	Eugen Urban & Co	6,500	
Ditto	Ornstein & Co	500	7,000
Total overseas		—	50,326

COASTWISE.

25—OLINDA—Manaos	Ornstein & Co	140
Ditto	Hard, Rand & Co	100
Ditto	Kastrun & Co	100
Ditto	Eugen Urban & Co	100

Ditto	Sequeira & Co	70
Ditto—Maranhão	Theodor Wille & Co	165
Ditto	Eugen Urban & Co	95
Ditto—Tutoya	Theodor Wille & Co	40
Ditto	Ornstein & Co	30
Ditto—Ceará	Sequeira & Co	50
Ditto	Ornstein & Co	20
Ditto—Macedo	Eugen Urban & Co	30
25—A. JACEGUARY—Penedo	Eugen Urban & Co	35

26—RUY BARBOSA—Pelotas	De Lamare Faria	120
Ditto—Porto Alegre	Theodor Wille & Co	250
Ditto	De Lamare Faria & Co	300
Ditto—P. Murtinho	Hermanos Barcellos	100
Total coastwise		1,745

SANTOS.

During the week ending November 2nd, 1916.

28—HAMMERSHUS—New York	Arbuckle & Co	35,000
Ditto	Cia. Prado Chaves	10,053
Ditto	Société F. Bresilienne	10,000
Ditto	Naumann Gepp & Co	9,000
Ditto	Raphael Sampaio & C.	5,000
Ditto	M. Wright & Co	5,000
Ditto	R. Alves Toledo & Co	5,000
Ditto	Leon Israel & Co	3,000
Ditto	Malta & Co	2,000
Ditto	McLaughlan & Co	2,000
Ditto	Joao Osorio	1,000
28—CAMOENS—New York	M. Wright & Co	7,000

Ditto	Picone & Co	6,000
Ditto	J. Aron & Co	5,500
Ditto	Cia. Prado Chaves	5,000
Ditto	Société F. Bresilienne	4,000
Ditto	J. C. Mello & Co	3,000
Ditto	McLaughlan & Co	3,000
Ditto	Nioac & Co	2,000
Ditto	J. Jorge Figueiredo	1,275
Ditto	Whitaker Brotero & C.	1,250
Ditto	Joao Osorio	1,000
Ditto	Prado Ferreira & Co	1,000
Ditto	Ed. Johnston & Co	350
Ditto	Naumann Gepp & Co	4,925
29—T. DI SAVOIA—Genoa	Naumann Gepp & Co	3,250

Ditto	G. Tomaselli & Co	2,112
Ditto	Cia. Leme Ferreira	2,250
Ditto	Picone & Co	1,625
Ditto	Leon Israel & Co	1,000
Ditto	Levy & Co	500
Ditto	Leite Santos & Co	500
Ditto	J. de Almeida Cardia	500
Ditto	Baccarat & Co	375
Ditto	Cia. Puglisi	210
Ditto	G. B. C. Garibaldi	200
Ditto	M. Lopes & Co	219
Ditto	T. F. Santos Cruz	61
Ditto	Julio Moraes	50
Ditto	Belli & Co	15
Ditto	Ninon Paganetti	13
Ditto	A. Costa	5
Ditto	Sundry	4
Ditto	A. Sollelo	5
30—CADIZ—Buenos Aires	Eugen Urban & Co	250
Ditto	R. Alves Toledo & Co	95
Ditto—Montevideo	R. Alves Toledo & Co	50
30—BALMES—Barcelona	Santos Coffe Co	1,125

Ditto	Société F. Bresilienne	1,000
Ditto	Naumann Gepp & Co	875
Ditto	Hard, Rand & Co	750
Ditto	Leite Santos & Co	625
Ditto	Cia. Prado Chaves	500
Ditto	M. Wright & Co	500
Ditto	Joao Osorio	250
Ditto	Leon Israel & Co	125
Ditto	Jessouroun Irmaos	125
Ditto	Francisco Gomes	40
Ditto	Ribas Hermanos	35
Ditto	Francisco Tenorio	2,125
Ditto—Sevilha	Leon Israel & Co	500
Ditto—Malaga	Troncoso Hermanos	63
Ditto	Société F. Bresilienne	125
Ditto	Troncoso Hermanos	50
Ditto—Melilla	Leon Israel & Co	125
Ditto—Gibraltar	J. de Almeida Cardia	105
Ditto	Naumann Gepp & Co	125
Ditto—Cadiz	Zenha Ramos & Co	300
Ditto	Juan Siega	150
Ditto—Las Palmas	Hard Rand & Co	125
Ditto	Naumann Gepp & Co	125
Ditto—Consumption	Sundry	16
Total		1,992

