

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE
PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 6

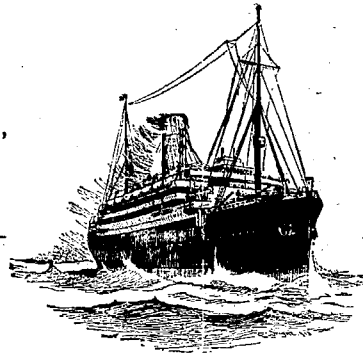
RIO DE JANEIRO, TUESDAY, 16th October, 1917

N. 16

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

DATES OF SAILINGS ON APPLICATION.

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 Company, Ltd.

Direct communication between:

RECIFE (Cinco Pontas) and Maceió and Jaraguá
 RECIFE (Central and Barão do Rio Branco
 RECIFE (Brum) and Parahyba and Cabedello

On Sundays, Tuesdays, Thursdays and Saturdays,
 returning on Sundays, Mondays, Wednesdays,
 and Fridays.

RECIFE (Brum) and Natal
 PARAHYBA and Natal

and vice-versa, on Sundays, Tuesdays and Thursdays,
 sleeping at Independencia.

The Great Western Railway system, with 1,621 klms. of lines in traffic, serves the following States:

	Area sq. klms.	Population
ALAGOAS	58,491	700,000
PERNAMBUCO	128,395	1,300,000
PARAHYBA	74,731	500,000
RIO GRANDE DO NORTE	57,485	480,000
Total	319,102	2,880,000

Note.—The figures relating to inhabitants refer to the year 1906; 20 per cent may safely be added to arrive at approximate figures for 1917.

Development of the system and its traffic since 1905.

	Klms. in traffic	Passengers	Goods, tons
1905	1,276	1,813,444	708,935
1910	1,475	2,214,503	907,135
1915	1,621	1,975,586	1,066,260
1916	1,621	2,752,890	1,192,394

The steady progress of the zone served by the Great Western shown by the above figures cannot fail to undergo further considerable impulse when the construction of the Ports Jaraguá (Alagoas), Cabedello (Parahyba), Natal (Rio Grande do Norte), and Recife (Pernambuco) is complete.

The plans and estimate of the first have been completed, whilst the construction of the Ports of Cabedello and Natal is being carried out under the administration of the Federal Government. It is expected that construction will be accelerated on the conclusion of the present crisis.

The construction of the Port of Recife on a scale and in technical conditions that will convert it into one of the most up-to-date ports of the Continent, is well advanced; an area amply sufficient for actual traffic has been completed and is ready for inauguration.

The geographical position of the Port of Recife is exceptionally advantageous, as it is practically the obligatory port of call for all ships from both Europe and North America destined for South America and vice-versa, as well as for ships bound from either coast of North or Central America for the Southern Atlantic, whatsoever their destination.

Owing to its advantageous situation Recife is the port for most of the produce of the rich tropical zone of north-eastern Brazil, a fact which cannot fail to contribute considerably to the progress of the neighbouring zones likewise.

The favourable conditions and steady progress of this zone should attract the attention of European and American investors to the zone served by the Great Western Railway.

Although tropical, the zone is exceptionally healthy and, indeed, counts several health resorts, like Caruarú, Garanhuns, Floresta dos Leões, etc., to which residents of other and less healthy districts habitually resort.

The staple products of the zone are sugar in the lowland and cotton in the hinterland.

The soil is extremely rich and gives a splendid return—even without manures—for cultivation of Indian corn, beans mandioca, carnaúba wax, maniçoba, cocoa, coffee, etc.

Almost the entire region served by the Great Western Railway is considered amongst the best in the world for tropical fruits.

The quality of pineapples, coconuts, mangoes, pinhas, bananas and guavas, grown in the north-east of Brazil, is famous, and their production and export certain, in the near future, to take very large proportions.

Important canning factories already exist, though this industry is yet in its infancy and its resources practically untouched.

Information regarding the zone served by the Great Western Railway may be obtained on application to any of the Company's offices as below:—

RECIFE—Rua Barão do Triunpho n. 328—Pernambuco.

RIO DE JANEIRO—Avenida Rio Branco n. 117, 2º andar.

LONDON—River Plate House, Finsbury Circus, E. C.

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, Pelotas, Montevideo, Buenos Aires, Rosario de Santa Fé Paris and New York (Agency.)

Also on the following Bankers:—Messrs. Glyn, Mills, Currie and Co., London; Sociéte 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 Hospicio. 1, 3, 5 and 7

Branches at:—SÃO 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; Societa 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; M. 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.

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

Cable Address: LATESCENCE

RIO DE JANEIRO

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

TERMINAL STATIONS: NICTHEROY AND PRAIA FORMOSA.

TRAINS LEAVE FOR THE INTERIOR:—

NICTHEROY.

- 8.30 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.

PRAIA FORMOSA:—

- 6.00 Express—Petropolis, Entre Rios, Ubá, Ponte Nova, Porto Novo, Cataguazes, Santa Luzia and branch lines, daily.
- 8.30 Express—Petropolis, daily.
- 10.25 Express—Petropolis, Sundays and Holidays only.
- 12.00 Express—Petropolis, week days only.
- 16.20 Express—Petropolis and Entre Rios, daily.
- 17.50 Express—Petropolis, daily.
- 20.00 Express—Petropolis, daily.

EXCURSIONS SPECIALLY RECOMMENDED.

Petropolis—2,700 feet above sea level, magnificent climate, beautiful views during trip; 1 hour, 40 minutes. 1st class return 4\$800. Stone ballast, no dust. 6 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, Nicttheroy, Friburgo, Campos and Petropolis is maintained by the Company, by which parcels may be despatched direct from any address in one of the above mentioned cities to any of the others with the minimum of trouble and at moderate rates. For further information vide "Guia 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

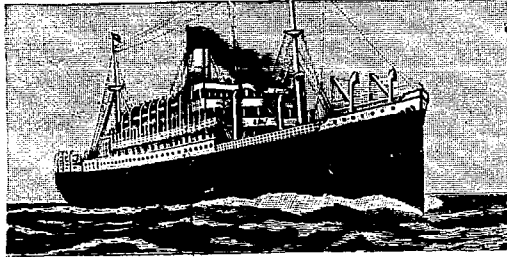
Mail and Passenger Service Between
NEW YORK, BRAZIL AND RIVER PLATE

SAILINGS FROM RIO TO

TRINIDAD

BARBADOS AND

NEW YORK



SAILINGS FROM RIO TO

SANTOS

MONTEVIDEO AND

BUENOS AIRES

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

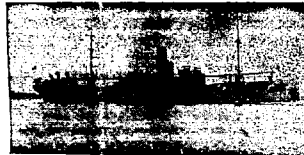
Santos. - F. S. HAMPSHIRE & Co. Ltd., P. O. B. 10. São Paulo - F. S. HAMPSHIRE & Co. Ltd., P. O. B. 32
Bahia - F. BENN & Co.

DEN NORSKE SYD-AMERIKA LINJE

(The Norwegian South America Line)
REGULAR SERVICE BETWEEN

NORWAY

BRAZIL



NORWAY

RIVER PLATE

FOR EUROPE:—

COMETA—End October.

FOR RIVER PLATE:—

RIO DE JANEIRO—End October.

For further particulars apply to:—

FREDRIK ENGELHART - Agent. - Rua Candelaria 44, Rio de Janeiro.
Rua 15 de Novembro 172, Santos.

REDERIAKTIEBOLAGET NORDSTJERNAN

Johnson Line

Service between Scandinavia, Brazil and the River Plate.

m.s. VALPARAISO—To sail shortly from Sweden.

m.s. KRONPRINSESSAN MARGARETA (bringing also cargo s.s. Thai)—To sail shortly from Sweden.

For further particulars apply to the Agent:—

LUIZ CAMPOS — 84, RUA VISCONDE INHAUMA, 84, RIO DE JANEIRO.
88, RUA 15 DE NOVEMBRO, 88, SANTOS.

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.



VOL. 6

RIO DE JANEIRO, TUESDAY, October 16th, 1917

No. 16

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

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

Flour Mills: Rua da Gambôa No. 1

DAILY PRODUCTION: 15.000 BAGS.

Cotton Mill - Rua da Gambôa No 2. -

450 LOOMS.

DAILY PRODUCTION 27.000 METRES.

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

BRANCHES

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

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 1908

First Prize Brazil St. Louis 1904.

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.....	961,150
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 NAVIGATION 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.

FOR EUROPE:

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

For further particulars apply to the Company's Agents:

Rio de Janeiro: C.^{IA} C.^{AL} & M.^{MA} Succ.^{ra} de D'OREY & C.

AVENIDA RIO BRANCO, 14 & 16.
Telephones: Norte 5701 and 5702.

Santos: AGENCE DE CIE. SUD ATLANTIQUE,
167 Rua 15 de Novembro.

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

LLOYD NACIONAL

Sociedade Anonyma

Fully Paid..... Capital..... Rs. 8,000,000\$000

Cable Address
NACIONAL - RIO

Post Office Box 1254
RUA 1.º DE MARÇO, 29

Telephones
NORTE 114 & 4141

Codes:—Scotts Code, 10th Edition; Lieber's, A.B.C., 5th Edition and Bentley's.

Regular Line of Steamers to MARSEILLES, GENOA and other MEDITERRANEAN PORTS.

Fitted with MARCONI'S WIRELESS TELEGRAPH

FLEET:

s.s. Belem	dw 4,500 tons
t.s.s. Campeiro	dw 4,000 "
t.s.s. Campinas	dw 2,800 "
s.s. Rio Amazonas	dw 2,200 "
t.s.s. Campista	dw 1,400 "
s.s. Arassuahy	dw 1,000 "

UNDER RECONSTRUCTION:

Victoria (marine engines)	dw 2,800 tons
Natal (oil engines)	dw 3,500 "
Antonina (oil engines)	dw 2,400 "
Pernambuco (sailer)	dw 1,800 "

UNDER CHARTER:

s.s. Neuquen
 dw 2,100 tons |

General Agents at Rio de Janeiro & Santos:—
" " in Europe :—
" " " U. S. A. :—

SOCIEDADE ANONYMA MARTINELLI
LAMBERT BROTHERS LTD. LONDON
BARBER & COMPANY INC. NEW YORK

OSAKA SHOSEN KAISHA LIMITED—OSAKA MERCANTILE S.S. CO. LD.

OSAKA, JAPAN.

REGULAR SERVICE BETWEEN BRAZIL, ARGENTINA, SOUTH AFRICA, SINGAPORE, HONG KONG, CHINA, JAPAN AND VLADIVOSTOCK.

EXCELLENT FIRST AND THIRD CLASS ACOMMODATION

Future Sailings from Rio de Janeiro:—

TACOMA MARU, middle of November.
SEATTLE MARU, about 15th January, 1918.

For Particulars re Passages, Cargo, Freight, etc., apply to:—

WILSON SONS & CO., LIMITED.

32 Rua da Alfandega - 1º andar, RIO DE JANEIRO.

"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.

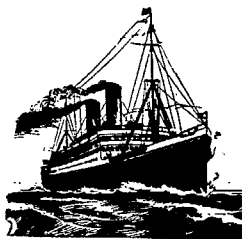
RUA DE S. PEDRO, Nº 77

RIO DE JANEIRO

LLOYD BRASILEIRO

Brazilian Steamship Line

Regular service of mail steamers
between Brazil, United States,
Europe, River Plate and
Pacific Ports.



Frequent service of cargo boats
to and from all principal
Brazilian ports

SUPERIOR PASSENGER ACCOMMODATION — WIRELESS TELEGRAPHY.

SAILINGS

For the United States

AVARE—will sail for the United States shortly.

For the River Plate

FLORIANOPOLIS—will sail shortly for Santos, Paranagua, Antonina, S. Francisco, Rio Grande and Montevideo.

IBIAPABA—will sail shortly for Paranagua, Antonina, S. Francisco, Montevideo and Buenos Aires.

MINAS GERAES—will sail shortly for Santos, Paranagua, S. Francisco, Rio Grande, Montevideo and Buenos Aires.

For North of Brazil

IRIS—will sail shortly for Victoria, Bahia, Macelo, Recife, Ceara, Maranhão and Para.

s.s. BRAZIL, MARANHÃO AND GEARA

WILL SAIL FOR ALL NORTHERN PORTS ON 12th, 19th AND 26th OCTOBER RESPECTIVELY.

ARRIVALS

From United States

MINAS GERAES—expected shortly.

From River Plate

Cargo per passenger steamers will be received only up to two days before sailing

DATE OF SAILINGS ON APPLICATION

For further particulars refer to advertisements in Daily Papers, or apply to the Head Offices:—

LLOYD BRASILEIRO, PRAÇA SERVULO DOURADO (BETWEEN OUIDOR & ROSARIO) RIO DE JANEIRO

CABLE ADDRESS:—"LLOYD"

DIRECTORIA—RIO

AGENCIES:—"BRASILOYD"

CODES USED:—

A.B.C. 5th Ed., STANDARD,
UNION, SCOTT'S, WATKINS,
RIBEIRO, PRIVATE

WILEMAN'S BRAZILIAN REVIEW.

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.

LAVOURA E CRIAÇÃO

A WEEKLY REVIEW OF AGRICULTURE IN BRAZIL.

Directors: Drs Augusto Ramos, Eduardo Cotrim and Fernando Werneck.

Annual Subscription—10\$000

Which must commence in January or July.
Advertisements accepted.

OFFICES—RUA DO CARMO 66, 1st Floor, Room 6
Post Office Box 1,678.

RIO DE JANEIRO, BRAZIL.

RUBBER AND METAL PRINTING STAMPS.

Interchangeable Type, Wax Seals, Stencils, Sign Markers. Stamps (trade-marks) and Type for marking Coffee Bags, Daters and Numberers. Business Signs Engraved.