31-GARONNA-Buenos Aires	Nioac & Co	552	
Ditto	Raphael Sampaio & C.	500	
Ditto	Malta & Co	335	
Ditto	J. O. Mello & Co	225	
Ditto	Leon Israel & Co	169	
Ditto	R. Alves Toledo & Co.	150	
Ditto	E. Johnston & Co	150	
Ditto	Nioac & Co	100	2,181
51-PENNSYLVANIA-S. Feo. (Cal.)	Grace & Co	—	42,003
1-A. V. DE JOYEUSE-Havre	Nioac & Co	8,250	
Ditto	Raphael Sampaio & C.	8,001	
Ditto	Naumann Gepp & Co.	5,000	
Ditto	Silva Ferreira & Co	3,500	
Ditto	Cia. Leme Ferreira	2,000	
Ditto	Hard. Band & Co	2,000	
Ditto	Donato Volta	1,400	
Ditto	E. Johnston & Co	1,000	
Ditto	J. C. Mello & Co	1,000	
Ditto	J. de Almeida Cardia	500	
Ditto	B. Pinheiro	6	
Ditto	Freitas Lima Nogueira	1	32,658
Total overseas		—	252,453

SANTOS—COASTWISE.

27-ITAJUBA-Rio	Evaristo Negrao	—	221
27-ITAPERUNA-Rio Grande	Vanancio Faria & Co.	—	100
28-RUY BARBOSA-Rio Grande	Venancia Faria & Co.	—	50
Total coastwise		—	371

COCOA

SHIPMENTS BY FLAG, IN BAGS.

	British	French	Dutch	Scandi'an	Brazilian	Total
March '31	12,000	—	—	—	—	12,000
April	20,000	3,691	—	—	5,281	28,972
May	18,578	23,841	—	4,000	3,338	51,330
June	4,678	16,080	1,575	3,600	256	32,414
July	4,307	4,425	7,850	3,900	500	19,857
August	34,486	8,350	7,200	—	3,996	54,032
September	18,166	37,613	4,825	—	2,212	62,816
	112,413	93,950	27,675	11,500	15,583	261,121

Of the total shipped under the British flag, 50,352 bags went to New York, 52,202 bags to the United Kingdom and Havre in transit, 8,109 to Havre direct and 17,500 to the River Plate.

BY DESTINATION, IN BAGS.

	Liverpool	London	Havre	Medit.	N. York	Plate	Scand'via	Holland	Total
March '31	2,500	—	—	—	9,500	—	—	—	12,000
April	9,000	1,516	—	1,200	15,281	1,975	—	—	28,972
May	6,447	33,870	—	—	5,138	1,075	4,000	1,000	51,680
June	3,628	16,080	—	—	1,306	1,050	1,500	8,900	32,414
July	607	4,425	—	—	4,000	925	3,400	6,000	19,857
August	13,950	5,950	—	2,400	24,332	1,200	—	6,200	54,032
September	15,350	37,613	—	—	3,878	1,775	—	4,200	62,816
	51,482	99,404	—	3,600	63,435	8,000	8,900	26,300	261,121

SUMMARY OF SHIPPERS, IN BAGS.

	Phemy	British	Allied & Neutral	Total	Unspecified Shippers	Total Grand
31 March-31 April	4,981	13,800	20,691	39,472	1,500	40,972
May	—	10,341	17,053	27,394	24,116	51,510
June	256	10,340	20,768	31,364	1,050	32,414
July	500	7,792	10,400	18,692	1,225	19,857
August	412	17,536	33,684	51,632	2,400	54,032
September	—	9,575	49,416	58,991	3,825	62,816
	6,149	69,324	159,012	227,485	34,116	261,601

Previous to the war, the cocoa trade of Bahia was practically in the hands of Germans. Since the application of the Blacklist their shipments have almost disappeared and since 29th March to 30th September, all they ostensibly succeeded in shipping was 6,149 bags to U.S.A. or 2.7 per cent. of the specified total exported. Meanwhile British shippers accounted for 69,324 bags or 30.5 per cent. and other Allies and Neutrals for 159,012 bags or 66.8 per cent. of the total of 227,485 bags specified in the manifests. As with rubber and coffee, the German traders in the staple have been reduced to impotence.

EXPORTS OF COCOA FROM BAHIA, IN BAGS.