S. T. LONGSTRÉTH, Rua Quitanda, 110.

Telephone: Norte 704. Caixa do Correio, 906.



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.....	£3 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 9	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 are for Consecutive Insertions.

WANTED.

Working Mine-Captain, or Underground Expert, to energetic work, and further develop, a well known, old, Manganese Property in Minas.

Adequate wages to steady, really competent man. Apply to Caixa do Correio 1007, Rio de Janeiro, giving references and stating desired terms

ARMANDO COMES GUIMARAES

MASSEUR.

(Late of Lambary).

I am happy to be able to recommend Mr. A. G. Guimaraes, from whose efficient treatment I derived much benefit.—J. P. W.

Address—This Office or Caixa do Correio 1527.

MAIL FIXTURES

FOR EUROPE.

Mid-October—DESNA, Royal Mail, for Europe

FOR RIVER PLATE AND PACIFIC.

Mid-October—DESADO, Royal Mail, for Argentina
Mid-October—AMAZOS, Royal Mail, for Argentina

FOR THE UNITED STATES.

Late October—VASARI, Lamport and Holt, for United States.

Miss. G. V. Wileman, L.R.A.M.

Certified Teacher of the Royal Academy of Music, London,
is open to receive pupils for the piano.

Terms on Application.

60 RUA BARROSO, COPACABANA.

"CONTABILIDADE PUBLICA,"

By Decio F. Cuimaraes,

(Professor of the "Academia de Commercio.")

An exposition of the accounts of the National Treasury.
In Pamphlet Form.

LIVRARIA ALVES — 1\$000.

NOTICE

PASSPORT REGULATIONS.

All British Passports issued prior to the 5th August, 1914, are now invalid. Holders of such Passports should apply at their convenience for fresh Passports from this office.

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

Passports must bear the photograph of the holder, and of his wife, if included in the Passport. These photographs must be supplied in duplicate to this office by applicants for Passports.

British Consulate General, Rio de Janeiro.

28th April, 1917.

"OUR DAY" APPEAL.

Copy of Telegram received by H.B.M.'s Minister from His Majesty's Secretary of State for Foreign Affairs:—

London, 19th June, 1917.

I have been asked to transmit to you following from Joint Committee:—It becomes necessary for the Order of St. John and the British Red Cross Society to appeal once more to the generosity of their friends and supporters at home and overseas for funds to carry on their work of mercy for the sick and wounded of H. M. Forces. The Joint Committee has decided again to make such an appeal on October 18th and we earnestly beg your assistance in making it known to the people of the country to which you are accredited. Our Red Cross work is now costing £8,000 a day and increases rather than diminishes. Our help is given in every theatre of the war and to troops from every part

of the Empire and will have to be continued for some time even when victory has been achieved. We are deeply grateful for the munificent help received from sympathisers in all parts of the world and we trust that with your assistance the appeal made on "Our Day" will meet with a response which will enable us to continue to do all that is humanly possible to lessen the suffering of those on whose behalf we plead. Their Majesties the King and Queen and Her Majesty Queen Alexandra have graciously given us their patronage and support.—(Signed Arthur, Grand Prior of the Order of St. John of Jerusalem; Lansdown, Chairman of the Council of the British Red Cross Society, Headquarters of the Joint Committee, 83 Pall Mall, London, S.W.)

Balfour.

BRITISH CONSULATE GENERAL.

CHANGE OF ADDRESS.

Notice is hereby given that the premises of His Majesty's Consulate General at Rio de Janeiro will, on and after 17th of September next, be removed to the First Floor of the Royal Mail Building, Avenida Rio Branco, 53. (Entrance: Rua Theophilo Ottoni, No. 76).

31st August, 1917.

NOTES

King George's Fund for Sailors.—Appeal by H.R.H. the Duke of Connaught. The great Marine Charities of this country have through long years rendered continuous and much needed service to the seafaring members of the community. Owing to the stress of war, heavy calls have been made upon their resources, and these are likely to increase rather than diminish. In the wide field of their combined activities these charities minister to the manifold needs of the sailor, while helping to lessen his anxieties for the dear ones at home. The Institutions include seamen's hospitals, hostels, orphanages, training schools and ships, pension and destitute funds. Their benefits are extended to the men of the Royal Navy and its auxiliaries, the Royal Marines, the Merchant Service, the Minesweepers and Fishermen, and to all "who go down to the sea in ships."

To meet the need for their fuller and more sustained support King George's Fund for Sailors has been founded.

The King has graciously consented to become Patron of the Fund and His Royal Highness Prince Albert has accepted the office of President and at his request I have undertaken the duties of Chairman.

At the inaugural meeting at the Manion House, the First Lord of the Admiralty stated: "The King, in commanding that this Fund shall be called by his name, sends us one more message of his interest in his sailor population, and his earnest prayer and desire that the nation may liberally and splendidly respond to the appeal which is now being made." To-day, when the safety of our shores and indeed the existence of the Empire depend so largely upon the endurance and self-sacrifice of British seamen, I confidently rely upon a sympathetic and generous support of the public to our appeal, in the belief that what has been achieved in fearless action, ceaseless watching, and patient waiting is not forgotten, and that the debt owed to the Navy and Mercantile Fleet will be fully and heartily discharged.

Contributions may be sent to me, addressed to King George's Fund for Sailors, Trinity House, London, E.C.3.

Arthur,
Chairman.

31st July, 1917.

RED CROSS FESTIVAL

ON 18th OCTOBER, COMMENCING AT 8.45 SHARP.

A Concert will be held at the Municipal Theatre in benefit of the British Red Cross. Tickets are obtainable from 10 a.m. to 5 p.m. at the Booking Office of the Theatre. Boxes, Grand Tier, 100s; second tier, 30s; Stalls, 15s; Dress circle, 10s and 15s; Gallery, 2s.

NOTICE TO SUBSCRIBERS.

Owing to carelessness in the distribution, duplicates of No. 14 of Wiltman's Brazilian Review were posted to some subscribers in lieu of No. 15 of 9th October. If the subscribers who failed to receive that number will kindly inform us, it will be forwarded by return post.

Enemy Trading on the Amazon. *Consule Lauvo* the order of the day at the Lloyd Brasileiro was preference for poor harmless Germans, deprived by the brutality of the British of the privilege of shipping rubber, or anything else for that matter, in Allied bottoms. So, though Europe was hermetically closed to them, they still managed, with the aid of the Lloyd Brasileiro, to maintain a precarious trade with the United States and since the advent of the "Blacklist" last year to ship 3,079 tons of rubber to that destination. But now the tune has changed and *Consule Nilo* not an ounce of rubber is shipped by Germans in Lloyd Brazilian bottoms or any other! Sic transit!

Brazil's Share in the War. No man, but a traitor, who has grasped the meaning of the fearful moral tragedy being enacted before his very eyes can be neutral in thought or deed.

To the credit of most leading Brazilians the position they have taken up from the first with regard to national murder and rape, shows that they, at least, are no poltroons or neutrals, and now that the advocates of peace at any price have been silenced, this country identifies herself more and more with the greatest moral issue the world has faced.

For the perpetrators of such outrages and their sympathisers complaisance signifies complicity and only when relations with Germany are cut off root and branch will this country have played her full part in the war.

But, step by step, we are getting there. Already official relations with the Huns have been broken off, German ships requisitioned, and, at last, are to be utilized one and all in the service of the Allies. But another step and this country will declare war, not only on Germany but on every German in the country who in thought or deed lends aid or comfort to the enemies of this country and civilisation.

For some time back the Brazilian Government has been beset by proposals for the purchase or lease of the 43 requisitioned German ships, British, French and American Governments all competing for their control. To distinguish between Allies would be invidious; so having once made up its mind on the way which duty pointed, the Brazilian Government cut the Gordian knot by determining not to dispose of them at all, but to place their tonnage at the service of the Allies under the Brazilian flag!

A more happy solution it would be hard to imagine. Thereby some 215,000 tons will be added to Allied resources, and with eight more just recruited on similar terms from Uruguay, bring the total up to 50 steamers of over 260,000 tons!

It is not by ships alone that victory can be won. Whosoever they be, Germans will plot and conspire to the end and utilise the resources a too lenient policy still allows them to checkmate the efforts of this country and her allies. Not until war is declared and every single one of them called to account, their banks closed and their resources pooled in the common interest, will the Government of this country have fully revivified the right to rank on equal terms with the Allies and defenders of the principles the Allies have made their own.

Separated by 4,000 miles of submarine-infested seas from the theatre of war, it would be folly for this country to dream of sending forces to the front: but by checking German activities in this country and placing all her own moral and material resources at the disposal of her friends and Allies, Brazil to-day is step by step giving palpable evidence of her determination to see the issue through.

For the present three lines will be constituted with the ex-German steamers, for which the precise routes will be fixed by cooperation with the Allies. We understand that one of these lines will be between Brazil and Europe, another between this country and the United States and a third probably of 18 of the biggest ex-German steamers—between the United States and France. The two first will be employed in transport of produce and material and the third most probably in transport of American troops to France.

All, as said, will be under the Brazilian flag and with cooperation probably of Americans, be manned and commanded by Brazilians!

The actual oversea tonnage under the Brazilian flag is distributed as follows:—

13 Comercio e Navegação boats	38,500
7 Lloyd Nacional	15,056
18 Lloyd Brasileiro	45,538
42 ex-German requisitioned boats	215,000
	314,094

'Blacklist' v. 'License.' (From "Shipping.") There is reason to believe that all is not for the best in the best of worlds as far as the working of the Export License system is concerned. No complaints are being voiced as to the spirit of a system the object of which is to prevent the enemy obtaining necessary supplies from this country. But many protests are heard about the delays to which shippers of legitimate freight are being subjected for the sole reason apparently that the Export License Bureau is not efficiently organized. These protests are all concerned with shipments to neutral non-European destinations and the consensus of opinion is that the existence of a Blacklist issued under the Trading with the Enemy Prohibition Act would be preferable to the present state of affairs. Matters have gone from bad to worse since the issuance of licenses was taken out of the hands of the Department of Commerce and it would seem that the clerks of the Export License staff as at present organized are not at all agreed as to what does or does not fall under the licensing order, so that it often happens that shipments believed to require no license are offered to the carriers who, upon seeking confirmation of shippers' declarations, are informed that such shipments should be licensed. Already costly delays have been brought about in the despatch of steamers for no other reason than the insufficient knowledge of the clerical staff employed by the licensing authorities and protests sent by wire to Washington have seldom brought forth satisfactory solutions. There seems to be no confirmation in fact of the official statement that Mr. Vance McCormick is in sole charge of export licensing to the exclusion of the Department of Commerce, and things in general are in about as chaotic a condition as could be imagined. This is a matter which calls for immediate treatment at the hands of some one possessing the necessary powers for drastic action and it is to be hoped that in spite of the heavy calls upon his time the President himself may take a hand in forcing a solution, in view of the vastness of the interests which are being jeopardized by the happy-go-lucky methods at present in vogue.

[The system of licenses, as British experience shows, not only clumsy and tedious, but certain to be abused. The Blacklist may not be perfect, but it is certainly preferable to any known system of licenses and, moreover, would do away with the heart burning amongst Allies themselves that preferential treatment gives rise to. At present not only are some British firms in this country permitted by special license to continue dealing with the enemy, but to maintain enemy subjects in their employ. Between dealing with the enemy and keeping Germans in one's employ there may be a distinction, but the

only difference, to our mind, is that between tweedledum and tweeddee. If the United States do, as we always expected, adopt a Blacklist of their own, we hope and believe that they will "go the whole hog" and admit no exceptions whatsoever!]

Harvest Prospects in England could not apparently be worse. Throughout the month of August not only was rain almost uninterrupted, but terrible hurricanes laid low the growing grain and made disaster almost complete.

Fortunately in the United States the harvest seems likely to be a record-breaker and in Argentina will also be large; but with German submarines sinking supply ships at the rate of 4,000,000 tons per annum, unless British and American ship-builders can make good the wastage, the position of consumers in Great Britain will be very serious.

It is for such reasons, just as much as for transport of troops, that the Allies are so anxious to get control of all the tonnage they possibly can, and have made advances to Brazil and other countries to put all surplus tonnage at their disposal.

But it is not only ships that are wanted, but men to man and officers of experience to command them.

Americans have not enough of their own and great as British resources are, they have their limit.

The best way that Brazil and Uruguay can help the Allies is to develop their own mercantile marine to the uttermost and employ it in maintaining communications with both the United States and Europe, thereby setting free a large amount of allied tonnage and seamen exclusively for allied uses.

Inclusive of the ex-German steamers, repaired and under repair, Brazil now counts 84 ocean-going steamers under her flag, or 375,000 tons. Uruguay has 8 more of 43,000 tons, making over 418,000 tons in all.

By distributing this tonnage between Europe and the United States a great deal of Allied and American tonnage would be dispensed with and not only would communications be regularly maintained, but if advisable some, if not all, of these steamers might be employed in transport of men and material from the States to France.

Wheat for the Allies. The reported shortage turned out a myth and according to all accounts there is so large a surplus of wheat in Argentina that the return of 200,000 tons borrowed from Argentina some months ago is no longer insisted on. So H.B.M. Minister at Buenos Aires has taken time by the forelock and requested the Argentine Government to permit export of 128,000 tons to Europe.

Contradictory Assertions! A cable to the New York "Journal of Commerce" states that Baron Rhondda, the Food Controller, in an interview with the London correspondent of the Amsterdam "Handelsblad," declares that the submarine campaign is no longer causing anxiety regarding England's bread supply. "In one respect," remarked the Food Controller, "the submarine campaign is a blessing. It has acted as a stimulus to cultivation, so that within a year the United Kingdom will be practically independent of imports, so far as the chief foodstuffs are concerned."