31 March to 30 September, 1916.

	Ship	Enemy	British	Allies & Neutral	Total
Mar. 31	Araguaya	—	2,500	—	2,500
„ 31	Canova	—	3,500	6,000	9,500
Apr. 5	Black Prince	—	5,000	500	5,500
„ 9	Samara	—	200	50	250
„ 12	Champlain	—	—	1,516	1,516
„ 10	S. Paulo	4,981	—	—	4,981
„ 14	Terence	—	1,500	3,000	4,500
„ 21	Siddons	—	—	9,000	9,000
„ 27	Garonna	—	200	525	725
„ 29	Amazon	—	900	100	1,000
„	Tocantins	?	?	?	300
„	Parana	?	?	?	1,200
		4,981	13,800	20,691	40,972
May 3	Dee	—	4,800	5,509	10,309
„ 4	Rio de la Plata	—	1,000	3,000	4,000
„ 8	Gaasterland	—	1,000	—	1,000
„ 22	Holbein	—	1,000	1,500	2,500
„ 24	Cavour	—	1,300	500	1,800
„ 29	Rio de Janeiro	—	—	3,338	3,338
„ 31	Liger	—	—	300	300
„ 17	Amazon	—	394	500	894
„ 23	Araguaya	—	—	200	200
„ 31	Cardiganshire	—	847	2,206	3,053
„	Leon	?	?	?	23,541
„	Amstelland	?	?	?	575
		—	10,341	17,053	51,510

June 3—Easterin Prince	—	1,050	—	1,050
.. 3—Antuerpen	—	—	1,500	1,500
.. 5—Rijnland	—	2,100	—	2,100
.. 10—Araguaya	—	—	500	500
.. 16—Duplex	—	1,000	3,000	4,000
.. 16—Duplex	—	?	?	5,685
.. 20—Danube	—	128	1,000	1,128
.. 20—Phidias	—	—	2,000	2,000
.. 21—Amstelland	—	2,200	500	2,700
.. 25—Sequana	—	1,000	4,083	5,083
.. 29—Liger	—	1,262	—	1,262
.. 30—S. Paulo	256	—	—	256
.. 30—Sallust	—	1,600	2,500	4,100
.. 15—Zeelandia	?	?	?	1,050
	256	10,340	15,083	32,414

July 6—Zaanland	—	2,000	1,500	3,500
.. 8—Zeelandia	—	1,500	500	2,000
.. 8—Raeburn	—	—	1,000	1,000
.. 15—Acre	500	—	—	500
.. 16—Latouche Treville	—	?	?	1,000
.. 17—Verdi	—	—	200	200
.. 17—Amazon	—	607	—	607
.. 22—A. V. Joyeuse	—	—	1,300	1,300
.. 27—Salmara	—	125	2,000	2,125
.. 31—Highland Prince	—	2,500	—	2,500
.. 31—Moskow	—	—	3,900	3,900
.. 16—Hollandia	?	?	?	725
	500	6,732	10,400	19,357

Aug. 1—Drechterland	—	950	250	1,200
.. 4—Carnarvonshire	—	1,700	1,150	2,850
.. 9—Camoens	—	2,000	—	2,000
.. 9—Gaasterland	—	2,000	2,000	4,000
.. 14—Rio de Janeiro	—	—	3,584	3,584
.. 15—A. Nielly	—	—	1,500	1,500
.. 17—Rembrandt	—	1,400	3,000	4,400
.. 20—Raphaél	—	1,636	6,250	7,886
.. 12—Delfland	—	1,000	—	1,000
.. 13—Vestris	—	—	200	200
.. 23—Canova	—	3,500	7,300	10,800
.. 23—Tapajoz	412	—	—	412
.. 27—BYRON	—	250	400	650
.. 21—Danube	—	—	2,600	2,600
.. 21—Black Prince	—	1,000	—	1,000
.. 11—Parana	—	?	?	2,400
.. 11—Frisia	—	1,000	—	1,000
.. 18—Araguaya	—	1,100	1,000	2,100
.. 25—Garonna	—	—	3,200	3,200
.. A. Bougainville	—	—	1,250	1,250
	412	17,536	33,684	54,032

Sept. 1—Phidias	—	—	1,150	1,150
.. 4—Minas Geraes	—	—	720	720
.. 5—Terence	—	1,500	16	1,516
.. 5—Voltaire	—	—	150	150
.. 15—Sequana	—	125	4,200	4,325
.. 15—Leon	—	—	29,000	29,000
.. 21—S. Paulo	—	—	1,492	1,492
.. 24—Liger	—	—	4,288	4,288
.. 22—Amazon	—	3,900	600	4,500
.. 26—Cardiganshire	—	3,050	2,500	5,550
.. 26—Piutarch	—	—	5,300	5,300
.. 3—Frisia	—	1,000	—	1,000
.. 3—Zaanland	?	?	?	625
.. 3—Zeelandia	?	?	?	3,200
	—	9,575	49,416	62,816

Grand total 6,149 68,324 146,327 261,101

Percentage of Total

Enemy	2.4
British	26.2
Allies and Neutral	56.0
Unspecified	15.4
	100.0

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended.	Receipts for Week			Total for 1st Jan.
		Currency.	Exch.	sterling.	
1916	28th. Oct.	643,000\$	12 1/8	£ 32,456	£ 1,005,695
1915	30th. Oct.	723,000\$	12 1/4	£ 36,903	£ 1,277,615
Increase....	—	—	—	—	—
Decrease....	—	80,000\$	1/8	£ 4,418	£ 211,920

PERNAMBUCO MARKET REPORT.

Pernambuco, 28th October, 1916.

Sugar. Entries are on a fair scale and to 24th total has been 291,831 bags compared with 62,131 bags for same date last year. Market this week has been upward all the time and entry gone rapidly in market, where prices have advanced 300 to 400 reis on all qualities, but even so the sellers have generally been able to get 100 reis more outside. Last week bruto secco was sold for export at 3\$500 bagged and to-day it is fetching as high as 4\$000 a granel in the market. About 10,000 bags were sold and at one moment more could have been got at same price, but on more buyers coming in sellers quickly withdrew their offers. So far the canes have turned out satisfactorily as regards the percentage of sugar extracted, being much in excess of what was obtained last crop, but reports now are that the canes are drying up, especially on the hilly lands, and estimates of the crop are already being reduced, and people who are supposed to know of such matters declare that there is no possibility of 2,000,000 bags being realised. The most serious matter is that the prospects for next season's crop are getting daily more serious, as rains still keep off and so far hardly any planting has been done for next crop. It is during the present month that the greatest part of the planting should be done and unless November brings the much desired rain, prospects will be gloomy in the extreme, but in any case November planting is never satisfactory or likely to lead to a decent crop. For these reasons planters are not keen sellers and will no doubt hold back as much as they possibly can in the hopes of prices rising higher than just now current. Prices paid to planters have been: Usinas 7\$100 to 7\$500, white crystals 6\$400 to 6\$700; whites 3a 6\$ to 6\$500; somenos 5\$ to 5\$300, bruto secco 3\$500 to 4\$ a granel and dealers have raised their prices for the bagged article as under:—

Usinas	7\$700 to 8\$000 per 15 kilos on shire
Crystal (white)	6\$700 to 7\$000
Ditto (yellow)	5\$300 to 5\$400
Whites 3a boa	6\$400 to 6\$700
Somenos	5\$500 to 5\$700
Bruto Secco	3\$800 to 4\$100

Shipments during the week have been: Rio 240 bags, Rio Grande Ports 13,336 bags, Northern ports 5,320 bags, Liverpool

6,049 bags, Montevideo 40,129 bags, Lisbon 4,350 bags. Loading, s.s. Dominic for New York, s.s. Traveller for Liverpool, and 600 bags for s.s. Araguaya to-morrow for Lisbon.

Cotton. Entry to 24th has been 25,817 bags compared with 14,421 bags same date last year. Market continues very firm with prices advancing all the time and southern markets appear to require all they can get, as notwithstanding the higher prices the demand continues unsatisfied. On 27th small sales were made again at 27¢ prompt delivery and on 23rd a shipper paid 28¢ for 300 bags. Next day buyers were very eager and at close about 2,000 bags were sold to shippers at 30¢; on 25th same price was freely offered and over 31¢ indicated as likely to lead to business, but sellers remained out and would offer nothing. 26th, same prices offered without finding sellers and it was reported that 30¢ had been offered for delivery up to end January, but this also did not lead to any business and yesterday buyers came out with offer of 32¢, at which about 2,000 bags were sold shippers; later in the day the mills here desired to buy at same price, but could no longer get any and at close of day they paid 33¢, securing only about 1,000 bags between them all. Shipments during the week have been:—Rio 217 bags and Liverpool 1,600 pressed bales.

Coffee. 9¢600 to 9¢800, with some sales of extra good old crop at 10¢000.

Cereals. Markets generally firm, with good demand during the week. Beans, 16¢500 to 17¢ per bag of 60 kilos for imports from south and 18¢ to 20¢ for home grown; milho easier at 6¢500 to 6¢800 per bag of 60 kilos; farinha, no sales of imported lots, but home grown is quoted at 12¢ per bag of 50 kilos and 28¢ to 23¢ per bag of 100 kilos.