—A Government official is reported as saying: "As Britain's great effort of the first year of the war was to create a huge army, as her great effort for the second and third years was to create an inexhaustible supply of munitions, so the great effort of the fourth year must be, not only in Great Britain, but also in America, to create a merchant navy to replace the merchant losses and supply the constantly increasing demands. There is no disguising the fact that the shipping situation is serious. Do not misunderstand me—the shipping situation has not grown serious through any increased success of the German submarine warfare. As a matter of fact, the German submarine war is being held down very well, and the average sinkings show no increase, either in number of

ships or tonnage. The sinkings in the Atlantic main routes are now very low and the greater proportion of the sinkings occur in out-of-the-way spots, indicating either that the submarines have been forced afield or that a larger number of them are operating. But the total available tonnage is shrinking slightly, while, on the other hand, the demands for tonnage from all directions are increasing tremendously. Where three ships were needed a year ago, four are needed now. France is very short of coal, one of the vital necessities for winter. Italy is short of coal and the shortage is so serious that it is causing the Italian Government the utmost concern. For all these shortages there is only one remedy, namely, tonnage. But a still more important demand for tonnage comes from America, whence the Entente's great reserve of men must come this winter. The necessity for tonnage to transport the American army and keep them supplied is perhaps the most important feature of the shipping situation. So the Entente statesmen have arrived at the conclusion that the winning of the war may depend on the new effort which will be demanded of England and America this winter, an effort to push quickly to completion—more quickly than ever attempted before—fleet upon fleet of ships to carry the sinews of war to the fighting nations."

The Submarine Campaign. Howsoever the intensity of the submarine attacks may have diminished, their efficiency, far from abating, is as great as ever.

The following table shows the effect of the submarine campaign when at its height during the 3 weeks ended April 22 to May 6 compared with last three weeks Sept 16 to 30 last:—

	British Ships No. Attacked	No. Sunk	Ratio Sunk to Attacked	Sunk over 1600 Tons. No.	Ratio of Sunk	Under 1600 No.	Tons. Ratio of Sunk
3 weeks April .	237	152	68.3	100	65.9	52	34.2
3 weeks, Sept. .	88	56	63.6	32	57.2	24	42.8
Decrease	149	96	4.7	68	8.7	28	8.6
Decrease % ...	62.8	63.4	—	68.0	—	53.8	—

The conclusions that these figures lead to are that, though the efficiency of individual submarines, as evidenced by the very slight shrinkage of about 7 per cent between the respective ratio of sinkings to attacked for the two periods is practically unabated, the failure of the campaign is demonstrated without the shadow of a doubt by the decline of 62.8 per cent in the number of vessels attacked and of 63.4 per cent of those sunk. The fact that the ratio of those sunk to attacked shows a very slight difference for the two periods, whilst the decrease in both ships attacked and sunk is very considerable points to the employment of a very much smaller number of submarines, whilst the much more considerable decrease in the number of vessels sunk over 1,600 tons suggests that the attention of the comparatively few submarines still in active service is devoted chiefly to attacks on smaller and slower boats.

Unless the Germans succeed in adding very considerably to their submarine fleet, which does not seem very likely, as the efficiency of the Allied offensive improves, there seems every reason to believe that the submarine menace will be entirely overcome and German hopes of reducing Britain by such means be relegated to the limbo of unsatisfied aspirations!

Speeches in Parliament and elsewhere seem contradictory: appealing to the United States to strain every nerve to substitute fresh tonnage for what is sunk and on the other hand holding out what seems illusionary hopes of Britain's capacity to feed herself and laugh at the activity of the submarines.

But it is not Britain alone that is menaced with shortage of food, but all the Allies and particularly France, now dependent chiefly on overseas supplies for sustenance of her civil population and armies.

To ensure not only supplies of foodstuffs for the Allies, but transport of troops and material from America the Allies are straining all their resources.

Arrangements have been made in Britain, the United States and even France for building ships on a scale never before known.

The first British 'standard' ship of 8,000 tons was put into commission last July, less than six months after the keel was laid down in February. Smaller types of 3,000 and 5,000 tons are likewise on the stocks and though the number on hand is not stated, the total output will be very substantial. Not only are the hulls, but all the machinery, engines and equipment standardised and go into the hull complete. In future standardized ships will be turned out in about 4½ months. They are adjusted for quick loading and discharge and plentifully supplied with winches. Some of them are specially designed for carrying grain, being single deckers; others have twin decks for general cargo.

This, though interesting, except as an earnest of what may be looked for in the future, will not avert distress and perhaps disaster unless the submarine menace can be quickly neutralised.

So far, though abated, the submarine menace is still active, and in proportion to the number of British ships now afloat, more effective than ever before.

The "Daily Telegraph," at least, has no illusions as to the effectivity of the submarine campaign or the danger England is exposed to. At the outset of the campaign Great Britain counted 1,500 vessels of 1,600 tons and over, now reduced to 584 and in spite of all efforts to replace them at the actual rate of sinking the most that can be counted on is 1,000 of 1,600 tons and over and 300 of smaller dimensions.

The only hope of victory for the Huns lies in reducing England to starvation. That they will never effect, because England will rise superior to any mere menace of that sort and if necessary show the same spirit of heroism as the enemy themselves in reducing alimentaion to the minimum concordant with mere existence.

Unfortunately, though American harvests are unusually bountiful, in Britain this year's seems likely to be disastrous and unless the submarine campaign can be mastered, as does not seem likely, in spite of America's great effort, England may next year be very hard put to it indeed to feed her people, fighting for their lives and the liberty of the world in every field.

It is not only ships that are sunk, but with them supplies essential for the maintenance of the Allies, without which the war cannot be waged.

Every ounce of foodstuffs sunk must be replaced or some ally suffer. Here in our safe retreat we have enough not merely to feed ourselves, whilst thousands, nay millions, of Belgians suffer hunger and millions of our fellow countrymen during the coming winter may be hard put to it to hold body and soul together without the assistance they have a right to look for from their kin overseas.

How much—not how little—can each Briton stint himself of to serve his country?

That is the question every single one of us should put each to his own conscience to assure himself that he, too, is "doing his bit" for his country!

Of all the Kolossal Asses, Luxemburg seems the most egregious. Not content with insulting the country to which he was accredited and abusing the leniency with which he was treated by the Argentine Government, he caps all his ignorant performances by running away and having to be haultd back by the ears by the Argentine police and locked up in durance vile at Martin Garcia until some neutral steamer can be found to carry him to Sweden or Holland and thence to Germany, where, to all accounts, a particularly warm welcome awaits him from the Kaiser!

The Argentine Political Situation is still obscure, but the labour question seems to be nearing solution. Though really Argentine opinion is almost solid for a break with Germany, a noisy faction, backed by President Irigoyen, still imposes its will on the nation. But as the successes of the Allies multiply and the necessity of Argentina defining her attitude gets sharper, even

Irigoyen seems to waver and to all appearances is making up his mind to accept the inevitable. When he does he will most likely out-Herod Herod and not take two bites at a cherry like Brazil, but declare war right off against Germany and all her works!

German Ships Requisitioned by Uruguay:—

Vessel—Owner—Built	Tonnage	
	Net	Gross
Harzburg, Hansa Line, Germany	2,988	4,672
Salatia, Kosmos Line, Newcastle	3,070	4,764
Bahia, Hbg South America Line, Germany.	3,106	4,817
Thuringia, H. America Line, Germany	3,903	6,152
Silvia, H. America Line, Germany	4,198	6,580
Polynesia, H. America Line, Germany	3,845	6,022
Mera, Kosmos Line, Glasgow	3,087	4,797
Weigand, Roland Limt. Germany	3,023	4,849
	27,220	42,653

German Ships lying in Brazilian, Uruguayan and for that matter British harbours, have not been confiscated but merely requisitioned. They are private property and though international law permits their use during hostilities, they must be accounted for after the war and unless counter claims are justified, be returned to their owners after the war.

The position here is, therefore, exactly the same as in England, nor is there any ground for the foolish rumour that the German ships under the Brazilian flag could be considered or treated as anything but Brazilian.

By a decree of the Uruguayan Government, the 8 German ships are now considered as Uruguayan and placed under that flag. The motive of their seizure is stated to be for the safe-guarding of the harbour and preservation of the steamers themselves.

An inventory is to be taken of their contents and condition and their crews be allowed to return to Germany if they can and in default will be located at some point in the interior.

The merchandise existing on said steamers is to be handed over to its owners.

A bond to the value of each steamer will be deposited at the Bank of the Republic.

The ships may be repaired either in Uruguay or abroad. Strict account will be kept of all expenditure on account of interned crews and of all claims and obligations arising from requisition on the part of the Uruguayan Government to be liquidated at the close of the war.

At national company is to be organized for oversea trade, administered by a council, with power to fix freights, etc. To that end the Executive is empowered to negotiate loans up to \$5,000,000 pesos at 6 per cent.

Sale of ships of over 200 tons is prohibited.

More Tonnage for the Allies! Arrangements have been come to between the United States and Japan in virtue of which 400,000 tons of Japanese shipping will be employed in allied services.

The Rift within the Lute we referred to a short time back is in the way of settlement now that Great Britain has agreed to stop all exports to Norway, Denmark, Sweden and Holland, and identify her own with American policy. If neutral rats require any evidence of the advisability of abandoning the sinking Hun ship, late events at Kiel and coming events in the North Sea should convince them before it is too late, and they and their German friends and protegés sink together!

The Thin End of the Wedge. Three British-owned steamers flying the Swedish flag and lying in British harbours have been requisitioned by the British Government. Even were they not

British-owned, the right of requisition of even neutral property in self defence is recognized and only lately Italy though not then at war with Germany, requisitioned German boats without a protest from the German Government.

The United States likewise threatens to follow Britain's example and before long neutrals will most likely be given the option of clearing for their respective ports or submitting to the conditions the Allies may impose.

To clear out they must get coal and as that in all probability would be denied them, they must fain make the best of a bad business and submit with the best grace they can.

Such ships would most likely be employed with preference in trade on less dangerous routes such as that between North and South America.

—Japan has agreed to employ 400,000 tons of its mercantile tonnage in the service of the Allies, so that what with building and requisition of enemy and neutral boats, there does not seem much likelihood of Britain being starved into submission just at present.

Comercio e Navegação. The offer of the 13 steamers of this company having been turned down in time by France and Gt. Britain, is now said to be under consideration by the United States, though we doubt very much indeed if the offer of lease of steamers of such small capacity, that, we hear, have not even been admitted to Lloyd's Registry, at the price of £120,000 per month (Rs. 2,400,000\$), is likely to find acceptance with keen business men like Americans. The gross tonnage of the Comercio e Navegação's fleet is 38,500 tons, which a few months back was under offer of sale for £700,000. Now this company has the face to ask £120,000 per month of £1,440,000 per annum for a simple lease!

The necessities of the Allies, as we said before, are great and pressing, but with means to bring profiteers to their senses, by simply refusing them bunker coal unless they accept blue-book rates, there can be no necessity for either purchase or charter of steamers of concerns that persist in putting the screw on, as the Comercio e Navegação is doing!

The Beginning of the End. No evidence of demoralisation of Germany could be more convincing than the mutiny on board of three of the principal units of the German navy. That the German army and navy, and even the governing classes are thoroughly sick of the war and longing for peace is clear as daylight, and though they may be still manoeuvring for peace terms, the end cannot be very far off. Meanwhile the silent pressure of the Allied Navies is slowly but surely demoralizing German naval forces and the submarine campaign, whilst the menace of an allitid attack on the German fleet damps the spirits of the bravest.

Kultur versus Culture. When relations between Brazil and Germany were suspended, the Brazilian Government did all in its power to secure the German Minister and his staff every possible guarantee, and went so far as to place a special train to the frontier of Uruguay, accompanied by a representative of the Brazilian Foreign Office and a military escort, for which the little bill now presented to Congress amounts to 44,000\$ or about £2,200.

At Berlin, on the contrary, the German Government did all in its power to make the position of the Brazilian Minister and staff at Berlin as disagreeable as possible by reducing bread and other rations to a minimum and forcing them to purchase the balance at outrageous prices!

The "Texas." We did well to quarantine the lie that gained such credence here of the sinking of the Texas, four transports and 11,000 men, now officially contradicted. Nothing of the sort has happened and so far as the public are informed there has been no interruption in the transport of American troops across the Atlantic.

The South and Central American Telegraph Co. are getting on surely if slowly, having after repeated notifications succeeded in getting the decree No. 12,599, of 11 August last, published in the "Diario Oficial" of 30 Sept., whereby the Ministry of Public Works, etc., is authorized to enter into a contract with the aforesaid company on the terms stated in said "Diario Oficial," of which, like the serpent's, the sting lies in its tail, the very last clause stipulating that unless signed within 30 days from publication the concession will be null and void! It is now 13th October, but the figurehead seems to have done the disappearing act, possibly to pop up again at the last moment with the 40,000,000 reis. It looks a lot, but really is only £2,000!

"The Wall Street Journal" Straws. Soapbox orators and others have often scathingly remarked that Great Britain was not putting her whole weight with her allies in the successful prosecution of the war. To such defamers of our ally one has but to state a few of the facts in the case. Since her entrance into the conflict, Great Britain has made an enormous effort to "do her bit." There has been a wonderful expansion both in the navy and in the army. The personnel of the navy has been increased from about 140,000 men in July, 1914, to over 400,000 at the present time, or more than 185 per cent, and the number of ships of all classes has grown to nearly 4,000. The kingdom's overseas army has jumped from 350,000 men in 1915 to 1,000,000 in 1917, and provision has been made for an army of between 2,000,000 and 3,000,000. And this has been since the first week of actual fighting, when Great Britain's forces were outnumbered 5 to 1. Up to June 15, 1917, John Bull's fighters have captured 485 guns of the enemy and lost only 70 of their own. On the western front, 85,000 men have been taken by the British compared with a loss of 36,000 men to the enemy up to June of this year.

Plain Bill Hohenzollern.—Loaded up with gold lace and jewels until he looks like a Tinsel Idiot! An American view of King and Kaiser, only men after all. (Extract from "The Tea and Coffee Trade Journal.") Stripped of his imperial hokum and his august buncombe, he is no more and no less than any other roughneck who is capable of collecting a gang of vicious or misguided followers and terrorizing a community. Monk Eastman, or Geronimo, or Captain Kidd or Bill Hohenzollern, its all the same thing in principle. In magnitude only lies the difference. For where they counted their followers by ones, Bill counts his by millions. As they planned their raids on individuals, so plans he his raids on nations. As they shot or killed or enslaved their victims by tens, so does he shoot or kill or enslave his victims by thousands and hundreds of thousands. But Bill and Geronimo were the only ones to murder little children.

So, in 1914, we find Bill with a piece of lead pipe up his sleeve and a gag in his pocket, peeping in the parlour window of the Triple Entente, where Mr. Alphonse France, Mr. J. B. England and little Mr. Albert Belgium are talking politics, and business, and how late the spring is, and my! what a lot of rain we've had this year, while Mrs. France and Mrs. England and Mrs. Belgium are sitting around knitting telling one another what cute things the children have been saying.

Behind Bill, in the shadow, one can dimly see the building form of Bull von Kluck; the well-known yegg, whose finger prints are in every police station, and East Em-Up Jack Hindenburg, the Prussian stick-up man, as well as Gentleman Joe Falkenhayn, the second-story worker. Back of them in the gloom are the hazy figures of the rest of the gang; among them, sits Unhappy Haps-

burg, the Austrian, picking at his sideburns and wondering how he happened to get there in the first place.

"They ain't lookin' are they, Bill?" gruffly mutters Hindenburg.

"Nary a peek," says Bill. "The poor dubs is as peaceful and unsuspecting as a lot of kittens under a stove."

"Good!" says von Kulck, rubbing his hands gleefully.

"I choose the little guy," says Bill's son, young Bill, commonly known as Rat Face. "I can lick him too easy! And after we clean up this joint, let's all go after that fat guy, Uncle Sam, that lives in the big house just across the pond. He ain't looking, neither, the poor stiff! And he's richer'n mud! Why, he'd be a pick-up!"

"And then, at the word, they knock out the window and leap into the room.

"Little Mr. Belgium puts up a brave fight. But he hasn't a chance. In no time they've bounced a brick off his head and he's out.

But it gives Mr. France a chance to go home and get his gun, and for Mr. England to reach his house and call to his sons to come to the rescue. But it's only by the grace of God and little Mr. Belgium that the raid is even resisted. . . . And its nearly three years before Uncle Sam gets his head out from under the bed clothes and realizes what's going on, and begins to try to remember where he put his gun the last time he came in with it in 1898.

CORRESPONDENCE.

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

Dear Sir,—I was surprised to read the reference to Messrs. Ashworth & Co. in your issue of 9th inst and your inclusion of the firm's name amongst a list of firms who have "enemy subjects in their employ." As, in default of a reply, some of your readers might accept this as correct, I beg to state that Messrs. Edward Ashworth & Co. have no one on their staff against whose continued employment His Majesty's Government has any objection. So much for "enemy subjects in their employ."

Your remarks about trading with the enemy call for no denial from me: as applied to the firm which I have the honour to serve, they are beneath contempt.

Trusting that you will publish this letter in your next issue.

—Yours, etc. G. H. Craig,

Manager, Edward Ashworth & Co.

[The excuse that H.B.M.'s Government has, apparently, waived its objection in this and other instances to employment of enemy subjects by British firms begs the question, as to whether by maintaining relations with enemy subjects they afford aid and comfort to the enemy or no.

Between employing enemy subjects and dealing with them sophistry may find a distinction, but no real difference exists, and it is on the perpetrators, not the denouncer, of such acts that the contempt of right thinking Britishers, we fancy, will fall.]

MONEY

Official Quotations, Exchange Camara Syndical, and Vales:—				
	90 days	Sight	Sova	Vales
Monday, 8 October ...	13	12 7-8	20\$300	2\$160
Tuesday, 9 October ...	13 1-32	12 29-32	20\$200	2\$160
Wednesday, 10 Oct....	13 3-32	12 31-32	20\$200	2\$160
Thursday, 11 October.	13 7-64	12 63-64	20\$300	2\$160
Friday, 12 October ...	Holiday			
Saturday, 13 October .	Holiday			
Average for week	13 1-16	12 15-16	20\$250	2\$160

Monday, 8th October. Some banks opened at 13d, offering to take at 13 1-16d; few bills offered during day at 13 1-32d; market stagnant, but closed steady, Ultramarino quoting 13 1-32d for market, others 13d; no money and no bills over 13 1-32d.

Tuesday, 9th October. Bank of Brazil and Ultramarino opened at 13 1-32d for market, others 13d, offering to take at 13 3-32d; Ultramarino and then Bank of Brazil raised their rates to 13 1-16d for market; few bills offered at 13 1-16d and towards close speculators were offering to sell at 13 3-32d during November.

Wednesday, 10th October. Bank of Brazil and Ultramarino opened at 13 1-16 for market, others 13d and 13 1-32d, some offering to take at 13 1-8d; late in the day there were some selling orders from Santos and a few speculative bills were offered here at 13 1-8d, market closing with some banks drawing at 13 1-8d and finding money at this rate; no bills offered over 13 1-8d.

Thursday, 11th October. Bank of Brazil and Ultramarino opened at 13 1-8d for market, others at 13 1-16d and 13 3-32d; takers at 13 5-32d all day; at this rate a few bills offered. At close Banco Ultramarino quoted 13 5-32d for market.

Friday and Saturday, 12th and 13th October. Holidays.

Approximate Value of Five Leading Exports, Rio and Santos.

In £1,000.								
No. days	Coffee	Meat	Manganese	Beans	Rice	Total	Per- cent	
31 January	1,656	270	80	167	22	2,195	70	
28 February	2,155	393	97	72	22	2,739	97	
31 March	1,897	122	257	159	22	2,457	79	
30 April	2,300	262	246	278	22	3,108	103	
31 May	1,300	269	270	349	83	2,271	73	
30 June	1,041	307	153	196	236	1,933	64	
31 July	836	182	465	85	237	1,805	58	
31 August	1,851	349	137	57	33	2,527	82	
30 Sept.	1,973	208	285	124	53	2,643	88	
4 1-4 Oct.	416	—	26	2	—	444	111	
7 5-11 Oct.	456	136	40	4	1	637	91	
Oct. to date	872	136	66	6	1	1,081	98	

The figures for Beans for Jan.-May are for All Prazil, but for June onwards for Rio and Santos only. For Rice the figures for Jan., Feb., March and April are averages of exports for the four months at Rio and Santos.

Balance of Trade—Excess of Exports, 8 months, Jan.-August.

	1916	1917
January	+1,581	+1,232
February	+1,034	+3,505
March	+2,392	+1,623
April	+1,474	+1,999
May	+1,040	+2,484
June	— 561	— 34
July	+ 547	+ 878
August	+ 971	+1,353
	+8,478	+13,040

Compared with the month of July last, the balance in favour of exports of merchandise improved by £475,000 and £382,000 compared with August last year.

For the whole eight months, January-August, the balance in favour of exports reached £13,040,000 or £4,562,000 over last year

Value of Exports, in £1,000:—

	1916	1917
Animals and their products, incl. frozen meat.	4,114	6,733
Minerals, including manganese	1,468	2,431
Vegetables and their products, including coffee and rubber	28,115	30,761
	33,697	39,925

Movement of Rio de Janeiro Exchange Banks, 30 Sept., 1917.

	Cash	Discounts and Trans	Sight Deposits	Fixed Deposits	Percentage of Cash to Sight Deposit
Allied Banks—					
London and Brazilian	11,202	11,907	16,279	8,294	68.8
London & R. Plate	11,164	7,453	14,394	2,794	77.6
British of S. America	13,161	20,633	13,386	16,111	98.3
National City Bank	18,975	13,987	30,308	—	62.6
Banco Ultramarino	14,045	16,568	21,224	22,365	66.1
Total Allies	68,547	70,548	95,591	49,564	71.7
Bank of Brazil					
Bank of Brazil	27,209	95,848	89,831	12,315	30.2
Dutch Bank	6,022	3,602	7,592	—	79.3
Total Neutrals	33,231	99,450	97,423	12,315	34.1
Brazilianische fur Dd.					
Brazilianische fur Dd.	3,516	12,610	4,210	3,494	82.5
Ueberseersche Bank	5,413	4,780	4,635	7,012	116.8
Sudamerikanische	2,080	8,394	3,553	—	58.5
Total Enemy	11,009	25,784	12,398	10,506	87.0
Total 10 Exch. Banks	112,787	195,782	205,412	72,385	
Increase or Decrease compared with August, 1917:—					
British Banks	+1,647	+ 605	- 985	+ 408	
American Bank	+9,118	- 384	+6,352	—	
Portuguese Bank	+2,227	+ 281	-1,486	- 611	
Total Allies	+13,092	+ 512	+3,881	- 203	
Bank of Brazil					
Bank of Brazil	— 579	-4,588	- 563	- 319	
Dutch Bank	+1,824	+ 898	+1,712	—	
Total Neutrals	+1,245	-3,690	+1,149	- 319	
Total German Banks					
Total German Banks	- 632	+ 295	+ 304	+ 333	
Total 10 Exch. Banks	+13,705	-2,883	+5,334	- 189	

Compared with the previous month, the percentage of cash to sight deposits for the ten exchange banks shows the following results:—

	Aug. %	Sept. %
London and Brazilian Bank	77.6	68.8
London and River Plate Bank	56.5	77.6
British Bank of South America	96.0	98.3
National City Bank	41.1	62.6
Banco Ultramarino	52.0	66.1
Total Allies	60.5	71.7
Bank of Brazil		
Bank of Brazil	30.7	30.2
Dutch Bank	71.3	79.3
Total Neutrals	33.2	34.1
Brazilianische fur Dd.		
Brazilianische fur Dd.	93.4	82.5
Ueberseersche Bank	124.2	216.8
Sudamerikanische	66.5	58.5
Total Enemy	96.2	87.0

The most notable increases were those of the National City Bank from 41.1 per cent to 62.6 per cent in September, London and River Plate Bank from 56.5 to 77.6 per cent, Banco Ultramarino from 52 to 66.1 per cent and the Dutch Bank from 71.3 to 79.3 per cent.

Enemy banks show decrease in the aggregate from 96.2 per cent in August to 87 per cent in September.

The movement of Cash in all Allied banks shows a big increase of 13,092,000\$ compared with August, of which the National City Bank alone accounted for 9,118,000\$ or 69.6 per cent.

Neutral banks show increase of 1,245,000\$, accounted for by increase of 1,824,000\$ at the Dutch Bank but decrease of Rs. 579,000\$ at the Bank of Brazil.

The three enemy banks show decrease of 632,000\$.

Sight Deposits show increase in the total of the 10 Exchange Banks of 5,334,000\$, of which the National City Bank accounts for 3,352,000\$ or 119.1 per cent.

RECEIPTS AND DISBURSEMENTS AT THE NATIONAL TREASURY DURING THE MONTH OF SEPTEMBER, CORRESPONDING TO THE FISCAL YEAR 1917.

	Contos of Reis			
	September		Nine months Jan.-Sept, 1917	
	Gold	Paper	Gold	Paper
Union Receipts		1,792	1,333	21,991
Ordinary	—	180	—	2,594
Extraordinary	—	101	1,333	5,764
Earmarked	—	625	—	3,286
Unclassified	—	855	—	10,316
Special (Art. 67 of law of 5 Jan, 1917)	—	31	—	31
Deposits		1,621	4,349	18,213
Savings Bank (C. Economica).	—	800	—	4,500
Sundry, 1916	—	821	139	9,047
Ditto, 1917	—	—	4,200	4,666
Credit Operations	4,664	35,326	46,023	189,071
Issue of Paper Money	—	31,801	—	142,801
Ditto, Int. Bonds (Apolices)	—	1,761	—	42,280
Issue of Treasury Bills	—	—	5,454	—
Borrowed	—	—	100	4
Conversion of Specie	4,662	—	34,116	9
Fiscal Year, 1916	2	1,764	353	4,027
Banks and Correspondents.	4,778	15,753	33,022	81,034
Bank of Brazil, c/a.c.	—	—	—	16,283
Ditto, vales account	—	—	—	12,881
Ditto, exchange account	—	—	9,531	—
Ditto, sundry accounts	4,778	15,753	23,491	51,870
Movement of Funds	4,357	19,029	46,748	159,646
Departmental remittances	4,337	19,029	44,860	142,305
Bonds (Apolices) received	—	—	1,888	17,341
Ministry of Finance, cancelled	—	—	5	—
Total	13,799	73,521	125,480	469,955
Disbursements	538	4,423	6,952	43,673
Ministry of Justice	—	1,291	—	10,362
Public Works	536	758	6,556	11,387
Finance	2	2,348	257	21,318
Agriculture	—	26	—	217
Foreign Affairs	—	—	—	7
Unclassified	—	—	139	382
Deposits		409	4,214	12,337
Sundry	—	—	—	829
Ditto, repaid 1916	—	370	4,214	10,352
Ditto, from previous year	—	39	—	256
Savings Bank (C. Economica).	—	—	—	900
Credit Operations	43	10,373	16,831	120,127
Fiscal Year, 1916	—	—	165	34,370
Withdrawal of Treasury Bills	43	328	10,661	9,205
Conversion of Specie	—	9,926	5	73,752
Premium on Apolices	—	119	—	2,800
Banks and Correspondents.	9,372	22,451	50,371	91,000
Bank of Brazil current a/c	—	22,451	—	37,212
Ditto, gold vales account	—	—	5,319	—
Ditto, Exchange account	—	—	6,332	—
Ditto, sundry accounts	9,372	—	38,720	33,788
Movement of Funds	9,339	33,654	48,362	195,646
Remitted to Departments	9,339	33,654	48,362	195,646
Receipts annulled				2,896
Total	19,292	71,310	120,730	465,679
Surplus, 30 Sept, carry forward	—	—	4,750	4,276
			125,480	469,955

BALANCE SHEET SHOWING RECEIPTS AND DISBURSEMENTS OF THE FEDERAL TREASURY FOR THE FISCAL YEAR 1916.