Freights. There is enquiry for sugar for Lisbon, but no tonnage available and were there any the rate would most likely be 200s.. The agents state that the s.s. Merchant is picking up cotton seed, hides and cotton at Parahyba and Rio Grande and will probably come back here to complete. To Montevideo the s.s. Virgil and Delfland got sugar at 60s. being a rise of 20s. on former rates.

Exchange opened on 21st at 12 1-16d. for collections, then dropped to 12d., but at close banks were again drawing at 12 1-16; 23rd, collections at 12 1-16d., with 1-16d. better for business in the Banco do Recife, and 12 3-32d. in foreign banks; 24th, collections at 12 1-16d. advancing for business to 12 3-32d. and at close 12 1-8; 25th, the same rates prevailed as on previous day; 26th, collections at 12 3-32d., with 12 1-8d. for business, with private reported done at 12 1-4d.; 27th, collections at 12 1-8d., rate being lowered later 1-32d. for business; to-day rate opened at 12 3-32d. for collections and so far nothing better seems likely.

RUBBER

Weekly Cable. Hard Fine closed on Saturday in London at 3s. 4d. per lb., same as for previous Saturday, and Sertão Fina unaltered at 5¢600 per kilo.

Para Rubber Report, 21st October. Practically no business has been done during the past week owing to want of stock. The detention of supplies, by shortage of water in the higher rivers, is reflected by a sharp advance in prices. For yesterday's arrivals buyers bid 5¢600 for Fine and 3¢500 for Caucho without business resulting, holders keeping back their lots on the strength of advices from London.

SHIPPING

Royal Mail. The s.s. Carmarthenshire leaving in 2nd half of November, will take 18,000 bags beans and 2,000 bags coffee, 750 of the latter being for London. The s.s. Orita will leave on 10th for Chile with 13,000 bags coffee for west coast. For the Demerara for Buenos Aires on 11th nothing closed. The next boat for Havre will be in December.

Lamport and Holt.—The s.s. Rembrandt, laying about 15th inst., has been fixed at \$1.10, commencing to load at Santos and completing between Rio and Bahia.

Chargeurs Reunis.—Engaged for s.s. Ango 11,000 bags coffee and 6,000 bags beans Rio, and 70,000 bags Santos, part coffee part beans. The s.s. Bongainville, clearing end November, for which 2,000 bags have been engaged and 10,000 bags in treaty. The next steamer of this liner will be the Champlain, about mid December.

The Prince Line, with the fusion with the Withy interests, is now the biggest line in the world. The German agent at New York, who naturalised himself in hopes of keeping his position, has been dismissed, as also all foreign agents of the Line.

The engines of the s.s. Highland Prince, which broke down at Bahia, have been repaired and she will be berthed at \$1.20 at Rio for New Orleans on her return from Buenos Aires and is expected to sail 2nd half of December. The s.s. Afghan Prince should sail about 25 Nov. full at \$1.30.

Transportes Maritimes.—For the s.s. Provence, clearing at end of November, 50,000 bags engaged for Marseilles. Much enquiry for beans for Marseilles and 3,000 tons expected for Nov.-Dec. loading, black beans being now accepted.

The s.s. August has been chartered by Messrs. E. Johnston & Co. to load for New York 2nd half November.

—Coffees engaged for the s.s. Frisia have, in consequence of the order of the British Government suspending further shipments to Holland, been cancelled.

—The American s.s. Segurança, understood to be loading for New Orleans on account of German shippers, has not cleared yet, but doubtless will do so if the difficulties regarding coal can be overcome. Meanwhile coal is going up, but the cargo of the s.s. is still available.

Coffee Engagements, Santos, 6th November:—

Boat	Destination	Space	Engaged
Mont Rose, Marseilles	36,125	36,125
Rigel, Marseilles	30,000	7,500
Provence, Marseilles	25,000	—
Camoens, New York	46,000	46,000
Rembrandt, New York	50,000	50,000
Afghan Prince, New York & N. Orleans.	105,000	105,000
Drina, River Plate	2,000	2,000
Demerara, River Plate	2,000	2,000
Amazon, River Plate	2,000	2,000
Garibaldi, River Plate	20,000	20,000
Garibaldi, Genoa	20,000	20,000
Orita, Chilean ports	—	—
Monmouthshire, Havre	113,000	113,000
Carnarvonshire, Havre and London	130,000	104,000
Amazon, Liverpool	10,000	10,000

Coal. Owing to the shortness of labour and rolling stock, the supply of coal in the States is insufficient to meet the demand and prices have gone up to \$21.00 dols. per ton and seem likely to go higher.

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO.

During the week ending November 2nd, 1916.

- Oct. 27.—K. VICTORIA, Swedish s.s. 2160 tons, from Santos
 27.—P. CHRISTOPHERSEN, Swedish s.s. 2239 tons, from Gothenburg
 27.—HAVILLA, Danish s.s. 1325 tons, from Gulf port
 27.—JUANITA, Argentine s.s. 379 tons, from Buenos Aires
 27.—SACRAMENTO, American s.s. 4632 tons, from Buenos Aires
 27.—RABURN, British s.s. 3292 tons, from Liverpool
 28.—CHILE, Italian s.s. 2108 tons, from Buenos Aires
 28.—ITAJUBA, Brazilian s.s. 958 tons, from Porto Alegre
 28.—PLANETA, Brazilian s.s. 253 tons, from Buenos Aires
 28.—ITAITUBA, Brazilian s.s. 717 tons, from Imbituba
 29.—COTOVIA, British s.s. 2527 tons, from Bahia Blanca
 29.—VIRGIL, British s.s. 2141 tons, from Liverpool
 29.—CAMOENS, British s.s. 2640 tons, from Santos
 29.—ALONSO, Norwegian barque, 1723 tons, from New York
 29.—ASSU, Brazilian s.s. 725 tons, from Porto Alegre
 30.—T. DI SAVOIA, Italian s.s. 4395 tons, from Buenos Aires
 30.—JASURY, Brazilian s.s. 1182 tons, from Cabedello
 30.—CARANGOLA, Brazilian s.s. 258 tons, from Victoria
 30.—C. DI PALEMO, Italian s.s. 1869 tons, from Buenos Aires
 30.—BJORNFJORD, Norwegian s.s. 2333 tons, from Norfolk
 31.—WAKASA MARU, Japanese s.s. 3669 tons, from Kobe

The Week's Official War News

While on the battlefronts the situations continue doubtful or unaltered, except by the brilliant French advance at Verdun and the renewed hammer strokes of the Italians pressing onwards towards Trieste, the chief events of the week are to be noted in Greece and Norway. In the former the difficult and obscure position between Royalists and Venezuelists threatens increasing difficulties but an outbreak of public opinion in England caused a strong repudiation of the notion that the Allies were abandoning Venizelos, a statement with which the Royalists were making great play on the sole foundation that the Allies have not repudiated the new Greek Cabinet. This has greatly cleared the air and the Nationalist movement progresses favourably amid popular enthusiasm and the support of the Allies. The strained condition of public feeling, however, already produces conflicts between the two parties and in Athens the general feeling has been stirred to the highest pitch by the sinking of the ship Angeliki by a German submarine off Attika, on her way to Salonika, carrying volunteers of the National movement. In spite of the efforts in Court circles to burke the affair and to prohibit a public funeral of the drowned victims at Athens, popular sentiment vividly resents this crime, which is clearly the outcome of the presence of many German speis at Athens, one of whom was recently captured in the act of signalling to friends at sea, while the presence off the coast of a German submarine had long been notorious and warnings were all belated or discounted. The suspicion and nervousness have been increased by the account of the Greek paper 'Paris' of the capture of a German emissary at Larissa on whom, it is alleged, have been found plans of the Suez Canal destined for Berlin, together with many compromising letters against the Allies and communications of King Constantine and Queen Sophia with the Kaiser.

But German desperation now knows no limit and German threats promise the total and indiscriminate destruction of all neutral shipping, not only with the present view to terrorise the world, but also in the hope of eliminating all possible competitors in the merchant trade in the future. The Scandinavian Powers and America are gravely exercised by this determination of Germany to make all the world her enemies.

Great indignation prevails at the latest form of German outrage on prisoners, which take the form of carefully spreading typhus and tuberculosis among prisoners. The Pope is helping to allay the misery of the starving people by heading a relief fund and England in the interests of humanity has consented to an exchange with Germany of all civilian prisoners over 45, although, owing to the enormous disparity in numbers of British and German interned aliens, this means one Englishman exchanged for every nine Germans.

The Week on the British Fronts:—On the Somme front, both British and French operations have been greatly hampered by the weather. Heavy rain has fallen almost every day and the soil on the upland between the Ancre and the Somme has been described by Sir Douglas Haig as a wilderness of mud. In spite of this, some successful local advances have been made, notably to the north-east of Les Boeufs, in the direction of Le Transloy. The last operation at this point was made in conjunction with the French, who took two enemy trenches and 125 prisoners, the British meanwhile gaining ground on their left. At Sailly-Saillisel and in its immediate neighbourhood, the French also made notable progress and having entirely defeated an important German effort designed to drive them from the village, assumed the offensive between Sailly-Saillisel and Les Boeufs, making important progress. In two days prisoners captured in this sector totalled 786. South of the Somme the enemy after a series of attacks and very heavy losses, obtained a foothold in a portion of a position they recently lost to the French at La Maisonnette. Elsewhere all gains are maintained.