	Fiscal Year, 1916		Total	
	Collected in		Jan, 1916, to	
	Sept., 1917	Sept., 1917	Sept., 1917	Sept., 1917
	In contos of reis.			
RECEIPTS	Gold	Paper	Gold	Paper
Union Receipts	—	31	945	25,885
Ordinary	—	1	—	8,893
Extraordinary	—	—	6	5,145
Earmarked	—	30	939	6,373
Unclassified	—	1	—	5,474
Deposits		1,566	256	15,858
Savings Bank (C. Economica).	—	1,565	—	9,731
Ditto, Petropolis	—	—	—	181
Orphans Funds	—	—	—	1
Sundry, 1916	—	1	256	5,945
Credit Operations	3	1	49,722	353,699
Issue, paper money	—	—	—	140,500
Issue of Treasury bills	—	—	6,000	—
Ditto, Int. Bonds (Apolices)	—	—	—	55,461
Conversion of specie	—	—	43,282	109,150
Borrowed from 1915	3	—	440	14,215
Ditto, fiscal year, 1917	—	61	—	30,920
Ditto, 1916	—	—	—	3,450
Ministry of Justice, cancelled	—	1	—	3
Banks and Correspondents.			54,259	207,947
Bank of Brazil, current a/c	—	—	—	207,947
Ditto, gold vales account	—	—	46,233	—
Ditto, exchange account	—	—	8,026	—
Movement of Funds		1,742	64,623	219,920
Received from Departments	—	1,742	64,623	219,920
	3	3,340	169,805	823,309
DISBURSEMENTS				
Union Expenditure		1,566	7,031	83,737
Ministry of Justice	—	—	—	13,867
Foreign Affairs	—	—	—	4
Marine	—	—	—	3
War	—	—	—	71
Agriculture	—	—	—	843
Public Works	—	—	6,032	22,635
Finance	—	1,566	999	35,131
Unclassified	—	—	—	11,183
Deposits			304	6,147
Savings Bank (C. Economica)	—	—	—	139
Petropolis	—	—	—	6
Orphans Funds	—	—	—	255
Sundry, 1916	—	—	49	2,833
Ditto, prior to 1916	—	—	—	1,784
Classified Revenue				1,784
Sundry	—	—	—	1,784
Credit Operations	3	4,732	57,385	173,522
Withdrawal of Treasury Bills	—	—	7,107	37,244
Conversion of specie	—	—	49,825	96,858
Fiscal year, 1915	—	—	—	35,419
Ditto, 1917	3	1,732	453	4,001
Banks and Correspondents.			63,889	256,998
Bank of Brazil, current a/c	—	—	—	253,932
Ditto, gold vales account	—	—	57,871	—
Ditto, exchange account	—	—	5,945	—
Ditto, sundry accounts	—	—	73	3,066
Movement of Funds		42	41,196	301,026
Remitted to Departments	—	42	41,196	301,026
Fed. In. Rev. Off, S. of Rio				65
Balance to receive	—	—	—	65
Ordinary Revenue				7
Cancelled	—	—	—	7
	3	3,340	169,805	823,286

Difference with "Diario Oficial" 23 contos.

**ISSUES OF BONDS (APOLICES) AND PAPER MONEY
AUTHORISED BY DECREE 2,986 OF AUGUST, 1915.
BALANCES ON 30th SEPTEMBER, 1917.**

Assets—	In milreis	
	Gold	Paper
Apólices (bonds) deposited with the Caixa de Amortisação as security for paper money		339.000:000\$
Paper Money furnished to Treasury to meet deficiencies of 1916 Revenue		177.549:920\$
Payments effected by Treasury to date	9.597:444\$	59.805:359\$
Treasury Bills exchanged for bonds (Apólices)	6.396:708\$	31.906:200\$
Interest on same	111:462\$	701:413\$
Premium of 15% on issue of bonds (apólices) exchanged for Treasury bills		15.456:792\$
Conversion of gold Treasury bills and interest on same		42.390:228\$
Furnished to Federal Delegacies by Bank of Brazil		72.900:000\$
Bank of Brazil, for rediscounts, etc... ..		50.000:000\$
Ditto, in aid of agriculture		11.000:000\$
Furnished to Federal Delegation in London	5.503:699\$	
Bonds remitted to delegacies for liquidation of outstanding obligations ...		8.835:188\$
	21.609:413	809.545:100\$
Liabilities—		
Issue of bonds (apólices) as security for paper money, authorised by law 2,986 of 28 Aug., 1915, and decree 11,693 of same date, No. 11,983 of 10 March, 1916, and 12,128 of 7th July, 12,281 of 29 Nov., 1916, 12,392 of 12th Feb, 1917 and 42,463 of 9th May and 12,525 of 23 June, 1917...		339.000:000\$
Issue of paper money authorised by abovementioned laws and decrees to 10th March, 1916		339.000:000\$
Ditto, authorised by law 2,986 of 28 Aug., 1915, and decree 11,897 of 18 Jan., 1916, in aid of agriculture...		11.000:000\$
Issue of bonds or apólices at 85 % authorised by law 2,986, of 28th Aug., 1915, and decree 11,694 of same date for liquidation of outstanding debt contracted prior to 1915		35.799:300\$
Issue authorised by law 2,986 of 28 August, 1915, and decree 11,694 for withdrawal or exchange of Treasury bills		37.384:800\$
Issue of Bonds (Apólices) at 92% of face value authorised by same law and decree for withdrawal of treasury bills payable in gold at 89% 9.518:200\$, 90% 5.302:000\$ and 92% 18.121:400\$		32.942:500\$
Ditto, ditto, for liquidation of obligations prior to 1915		12.894:200\$
Issue of bonds (apólices) at par, authorised by law 2,986 of 28 Aug., 1915, and decree 11,694, for payment of fractions of above mentioned Treasury bills		667:300\$
Ditto, for liquidation of obligations prior to 1915		29:000\$
Issue of Treasury Bills for liquidation		

of back accounts	1.894:600\$	828:000\$
Conversion of Treasury Bills payable in gold into bills payable in paper	19.714:813\$	
	21.609:413	809.545:100\$

Summary of Issues:—

Treasury Bills	21.609:413	828:000\$
Bonds or Apólices		486.717:100\$
Paper Money		380.000:000\$
	21.609:413\$	809.545:100\$

COFFEE

The Rio Market. Friday and Saturday were kept as holidays, the market closing on Thursday weak at 6\$400, with little enquiry and large entries.

The Flowering. Nothing so far of the flowering, but the mild rain after a spell of dry weather may be expected to bring it out any time. The trees are reported strong and in first rate condition and point to a very large crop.

At Santos the rains are said to have damaged some of the premature flowerings, but it cannot in any case amount to much as it is too early for a general flowering.

Entries at the two ports for the week ended 10 October show increase of 48,307 bags or 12.5 per cent compared with previous week, of which 4,087 bags at Rio and 44,220 at Santos.

In Minas and Rio a good deal of rain has fallen and reduced entries. At S. Paulo rain has been more intermittent, but as entries are now officially regulated, they are not liable, as in Rio and Minas, to be effected by the weather.

For the crop entries to 11th October at the two ports show shrinkage of 121,198 bags or 2.3 per cent compared with last year, accounted for by increase of 110,196 bags or 13.1 per cent at Rio but shrinkage of 231,394 bags or 5.2 per cent at Santos.

Clearances Overseas for the two ports for the week ending 10 October amounted to 236,939 bags as against 349,313 for previous week. Of the former 50.6 per cent went to the States, 23.6 per cent to Italy, 22.1 to France and 3.7 per cent to the Plate.

For the crop to 11 October, exports of coffee show shrinkage of 426,950 bags or 13.1 per cent overseas compared with last year, accounted for by increase in the movement with the States, Italy, Scandinavia, Plate and Pacific, Cape, Japan and Russia; all other destinations show decrease.

F.O.B. Value of Clearances at the two ports for the week ended 11 October averaged £1.923 per bag, as against £1.963 for previous week and for the current crop to same date £1.943, as against £2.380 last year.

Embarques were smaller and their f.o.b. value for the week ended 10 October was only £396,661 as against £697,350 for previous week.

Shipments by Flag to 11th October, 1917:—

	Bags	%	Bags	%	Week to Oct. 11
British to U.S.	87,908	48.8			—
To Europe	3,600	2.0			—
To The Cape ...	55,554	30.9			—
Plate & Pacific .	32,962	18.3			8,569
Total British	180,019	6.3			8,569
Other Flags—French	228,888	8.1			3,625
Italian	157,710	5.5			3,095
Dutch	57,127	2.0			—
Japanese	127,456	4.5			—
American	510,849	18.0			—
Spanish	29,923	1.1			—
Scandinavian	1,067,885	37.5			119,766
Brazilian	443,724	15.6			61,884
Cuban	41,112	1.4			—
Total	2,844,693	100.0			336,939

COFFEE CLEARANCES, RIO AND SANTOS, 1st JULY TO 11th OCTOBER, 1917.

	1916-17	1917-18	Inc. or Dec.	%	Crop 1916-17	Crop 1915-16	Week ending Oct. 11
United States	1,770,235	1,872,389	+ 102,154	5.8	6,837,718	5,896,114	119,766
France	864,197	345,069	- 519,128	60.1	2,474,868	2,391,320	52,375
Italy	233,878	271,873	+ 37,995	16.2	724,335	1,119,225	56,029
Holland	86,131	55,028	- 31,103	36.1	157,757	618,582	—
Scandinavia	51,569	97,483	+ 45,914	89.0	135,442	3,260,947	—
Great Britain	75,196	2,500	- 72,696	96.7	596,259	392,066	—
Spain	34,714	24,935	- 9,779	27.5	150,530	130,293	—
Portugal	4,937	1,100	- 3,837	77.7	11,373	12,450	—
Egypt	—	—	—	—	21,000	94,473	—
Plate and Pacific	98,116	106,368	+ 8,252	8.4	324,856	328,431	8,769
The Cape	52,670	60,444	+ 7,774	14.7	247,257	208,067	—
Japan	—	4	+ 4	100.0	5,004	—	—
Russia	—	7,500	+ 7,500	100.0	7,062	—	—
Greece	—	—	—	—	—	21,035	—
Total	3,271,643	2,844,693	- 426,950	13.1	11,693,461	14,473,003	236,939
Coastwise	67,315	99,716	+ 32,401	48.1	319,307	257,707	4,573
Grand total	3,338,958	2,944,409	- 394,549	—	12,012,768	14,730,800	241,512

Declared Sales at Rio and Santos 160,717 bags, as against 192,281 bags for previous week.

No Enemy Shipments from Rio or Santos.

F.O.B. Value of Clearances Overseas:—

	1916-17		1917-18	
	Bags	£	Bags	£
1 July to 10 Oct.	3,271,643	7,787,535	2,844,693	5,529,040
11 Oct. to 30 June	8,421,818	20,377,503	—	—
	11,693,461	28,165,038	—	—

Clearances from Victoria during September, 1917:—

Kentuckian, United States	30,000
Pacific, United States	51,000
Times, United States	7,500
Anglia, United States	22,000
Rio and Coastwise	8,160
Total	118,660

Total Export during September, 1917:

	U.S.A.	Coastwise	Total
Hard, Rand & Co.	34,000	—	34,000
Arbuckle & Co.	29,500	—	29,500
Cruz, Sobrinhos & Co.	7,000	90	7,090
Vivacqua & Irmãos	37,000	1,280	38,280
A. Prado & Co.	3,000	5,885	8,885
Companhia Commercial	—	795	795
Sundries	—	110	110
Total	110,500	8,160	118,660

Total Exports from 1st July to 30 Sept, 1917:—

	U.S.A.	Coastwise	Total
Hard, Rand & Co.	66,650	—	66,650
Arbuckle & Co.	37,250	—	37,250
Cruz, Sobrinhos & Co.	15,000	100	15,100
Vivacqua & Irmãos	62,500	2,905	65,405
A. Prado & Co.	6,000	13,800	19,800
Cia. Commercial	—	2,560	2,560
Sundries	—	143	143
Total	187,400	19,508	206,908

Total Export from 1 July, 1916 to 30 Sept, 1916, 137,045 bags.
Total export from 1 July, 1916, to 30 June, 1917, 503,780 bags.

—Circular of Minford, Lueder ... Co., Sept. 14:—The demand for spot coffee is very limited. The visible supply of the United States is large and is now 815,878 bags larger than last year. There is no news yet concerning the growing Brazil crop. The Santos receipts are now restricted to 50,000 bags daily. Cables have been received that the Government has begun to buy coffee in Santos in order to stabilize prices. The basis is said to be 4\$900 for Santos 4s, which is about equal to 8c. f.o.b. in Santos. This may, if continued on a scale that absorbs the excess not required over 30,000 bags, tend to keep prices steady, but the coffee is not consumed and will to be sold eventually, and if financed by the issuing of more paper currency, will probably affect the price of exchange and thus enable U.S. buyers to purchase at unchanged prices. It is the general impression that there will be no tax on coffee of any kind. The question is now in the hands of a Conference Committee of the Senate and House, and will probably be decided within the next fortnight. Freight rates from Brazil are reported irregular and tonnage more plentiful. We quote prices nominally unchanged.

Cost and Freight.—A fair amount of sales has been put over. Deliveries of Brazil coffee in the United States average as usual. For the 13 days of September they are 155,644 bags, compared with 174,304 bags in August and 153,655 bags last year.

Mills.—The demand is very light. There is little change in spot stocks. There is more disposition shown to force sales of the lower grades, like Truxillos. The strict embargo on shipments to Europe has also had its effect. The arrivals for the first 10 days of September in the United States were 33,884 bags and the deliveries 35,659 bags.

Coffee Futures.—Trading on the Exchange has been inactive. The market is so narrow that any good sized orders to buy or sell affect prices accordingly. Fluctuations have been within a range of 12 points, but prices have averaged lower. At present, there are no indications of any material change either way, but as long as well described Santos No. 3 coffee can be purchased at a laid down cost equal to the December price, no advance can be expected. To-day, the market closed quiet, at 2 points decline on September and on other months from 9 to 12 points decline from last Friday's close.

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	Oct. 10/1917.	Oct. 4 /1917.	Oct. 12/1916.
United States Ports ...	1,785,000	1,718,000	1,117,000
Havre.....	1,501,000	1,829,000	2,132,000
Both.....	3,286,000	3,547,000	3,249,000
Deliveries United States	119,000	96,000	142,000
Visible Supply at United States ports.....	2,844,000	2,425,000	1,866,000

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending October 11th, 1917.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 10 1917	Oct. 4 1917	Oct. 12 1916	Oct. 10 1917	Oct. 12 1916
Central and Leopoldina Ry.....	79,633	85,657	55,945	950,019	733,953
Inland.....	1,090	527	630	4,404	8,889
Coastwise, discharged..	2,880	1,486	4,324	17,306	38,695
Total.....	83,603	87,670	61,499	971,729	781,537
Transferred from Rio to Nictheroy.....	—	—	—	—	12,615
Net Entries at Rio.....	83,603	87,670	61,499	971,729	794,152
Nictheroy from Rio & Leopoldina.....	—	—	—	—	38,206
Total Rio, including Nictheroy & transit.	83,603	87,670	61,499	971,729	832,358
Total Santos:	253,091	297,311	255,292	4,212,097	4,443,491
Total Rio & Santos.	336,694	384,981	316,791	5,183,826	5,275,849

The total entries by the different S. Paulo Railways for the Crop to Oct. 11 1917 were as follows:

	Past Jundiaby	Per Sorocabans and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1917/1916	3,781,259	685,186	4,466,445	4,443,491	—
1916/1917	3,763,010	457,406	4,220,416	4,212,097	—

SALES OF COFFEE.

During the week ending October 11th, 1917.

	Oct. 10/1917.	Oct. 4/1917.	Oct. 12/1916.
Rio.....	80,717	38,281	34,441
Santos.....	108,090	104,000	—
Total.....	188,807	142,281	34,441

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1917 Oct. 10	1917 Oct. 4	1916 Oct. 12	1917 Oct. 10	1916 Oct. 12
Rio.....	21,071	65,760	76,274	715,546	654,188
Nictheroy.....	—	—	—	—	29,145
In transit.....	—	—	—	—	—
Total Rio including Nictheroy & transit.	21,071	65,760	76,274	715,546	683,333
Santos até 11.....	185,201	289,457	107,154	2,264,172	2,746,650
Rio & Santos.....	206,272	355,217	183,428	2,979,718	3,430,013

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending October 11th, 1917.

IN BAGS OF 60 KILOS.

	Oct 10	Oct 4	Oct 10	Oct 4	Crop to Oct 10/1917
	Bags	£	Bags	£	Bags
Rio.....	41,150	30,250	73,485	50,212	616,509
Santos.....	192,759	319,063	332,063	695,578	2,226,340
Total 1917/1918..	233,909	349,313	405,548	745,790	2,842,849
do 1916/1917.	132,204	76,108	376,623	1,669,219	3,271,648

COFFEE SAILED.

During the week ending October 11th, 1917, were consigned to the following destinations:—
IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITER-RANEAN	COAST	RIVER PLATE	CAPIC	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	13,250	28,760	4,371	2,150	—	—	48,531	704,410
Santos....	106,516	79,654	202	6,619	—	—	192,991	2,240,273
1917/1918..	119,766	103,404	4,573	8,769	—	—	241,512	2,944,683
1916/1917..	158,251	—	5,883	3,753	—	—	168,087	3,338,838

OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO Stock on Oct. 4th, 1917.....	288,370
Entries during week ended Oct. 10th, 1917.....	83,583
Loaded «Embarques», for the week Oct. 10th, 1917...	21,071
STOCK IN RIO ON Oct. 10th 1917.....	350,882
Stock at Nictheroy and Porto da Madama on Ilha do Vianna Oct. 4th 1917.....	55,654
« Afloat on Oct. 4th, 1917.....	68,994
Entries at Nictheroy plus total embarques including transit.....	21,071
Deduct: embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week Oct. 10th, 1917.....	48,521
STOCK IN NICTHEROY AND AFLOAT ON Oct. 10th, 1917.....	77,398
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON Oct. 10th, 1917.....	428,280
SANTOS Stock on Oct. 4th 1917.....	2,769,956
Entries for week ended Oct. 10th 1917.....	253,691
Loaded (embarques) during same week.....	3,023,650
STOCK IN SANTOS ON Oct. 13th, 1917..	185,201
Stock in Rio and Santos on Oct. 10th, 1917..	2,237,849
do do on Oct. 4th, 1917...	3,286,129
do do on Oct. 12th, 1916.	3,163,177
	2,571,280

COFFEE PRICE CURRENT.

During the week ending October 4th, 1917.

	Oct. 5	Oct. 6	Oct. 8	Oct. 9	Oct. 10	Oct. 11	Average	Closing Oct 13
RIO—								
Market N. 6 10k..	—	4.971	4.911	—	4.766	—	—	—
» N. 7	4.971	5.039	5.039	4.902	4.954	—	4.936	—
» N. 8	4.834	4.584	4.894	4.766	4.630	—	4.800	—
» N. 9	4.698	4.698	4.698	4.630	4.494	—	4.664	—
SANTOS—								
Superior per 10 k..	4.900	4.900	4.900	4.900	4.900	—	4.900	—
Good Average.....	4.200	4.200	4.300	4.300	4.300	—	4.300	—
Baso N. 4.....	—	—	—	—	—	—	—	—
N. YORK, per lb..								
Spot Rio N. 7 cent.	—	3/8	—	—	—	—	—	—
» 9	—	5/8	—	—	—	—	—	—
» Santos 7	—	—	—	—	—	—	—	—
» 8	—	—	—	—	—	—	—	—
Options—								
» Dec....	7.23	7.28	7.26	7.28	7.28	7.30	7.27	—
» Mar....	7.47	7.51	7.50	7.52	7.50	7.52	7.50	—
» May....	7.66	7.71	7.70	7.71	7.68	7.70	7.69	—
HAVRE per 50 kilos								
Options..... francs								
» Dec....	103.50	103.75	103.50	103.50	105.00	104.75	104.00	104.75
» Mar....	101.50	—	101.75	—	102.50	102.50	102.00	102.50
» May....	—	101.00	101.00	—	102.00	—	101.33	—
HAMBURG per 1/2 k								
Options..... pfeunig								
» Dec....	—	—	—	—	—	—	—	—
» Mar....	—	—	—	—	—	—	—	—
» May....	—	—	—	—	—	—	—	—
LONDON cwt.								
Options..... shillings								
» Dec....	67/3	67/3	67/-	68/9	67/3	68/9	67/3	68/9
» Mar....	—	—	—	—	—	—	—	—
» May....	68/9	68/9	68/9	68/9	69/-	68/9	68/9	69/-

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MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending October 11th, 1917.

DESNA—Argentina	McKinley & Co	100	
Ditto "	Jessouroun Irmaos	75	175
HENRIK IBSEN—United States			
Ditto "	Leon Israel & Co	3,000	
Ditto "	Hard, Rand & Co	3,600	
Ditto "	Grace & Co	3,000	
Ditto "	Louis Boher & Co	2,250	
Ditto "	Castro Silva & Co	1,250	
Ditto "	McKinley & Co	750	13,250
CAMOENS—Argentina			
Ditto "	Roberto do Couto	1,000	
Ditto "	Castro Silva & Co	750	
Ditto "	Norton Megaw & Co	100	
Ditto—Uruguay	Hard, Rand & Co	125	1,975
ACARY—France			
Ditto "	Produce Warrants Co.	5,000	
Ditto "	Castro Silva & Co	2,500	
Ditto "	Isnard & Co	4,000	
Ditto "	Costa Ribeiro & Co	1,000	
Ditto "	Carlo Pareto & Co	5,000	
Ditto "	Louis Boher & Co	750	
Ditto "	Norton Megaw & Co	8,500	
Ditto "	Pinto & Co	2,000	28,750
	Total overseas		44,170

RIO—COASTWISE.

ITAQUI—North Brazil	Theodor Wille & Co	75	
Ditto "	Ornstein & Co	425	
Ditto "	Cabedello & Co	25	525
ITAPUCA—South Brazil			
Ditto "	Castro Silva & Co	1,150	
Ditto "	O. Maia & Co	200	
Ditto "	Ornstein & Co	300	1,650
BAHIA—North Brazil			
Ditto "	McKinley & Co	210	
Ditto "	Theodor Wille & Co	260	
Ditto "	Monarcho Pina & Co.	150	620
ITABERA—South Brazil			
Ditto "	Castro Silva & Co	204	
Ditto "	Sequeira & Co	50	
Ditto "	H. Barcellos	100	
Ditto "	Ornstein & Co	100	
Ditto "	McKinley & Co	50	
Ditto "	Louis Boher & Co	100	721
ITAPUHY—North Brazil			
Ditto "	S. Oliveira	50	
Ditto "	McKinley & Co	65	
Ditto "	Theodor Wille & Co	110	
Ditto "	Ornstein & Co	510	
Ditto "	Sequeira & Co	100	
Ditto "	Kastrup & Co	20	855
	Total coastwise		4,371

SANTOS.

During the week ending October 11th, 1917.

BELEM—Italy	Cia. Prado Chaves	20,000	
Ditto "	Enea Malagutti	6,015	
Ditto "	Baccarat & Co	3,500	
Ditto "	Whitaker Brotero & C.	3,000	
Ditto "	Picone & Co	3,000	
Ditto "	Levy & Co	2,750	
Ditto "	Grace & Co	2,000	
Ditto "	Naumann Gepp & Co.	2,000	
Ditto "	Hard, Rand & Co	2,000	
Ditto "	Cia. Leme Ferreira	2,000	
Ditto "	Silva Ferreira & Co	2,000	
Ditto "	Irmaos Flaccadori	1,000	
Ditto "	Jessouroun Irmaos	1,000	

Ditto "	Santos Coffee Co.	1,000	
Ditto "	Leite Santos & Co	1,000	
Ditto "	Souza Q. Lins & Co	500	
Ditto "	N. Pizano & Co	100	
Ditto "	Pascual & Co	64	
Ditto "	J. J. Figueiredo & Co.	2	
Ditto "	F. S. Hampshire & Co.	2	
Ditto "	S. A. Martinelli	1	52,934

PHIDIAS—Argentina Per last Issue — 2,070

HENRIK IBSEN—United States			
Ditto "	Leon Israel & Co	12,500	
Ditto "	J. Aron & Co	9,600	
Ditto "	Hard, Rand & Co	10,000	
Ditto "	S. A. M. Wright	8,301	
Ditto "	Grace & Co	8,000	
Ditto "	Ed. Johnston & Co	6,250	
Ditto "	Cia. Atlantica de Café	6,000	
Ditto "	Picone & Co	5,500	
Ditto "	Naumann Gepp & Co.	5,000	
Ditto "	E. Alves Toledo & Co.	1,250	
Ditto "	Cia. Leme Ferreira	1,000	
Ditto "	Arbuckle & Co	1,000	
Ditto "	Santos Coffee Co	750	
Ditto "	Levy & Co	500	
Ditto "	Jessouroun Irmaos	250	75,901

DESNA—Argentina	E. Alves Toledo & Co.	454	
Ditto "	Raphael Sampaio & C.	400	
Ditto "	Cia. Leme Ferreira	388	
Ditto "	Freitas L. Nogueira & C.	300	
Ditto "	Naumann Gepp & Co.	300	
Ditto "	Antunes Santos & Co.	262	
Ditto "	Jessouroun Irmaos	58	
Ditto "	Cia. Fugliasi	50	
Ditto "	Nino Payanetto	50	
Ditto "	I. R. F. Matarazzo	2	
Ditto—Uruguay	Levy & Co	210	2,449

TOSCANA—Italy			
Ditto "	I. R. F. Matarazzo	1,000	
Ditto "	Freitas L. Nogueira	2,000	
Ditto—Consumption	Picone & Co	50	
Ditto "	Nino Paganetto	25	
Ditto "	Prado Ferreira & Co	10	3,095

CAMOENS—Uruguay Raphael Sampaio & C. — 200

CAVOUR—Argentina			
Ditto "	Levy & Co	965	
Ditto "	J. C. Mello & Co	250	
Ditto "	J. de Almeida Cardia	300	
Ditto "	Freitas L. Nogueira & C.	150	
Ditto—Consumption	Campos Poccia	33	
Ditto "	V. Lucio & Co	2	1,700

HERMES—United States Hard, Rand & Co — 30,615

SIRIO—Uruguay Baccarat & Co — 200.

LIGER—France Sundry shippers — 23,625

Total overseas — 197,789

SANTOS—COASTWISE

ITAPUCA—South Brazil	Diebold & Co	—	176
OYAPOOK—North Brazil	Cerquinho Rinaldi	—	1
ITABERA—South Brazil	Jessouroun Irmaos	—	25
	Total coastwise	—	202

VICTORIA.

SAN JUAN—United States Hard, Rand & Co — 25,000

Note.—DeDtailed manifest of Liger not yet to hand.

PERNAMBUCO MARKET REPORT.

Pernambuco, 5th October, 1917.