On the Salonika front, the most marked success of the week has been an advance of the British on the extreme right beyond the river Struma. The strongly fortified village of Barakliujma was stormed with great gallantry and the villages of Kumli and Prosenik were also carried and prisoners captured. Barakliujma is six miles south-west of Demir Hissar and Kumli and Prosenik lie some miles to the south-east of the same, the last named being beyond the Seres-Demir Hissar railway. The British hold on the railway has thus been materially strengthened and appreciable progress has been made on a front of several miles.

- Nov. 31.—ARASSUAHY, Brazilian s.s. 542 tons, from Ponta d'Areia
31.—MOSSORO, Brazilian s.s. 1220 tons, from Buenos Aires
1.—KEONBOEG, Danish s.s. 2211 tons, from New York
1.—HIGHLAND PRINCE, British s.s. 2197 tons, from New York
1.—HIDUPA, Brazilian s.s. 1179 tons, from Porto Alegre
1.—WASCANA, Norwegian s.s. 2612 tons, from Norfolk
2.—IRIS, Brazilian s.s. 899 tons, from Montevideo
2.—DELFAND, Dutch s.s. 2763 tons, from Amsterdam
2.—PENNSYLVANIA, American s.s. 2134 tons, from Santos
2.—NATALIE, Italian s.s. 1330 tons, from Bahia Blanca
2.—RIO DE JANEIRO, Brazilian s.s. 2213 tons, from Santos
2.—A. V. JOYEUSE, French s.s. 3688 tons, from Santos
2.—LAGUNA, Brazilian s.s. 320 tons, from Florianopolis
2.—ITATINGA, Brazilian s.s. 1181 tons, from Recife

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending November 2nd, 1916.

- Oct. 27.—A. JACEQUARY, Brazilian s.s. 793 tons, for Recife
27.—RIO BRANCO, Brazilian s.s. 1395 tons, from Santos
27.—ITAUBA, Brazilian s.s. 836 tons, for Porto Alegre
27.—PENNSYLVANIA, American s.s. 2134 tons, for Santos
27.—PACIFIC, Norwegian s.s. 4381 tons, for New York
27.—NEUQUEN, Brazilian s.s. 1185 tons, for New Orleans
27.—BOHN, Norwegian s.s. 157 tons, for Pernambuco
27.—TARTARY, British s.s. 2725 tons, for S. Vicente
27.—GARONNA, French s.s. 5531 tons, for Buenos Aires
28.—RUY BARBOSA, Brazilian s.s. 894 tons, for Montevideo
28.—ANNA, Brazilian s.s. 364 tons, for Florianopolis
28.—ITASSUCO, Brazilian s.s. 1175 tons, for Recife
28.—K. VICTORIA, Swedish s.s. 2160 tons, for New York
28.—ATLANTICO, Portuguese lugger, 127 tons, for New Orleans
28.—FIDELENSE, Brazilian s.s. 259 tons, for S. J. da Barra
28.—SACRAMENTO, American s.s. 3547 tons, for S. Vicente
28.—JUANITA, Argentine s.s. 379 tons, for Paranaguá
28.—CHILE, Italian s.s. 2108 tons, for Gibraltar
29.—MIMOSA, Swedish barque, 1248 tons, for Buenos Aires
29.—LEALTA, Italian s.s. 2560 tons, for Montevideo
29.—ITAITUBA, Brazilian s.s. 717 tons, for Imbituba
29.—ITAGIBA, Brazilian s.s. 1221 tons, for Porto Alegre
30.—ACRE, Brazilian s.s. 1555 tons, for Norfolk
30.—T. DI SAVOIA, Italian s.s. 4895 tons, for Genoa
30.—PUEB, Brazilian s.s. 2495 tons, for Santos
30.—CUBATAO, Brazilian s.s. 1080 tons, for Buenos Aires
30.—BAEBURN, British s.s. 3332 tons, for Buenos Aires
30.—O. DI PALERMO, Italian s.s. 1862 tons, for Dakar
31.—CAMOENS, British s.s. 2540 tons, for New York
Nov. 1.—MAYRINK, Brazilian s.s. 375 tons, for Laguna
1.—P. CHRISTOPHERSEN, Swedish s.s. 3223 tons, for B. Aires
1.—COTOVIA, British s.s. 2527 tons, for Bahia-Blanca
1.—HAVILA, Danish barque, 1325 tons, for Buenos Aires
1.—S. DOUREADO, Brazilian s.s. 933 tons, for Matraos
1.—ITAIPAVA, Brazilian s.s. 797 tons, for Macao
1.—ITAJUBA, Brazilian s.s. 180 tons, for Iguaçu
1.—PLANETA, Brazilian s.s. 253 tons, for Buenos Aires
1.—ASSU, Brazilian s.s. 925 tons, for Recife
1.—JACUHY, Brazilian s.s. 1182 tons, for Santos
1.—TUPY, Brazilian s.s. 1786 tons, for Santos
1.—FLIMSTON, British s.s. 3492 tons, for Buenos Aires
2.—ITAJUBA, Brazilian s.s. 958 tons, for Porto Alegre

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending November 2nd, 1916.