Sugar. The entry last month came to 107,848 bags compared with 112,163 bags for same month last year, showing shortage on last crop of 4,315 bags, but matters are improving again and for first ten days of present month the entry has been 20,096 bags compared with 13,917 bags for same date last year; even so this is less than had been expected, but with no steamers available the market is again weaker and home markets are disposed to hold off buying for a time and little or no business is reported. This is attributed to impossibility of naming any certain shipping date, although the constant reductions in prices are influencing buyers south, who doubtless hope prices will go much lower before they require to buy, but in this they may—as so often in the past—find themselves mistaken, as though for the moment prices are flat, there is an undercurrent of firmness for futures so soon as freight room is obtainable. A feature of the week is renewed interest in bruto secco for export and the s.s. Tungus took about 7,000 bags for New York and there are buyers in the market for November delivery at 4\$200, but so far sellers will not accept the price and terms offered and if the States want any quantity of these low grade sugars they will probably be offering for yellow crystals, which would at once firm up the market for all kinds, as such competition would be sure to react on the Plate markets, which would not like to see any large quantities going out now to the States while their own necessities are still far from provided for; hence the outlook for much lower prices does not seem by any means certain and for the moment dealers are not quoting except for prompt sale. To-day's market prices were: Usinas 8\$500 to 9\$, white crystals 8\$600 to 8\$700, whites 3a 8\$ to 8\$200, somenos 6\$400 to 6\$600, bruto secco 3\$800 to 4\$200 a granel. These quotations show that white crystals are in demand at prices equal to usinas and that proves that there are still sales made at higher prices which are not yet completed.

Shipments during the week have been: Rio nothing, Santos 600 bags, Rio Grande ports 3,068 bags, Northern ports 11,200 bags, Montevideo 9,500 bags, Buenos Aires 13,200 bags, besides the s.s. Traveler and Inkosi both left for U.K. via Maccio, but manifests are not yet available.

Cotton. The September entry was 10,354 bags compared with 18,989 bags in same month last year and for first two days of present month only 591 bags have come in against 1,637 bags for same date last year. The market has been irregular and undecided after the prompt sale at 38\$, sellers being hard to deal with, but finally one accepted 37\$ for 300 bags November delivery, after which price dropped to 36\$, but no sellers were found at this figure and on 2nd a shipper paid 37\$ for 200 bags prompt delivery and price then dropped once more to 36\$ but with many buyers at the price, and consequently no further sales have taken place and market closes firm at 36\$ from shippers, with no sellers under 38\$ at the moment. The weather during the week has been quite fine. Cotton receivers are, however, disappointed to find entries so far below those of last year at this time and many attribute it to the pink worm, others, however, think planters are holding back supplies in view of the late erratic movement in prices and hope thereby to influence market to upward trend once more and if urgent orders come along shortly and stuff can be shipped, they may succeed for a time until it becomes more certain what crop prospects really are. Shipments during the week have been: Rio 200 pressed bales, Santos 300 bales, Itajahy 260 bales and Bahia 400 bags.

Coffee market unchanged at 9\$ to 9\$500 for old crop and 1\$ less for new crop.

Cereals. Milho 7\$500 to 7\$800 per bag of 60 kilos; beans, 21\$ to 22\$ per bag of 60 kilos imports from south and 23\$ to 24\$ for home grown; farinha, 5\$500 to 7\$500 per bag of 50 kilos according to quality.

Freights. Nothing new and no steamers offered for Europe at present. For coastwise trade there is also great scarcity of tonnage for all directions and plenty of sugar ready for shipment to Plate ports and shippers most anxious to get it off.

Exchange opened on 28th Sept. at 13d for collection, with 1-16d better offered for business, without finding money; 29th, collection was at 12 15-16d, with 13d offered for business; 1st opened with same rates as previous day; 2nd, 12 15-16d for collection and 13d for business, but no money appeared; 3rd, 12 15-16d for collection, weakening off to 12 7-8d after Rio news came to hand and during the day some private paper was done at 13d; 4th, collection at 12 7-8d; but market was firmer and 1-16d better at once was offered for money, but nothing of consequence turned up and market remained firm all day.

Railway News

**THE LEOPOLDINA RAILWAY COMPANY.
ESTIMATED WEEKLY TRAFFIC RECEIPTS.**

Year	Week Ended.	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1917	Oct. 6th.	687:000\$	12 31/32	£ 57,123	£ 1,262,375
1916	" 7th.	682:000\$	12 1/4	£ 34,510	£ 966,410
Increase....	—	5:000\$	23/32	£ 2,313	£ 201,965
Decrease....	—	—	—	—	—

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

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1917	8th. Oct.	728,413\$700	12 15/16	39,236-1-0	1,108,644-12-10
1916	7th. Oct.	616,953\$600	12 7/32	31,410-5-3	1,076,033-3-2
Increase..	—	111,455\$100	23/32	7,855-15-9	32,610-9-5
Decrease..	—	—	—	—	—

Comparison with corresponding week last year:—Differences of exchange, increase, £1,847 13s 3d; meat, increase (20\$800) £1 2s 5d; beans, decrease. (1:973\$800) £106 8s; other traffic, increase (113:408\$100) £6.113 8s 1d; total increase, £7,855 15s 9d.

BEANS

**MANIFESTS OF BEANS.
RIO DE JANEIRO.**

During the week ending October 11th, 1917.

ACARY—France	Carlos Coutinho	—	1
SANTOS.			
HENRIK IBSEN—United States ..	Santos Coffee Co.....	750	
Ditto— "	Jessouroun Irmaos ..	750	2,000
Ditto "	Levy & Co	500	
BELEM—Italy	Levy & Co	—	1,250
		Total Overseas	3,250
		Rio	2,000
		Santos	1,250
		Total	1,250
United States		1	1
Italy		—	—
France		—	—

Total for week

Total for week	1	3,250	3,251
Ditto, 1 to 11 October	1	5,030	5,031
Ditto, 1 Jan. to 11 October	598,035	620,090	1,218,125

At £1.189 per bag, f.o.b. value for the week works out at £3,865 and for the month of October to date at £6,031.

Closing quotations at Santos on 11th October ruled 25\$500 to 26\$ per bag of 60 kilos for mulatinho, against 24\$500 to 25\$ for previous week. There is great demand for mulatinho beans for export in the Santos market. Black beans quoted 18\$ to 19\$ per bag, but little demand and white beans at 32\$.

RICE

MANIFESTS OF RICE. RIO DE JANEIRO.

During the week ending October 11th, 1917.

ACARY—France Carlos Coutinho 1

SANTOS

MESNA—Argentina J. Aron & Co 500
Ditto— Cia. Puglisi 30 530

Destination	Rio	Santos	Total
Argentina	—	530	530
France	1	—	1

Total for week	1	530	531
Ditto, 1 to 11 October	1	530	531
Ditto, 1 Jan. to 11 October	45,734	386,113	431,847

At £1.855 per bag, f.o.b. value for the week and month of October to date works out at £985.

The Santos market was completely paralysed during the week under review and there was absolutely no demand for rice. The high freight by national lines for Havre is the cause of the stoppage of exports.

MEAT

Shipments of Meat from the ports of Rio and Santos during week ending 11th October were as follows, in tons of 1,000 kilos:

Destinations—

	Rio	Santos	Total
La Blanca, Italy	—	2,800	2,800
Toscana, consumption	—	7	7

Total for week and month to date — 2,807 2,807

At £48.457 per ton, f.o.b. value for the week and month of October to date works out at £136,018.

Exports of Meat, 9 months, January-September.

	1915	1916	1917
January	11	1,179	6,653
February	76	1,798	8,873
March	49	1,300	2,767
April	210	1,951	5,369
May	36	4,737	6,059
June	573	1,425	6,542
July	280	6,851	3,959
August	1,411	473	7,659
September	711	6,588	3,189
9 months	3,357	26,302	50,470
Origin—Rio de Janeiro	46	11,311	28,154
Santos	3,311	14,991	21,316
9 months	3,357	26,302	50,470
Destinations—United States	414	2,387	875
Egypt	—	—	2,928
United Kingdom	2,717	4,760	3,029
France	52	4,373	2,928
Italy	174	14,782	40,710
9 months	3,357	26,302	50,470

Value F.O.B.: 1915, £120,268; 1916, £1,084,223; 1917, £2,152,608.

Exports of meat commenced in 1914 with 1,425 kilos; for the 12 months 1915 total exports reached 8,514 tons; 33,661 tons in 1916, and for only 9 months of the current year have already reached £50,470 tons.

MANGANESE

Shipments of Manganese during the week ending 11 October were as follows, in tons of 1,000 kilos: California, from Rio, 6,250; Bylayl, from Bahia, 4,835; total 11,085 tons.

At £6.461 per ton, f.o.b. value for the week works out at £76,272 and for the month at £97,303.

EXPORTS OF SUNDRY PRODUCE.

From Rio:

Hides—Acary, United Kingdom	43,146
Tapicca—Acary, France	Bags 1,000
Mandicca Flour—Acary, France	Bags 3,000
Coccanut Oil—Acary, France	Barrels 50
Sugar—Cubutão, Argentina	Bags 35,087

From Santos:—

Lard—Belem, Italy	Cases 4,000
-------------------------	-------------

SHIPPING

Engagements. Royal Mail and French Lines have no new engagements.

Lampart and Holt.—No new engagements. The United States Government having requisitioned all American tonnage, the American s.s. Felix Taussig, chartered by this company, will in all probability be taken off this route.

The French Government has at last followed the example of Great Britain and the United States and requisitioned all French tonnage.

In consequence engagements of 120,000 bags for the s.s. Rigel and Provence of the Chargeurs Reunis Lines are cancelled and these ships will proceed to load at the Plate on Government account. We understand that the s.s. Duplex has likewise been requisitioned and will also proceed to Buenos Aires to load.

This puts shippers who had engaged cargo for these boats in an awkward position and pressure is being brought to bear on the Lloyd Brasileiro to detail a steamer for this cargo, but so far without effect, seeing that no more ex-German boats will be available for some weeks.

The Freight Market.—Argentina. The Brazilian market is easy, especially for Santos, for which destination there is a lack of cargo and an excess of tonnage. Wheat is quoted at \$8 for that port and \$9 for Rio de Janeiro. Hay is offered at \$15 and general cargo is conspicuous by its absence.—“Times of Argentina,” 1 Oct.

“Shipping,” ex-“Shipping Illustrated.” The reasons for change of title of this interesting and useful publication are explained in the first number issued under the new title of 8 Sept. The size and form has been altered for typographical reasons and the title because the paper has grown to such importance as to make the awkward qualification “illustrated” unnecessary. “Shipping Illustrated” or merely “Shipping” under whatever guise or title it may be published will always be appreciated by all interested in the design, building, operating, financing, chartering, navigation, insurance or sale of ships and by none more so than ourselves. We gratefully recognise the aid that “Shipping Illustrated” has been to ourselves, but unlike some others have always given credit where credit is due by acknowledging the origin of excerpts.

German ships in Dutch Colonies. Seven German ships lying in Dutch East Indian harbours, says "Shipping," were offered by the German Government in compensation for the seven Dutch steamers sunk on Feb. 22 by German submarines off Falmouth. Whether the deal was carried through or no we are not told, but it would seem to be rather cheap compensation if the following account from the Amsterdam "Telegraaf" is to be trusted:—A Dutch East Indian cannot help smiling when he finds fear expressed that the German and Austrian ships which sought refuge in East Indian harbours might run out to sea as raiders. About 40 steamers fled into our harbours. In the Emma Harbour and the Queen's Bay at Padang are lying the ss. Von Kleist and Rheinland of the North German Lloyd, the Ninive of the Hamburg American Line and an Austrian boat from Fiume, the Orsova. The Von Kleist was lying before Colombo when she received warning telegrams and she ran full speed to Padang. It will not be long before these ships require no more watching. The vegetative power of the tropical flora is so overwhelming that unused buildings are in a short time covered with foliage. Not less luxuriant is the growth of shells and corals. It is not unusual to find old crocodiles with an armour of shells. The steamers now lying idle must now be crusted with a layer of coral and shell of from 20 to 30m. thick. About a year ago attempts were made under supervision of the harbour authorities to get some movement in the Von Kleist. After many days' work no greater speed than five knots could be got out of her, although the ships originally had a speed of 20 knots. Danger of their escape as fast running raiders exists only in the imagination of the ignorant. The Germans may be happy if the ships can be used again after months of clearing in dock.

—Three German spies have been convicted at Bergen for supplying information to submarines regarding the sailing time of vessels which later were torpedoed. Capt. Laven and Officer Schwartz, German citizens, and Thorsen, a Norwegian, all were given terms in the penitentiary. Laven was sentenced to five years, Schwartz to four and Thorsen to ten years' imprisonment. Captain Laven admitted that he worked under instructions from the German authorities. He said that German subjects were forced to obey such orders. Norwegian newspapers in commenting on the trial emphasise that the country must take note of the fact that German subjects obey orders from their home country.

—Almost all former German vessels now in the U.S. Navy have been given new names. Secretary Daniels has issued an order changing the names of 12 ships as a result of his attention having been called to the embarrassment the sailors were subjected to by being compelled to wear upon their hat bands names such as Kaiser Wilhelm II. The change of names are: Vaterland to Leviathan, Kronprinzessin Cecilie to Mount Vernon, Kaiser Wilhelm II to Agamemnon, Amerika to America, Hamburg to Powhatan, Grosser Kurfurst to Acolus, Koenig Wilhelm II to Madawaska, Neckar to Antigone, Rhein to Susquehanna, Princess Irene to Pocahontas, Frederick der Grosse to Huron, Barbarossa to Mercury. The George Washington, President Lincoln and President Grant will not be renamed. The names of the tugs Pocahontas, Huron and Powhatan are changed to Allegheny, Chemung and Cayuga respectively.