- Oct. 27.—ITAPERUNA, Brazilian s.s. 613 tons, from Aracaju
27.—ITAITUBA, Brazilian s.s. 613 tons, from Imbituba
27.—ITAJUBA, Brazilian s.s. 869 tons, from Porto Alegre
27.—ITAUBA, Brazilian s.s. 825 tons, from Natal
27.—ALVARO, Brazilian yacht, 20 tons, from Tijucas
27.—A. V. DE JOYEUSE, French s.s. 3687 tons, from Havre
27.—RIO BRANCO, British s.s. 2580 tons, from New York
28.—RUY BARBOSA, Brazilian s.s. 567 tons, from Rio
28.—ASSU, Brazilian s.s. 719 tons, from Rio Grande
28.—VELOZ, Brazilian s.s. 40 tons, for Rio
28.—SEGURANCA, American s.s. 2806 tons, from Rosario
28.—MARITA, Norwegian barque, 1642 tons, from Philadelphia
28.—PENNSYLVANIA, American s.s. 2134 tons, for Pensacola
28.—T. DI SAVOIA, Italian s.s. 4895 tons, for Buenos Aires
28.—GARONNA, French s.s. 5530 tons, for Bordeaux
29.—ANNA, Brazilian s.s. 347 tons, from Rio
30.—GARIBALDI, Italian s.s. 3108 tons, from Genoa
30.—BALMES, Spanish s.s. 2354 tons, from Buenos Aires
30.—GOTHLAND, Swedish s.s. 2236 tons, for Sunderland
30.—FELISBERTA, Portuguese lugger, 378 tons, for Porto
30.—ITAGIBA, Brazilian s.s. 927 tons, from Recife
30.—CADIZ, Spanish s.s. 2920 tons, from Barcelona

VESSELS SAILING FROM THE PORT OF SANTOS.

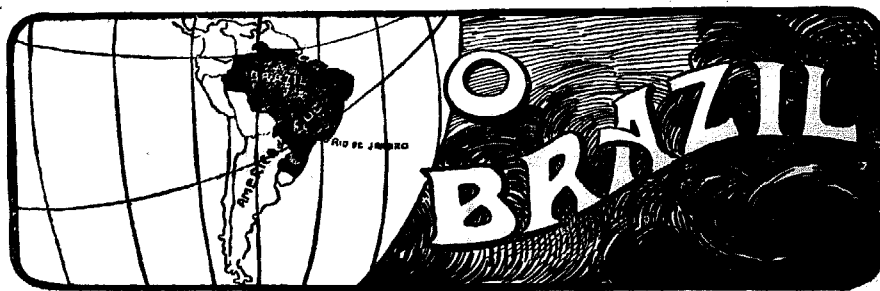
During the week ending November 2nd, 1916.

- Oct. 27.—ITAUBA, Brazilian s.s. 825 tons, for Porto Alegre
27.—ITAPERUNA, Brazilian s.s. 613 tons, for Pelotas
27.—ITAITUBA, Brazilian s.s. 613 tons, for Aracaju
27.—ITAJUBA, Brazilian s.s. 869 tons, for Rio
28.—RUY BARBOSA, Brazilian s.s. 567 tons, for Montevideo
28.—CAMOENS, British s.s. 2542 tons, for New York
28.—HAMMERSHUS, Danish s.s. 2526 tons, for New York
28.—ASSU, Brazilian s.s. 779 tons, for Pernambuco
28.—PENNSYLVANIA, American s.s. 2134 tons, for S. Francisco
29.—GARONNA, French s.s. 5530 tons, for Buenos Aires
29.—T. DI SAVOIA, Italian s.s. 4895 tons, for Genoa
29.—ANNA, Brazilian s.s. 247 tons, for Laguna
30.—RAYMES, Spanish s.s. 2345 tons, for Barcelona
30.—GARIBALDI, Italian s.s. 3108 tons, for Buenos Aires
30.—ITAGIBA, Brazilian s.s. 927 tons, for Porto Alegre

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