Foreign Ships at British Ports. Many will look in vain to the report for any such robust declaration as that adopted last week by the International Conference of Seamen and Firemen of the Allied and neutral nations, to the effect that "unless the present methods of Austro-German submarine warfare do cease, we will refuse in future to sail in any ships carrying seamen of the Central Powers." No doubt the Shipowners' Committee, when preparing the report, had not before them the particulars of the German Shipping Subsidy Bill, for it would scarcely be an adequate answer to this scheme to suggest merely that "foreign ships which use British ports should be made to contribute to the upkeep although they do not actually enter those ports." The absurdity of the law under which German liners were allowed to call off British ports, embarking and disembarking passengers by tenders, and avoiding the payment of dues, has long been generally recognized. The alteration of the law on this subject would only have the effect of putting British and German shipping on an equality, while to many it would seem necessary for this country at least

to retain some means of combating, if necessary, the effect of all the State subsidies and encouragement bestowed on the German mercantile marine.

Arrivals at Rio and Santos for the month of September, 1917.

Flag	Rio		Santos		Total	
	No.	Tons	No.	Tons	No.	Tons
British	15	60,242	8	35,615	23	95,857
French	9	32,792	6	26,415	15	59,207
Italian	2	7,987	4	16,429	6	24,416
American	14	45,976	4	15,193	18	61,169
Braz., verseas	17	23,290	8	8,244	25	31,534
Scandinavian	19	31,758	13	22,082	32	53,840
Dutch	1	4,960	1	4,960	2	9,920
Spanish	—	—	2	5,066	2	5,066
Greek	1	498	—	—	1	498
Argentine	—	—	1	618	1	618
Total overseas	78	207,503	47	134,622	125	342,125
Braz., coastwise	48	49,398	54	40,907	102	90,305
Total for Sept.	126	256,901	101	175,529	227	432,430
Ditto, August	119	198,823	87	142,670	206	341,493
Ditto, July	120	226,218	96	170,653	216	396,871
Ditto, June	121	241,601	101	152,013	222	393,614

Overseas arrivals in September were 125 vessels aggregating 342,125 tons against 114 vessels aggregating 281,095 tons in August. Of the former the Scandinavian flags top the list with 32 vessels the Brazilian overseas flag second, British third, American fourth, French fifth, Italian sixth and the rest nowhere.

The increase in arrivals is due partly to arrival in batches of Brazilian vessels which were for some months hung up at Havre and Cardiff for want of coal.

Submarine Losses. The following table shows the particulars issued by the British Admiralty relative to arrivals, sailings and vessels sunk during the seven days ending Feb. 24 and each week following:—

Week Ending	ARRIVALS (British and Foreign).	SAILINGS (British and Foreign).	BRITISH VESSELS SUNK		(British Mercantile Vessels unsuccessfully attacked by Submarines)	BRITISH FISHING VESSELS SUNK
			1600 tons gross or over	Under 1600 tons gross		
Feb. 24	2,280	2,261	16	6	16	5
Mar. 4	2,528	2,477	15	8	15	2
Mar. 11	1,985	1,959	12	4	12	3
Mar. 18	2,528	2,554	17	8	20	21
Mar. 25	2,314	2,433	18	7	11	14
April 1	2,281	2,399	16	13	16	6
April 8	2,406	2,367	17	2	14	6
April 15	2,379	2,331	19	9	15	12
April 22	2,585	2,621	40	15	27	9
April 29	2,716	2,690	38	13	24	8
May 6	2,374	2,499	22	24	34	16
May 13	2,568	2,552	18	5	19	3
May 20	2,864	2,759	18	9	9	3
May 27	2,719	2,769	1	18	17	2
June 3	2,642	2,693	15	3	17	5
June 10	2,767	2,822	22	10	20	6
June 17	2,897	2,933	27	5	31	—
June 24	2,876	2,923	21	7	22	—
July 1	2,745	2,546	15	5	16	11
July 8	2,898	2,798	14	3	17	7
July 15	2,828	2,920	14	4	12	8
July 22	2,791	2,791	21	2	15	1
July 29	2,747	2,776	18	3	9	—
Aug 5	2,673	2,796	21	3	13	—
Aug. 12	2,776	2,666	14	2	13	3
Aug. 19	2,818	2,764	15	3	12	2
Aug. 26	2,629	2,680	18	5	6	—
Sept. 2	2,884	2,432	20	3	9	—
Sept. 9	2,744	2,868	12	6	12	4
Sept. 16	2,695	2,737	8	20	6	1
Sept. 23	2,775	2,691	13	2	10	—
Sept. 30	2,680	2,742	11	2	16	—
Oct. 7	2,519	2,632	14	2	5	3

BOATS LOADING OR EXPECTED TO LOAD COFFEE.

	Capacity	FOR THE UNITED STATES.			Rate of freight
		Rio	Santos	Engagements Total	
Gracia (Swedish) October	80,000	—	—	—	\$1.40
Saga (Swedish) October	50,000	10,000	20,000	30,000	\$1.40
Belos (Swedish) October	60,000	—	—	—	\$2.00 New Orleans
Talisman (Swedish) Oct./Nov.	50,000	—	—	—	
Avaré (Braz.) October	70,000	—	—	—	\$1.40 & 5%
Fager (Swedish) October	35,000	10,000	—	10,000	\$1.80 N. Orleans.
Admiral Seebree (American) Oct., Prod. Warr.	40,000	—	—	—	\$1.60 New Orleans

FOR SOUTH AFRICA AND EAST.

Tacoma Maru (Japanese) November	120,000	—	—	—	
Taubaté (Brazilian) October	100,000	40,000	—	40,000	180s.

FOR EUROPE.

San José (Norw) October	45,000	—	—	—	750/800fcs 1,000k. Gen
Campeiro (Braz.) October	55,000	—	—	—	Ditto, Marsls. or Gen.
Rio Amazonas (Braz.) November	736,000	—	—	—	Ditto, Genoa only.
Neuquem (Braz.) October	30,000	—	—	—	Ditto, Marsls. & Gen.
Leon XIII (Spanish) October	10,000	—	—	—	602s to 606s & 5%
Holmblad (Danish) October	20,000	—	—	—	700 fcs. 900 kilos
Corcovado (Braz.) October	*60,000	—	—	—	750fcs per 900 kilos.
Gualyba (Braz.) October	*32,000	—	—	—	750fcs per 900 kilos.
Taquary (Braz.) October	*33,000	—	—	—	750fcs per 900 kilos.
Tibagy (Braz.) October	*33,000	—	—	—	
B.A.H.W. No. 17 (Argent.) Produce War. Oct.	6,000	6,000	—	6,000	
Helena (Braz) Produce Warrants, Oct.	6,000	6,000	—	6,000	
Hollandia (Dutch) November	30,000	—	—	—	
Valbanera (Spanish) November	20,000	—	—	—	
Carlina (Spanish) November	20,000	—	—	—	

Capacity by Flag.

*Coffee and/or Cereals.

N. —All French boats have been taken off the berth.

	Capacity.	October			November			Total
		For United States—	For Europe—	For South Africa and East—	For United States—	For Europe—	For South Africa and East—	
For United States	385,000	385,000	—	—	40,000	—	40,000	
For Europe	330,000	330,000	106,000	—	70,000	—	70,000	
South Africa & East.....	100,000	100,000	120,000	—	—	—	220,000	
		<u>815,000</u>	<u>226,000</u>	<u>1,041,000</u>	<u>385,000</u>	<u>—</u>	<u>385,000</u>	
					<u>330,000</u>	<u>106,000</u>	<u>436,000</u>	
					<u>100,000</u>	<u>—</u>	<u>100,000</u>	
					<u>—</u>	<u>120,000</u>	<u>120,000</u>	
					<u>100,000</u>	<u>120,000</u>	<u>220,000</u>	

Vessels Arriving at the Ports of Rio and Santos during week ending 10th October, 1917.

Flag	Rio		Santos		Total	
	No.	Tons	No.	Tons	No.	Tons
British	3	10,562	4	22,561	7	33,123
French	1	3,530	1	3,530	2	7,060
Italian	—	—	2	7,070	2	7,070
Braz., overseas	5	8,188	—	—	5	8,188
Scandinavian	4	6,401	3	4,256	7	10,657
Total overseas	13	28,681	10	37,417	23	66,098
Braz., coastwise	17	14,326	14	8,443	31	22,769
Total for week	30	43,007	24	45,860	54	88,867
Diitto, 4th October	29	65,773	25	45,236	54	111,009

Overseas arrivals at the two ports during the week ending 10 October were 23 vessels aggregating 66,098 tons against 30 of 90,649 tons for previous week. The British and Scandinavian flags top the list with 7 vessels each, the Brazilian overseas flag coming second and Italian and French flags equal third.

VESSELS ARRIVING AT THE PORT OR RIO DE JANEIRO

During the week ending October 11th, 1917.

ITAPUACA, Brazilian s.s., 869 tons, from Brazilian ports
 ITAIPAVA, Brazilian s.s., 613 tons, from Brazilian ports
 ITAUBA, Brazilian s.s., 825 tons, from Brazilian ports
 TOSCANA, Italian s.s., 2559 tons, from Argentina
 GUAHYBA, Brazilian s.s., 654 tons, from Brazilian ports
 CAMOENS, British s.s., 2640 tons, from United Kingdom
 DESNA, British s.s., 7255 tons, from United Kingdom
 HERMES, Swedish s.s., 845 tons, from Brazilian ports
 OYAPOCK, Brazilian s.s., 143 tons, from Brazilian ports
 S. DOURADO, Brazilian s.s., 515 tons, from Uruguay
 GRAECIA, Swedish s.s., 1727 tons, from United States
 TIBAGY, Brazilian s.s., 854 tons, from Brazilian ports
 ITABERA, Brazilian s.s., 927 tons, from Brazilian ports
 HOLBEIN, British s.s., 3917 tons, from United Kingdom
 JOANNA, Brazilian s.s., 71 tons, from Brazilian ports
 LIGER, French s.s., 3530 tons, from Argentina
 CAVOUR, British s.s., 3200 tons, from Italy
 ITAQUERA, Brazilian s.s., 926 tons, from Brazilian ports
 ITAPACY, Brazilian s.s., 510 tons, from Brazilian ports
 MONTE BRANCO, Italian s.s., 4511 tons, from Argentina
 SIRIO, Brazilian s.s., 554 tons, from Brazilian ports
 BRAGANCA, Brazilian s.s., 751 tons, from Brazilian ports
 ANNA, Brazilian s.s., 247 tons, from Brazilian ports
 SGA, Swedish s.s., 1684 tons, from United States
 LA BLANCA, British s.s., 5549 tons, from Uruguay

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending October 11th, 1917.

CORCOVADO, Brazilian s.s., 1916 tons, for France
 KANGAROO, French s.s., 105 tons, for Africa
 GIRAFFE, French s.s., 143 tons, for Africa
 HERMES, Swedish s.s., 890 tons, for Brazilian ports
 BAHIA, Brazilian s.s., 2084 tons, for Brazilian ports
 CAMOENS, British s.s., 2640 tons, for Argentina
 DESNA, British s.s., 7255 tons, for Argentina
 VASARI, British s.s., 6352 tons, for Argentina
 CUBATAO, Brazilian s.s., 1080 tons, for Argentina
 TIBAGY, Brazilian s.s., 1552 tons, for France
 GRAECIA, Swedish s.s., 1727 tons, for Brazilian ports
 ITAPUHY, Brazilian s.s., 1236 tons, for Brazilian ports
 CALIFORNIAN, American s.s., 3717 tons, for United States
 HOLBEIN, British s.s., 3908 tons, for Brazilian ports
 PLANETA, Brazilian s.s., 255 tons, for Brazilian ports

ITANEMA, Brazilian s.s., 553 tons, for Brazilian ports
 ITABERA, Brazilian s.s., 1201 tons, for Brazilian ports
 HENRIK IBSEN, Norwegian s.s., 2960 tons, for United States
 FIDELENSE, Brazilian s.s., 259 tons, for Brazilian ports
 CARANGOLA, Brazilian s.s., 258 tons, for Brazilian ports
 ITAPACY, Brazilian s.s., 717 tons, for Brazilian ports
 SIRIO, Brazilian s.s., 970 tons, for Uruguay
 ANNA, Brazilian s.s., 364 tons, for Brazilian ports
 ITAJURU, Brazilian s.s., 180 tons, for Brazilian ports
 GURUPY, Brazilian s.s., 1221 tons, for France
 TRITAO, Brazilian tug, 45 tons, for Brazilian ports
 MONTE MORENO, Brazilian s.s., 542 tons, for Brazilian ports
 MANTIQUEIRA, Brazilian s.s., 1045 tons, for Argentina
 TAPAJOZ, Brazilian s.s., 2442 tons, for Argentina
 DAYLIFE, American lugger, 1601 tons, for Brazilian ports
 ITAIPAVA, Brazilian s.s., 707 tons, for Brazilian ports
 ITAUBA, Brazilian s.s., 826 tons, for Brazilian ports
 STEINSUND, Norwegian barque, 2475 tons, for United States
 OYAPOCK, Brazilian s.s., 439 tons, for Brazilian ports
 GEN. PUERRYDON, Argentine s.s., 266 tons, for Brazilian ports
 BORDLEA, British s.s., 3548 tons, for Africa

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending October 11th, 1917.

ITAPUCA, Brazilian s.s., 869 tons, from Brazilian ports
 ITAIPAVA, Brazilian s.s., 613 tons, from Brazilian ports
 ITAUBA, Brazilian s.s., 825 tons, from Brazilian ports
 TOSCANA, Italian s.s., 2559 tons, from Argentina
 GUAHYBA, Brazilian s.s., 654 tons, from Brazilian ports
 CAMOENS, British s.s., 2640 tons, from United Kingdom
 DESNA, British s.s., 7255 tons, from United Kingdom
 HERMES, Swedish s.s., 845 tons, from Brazilian ports
 OYAPOCK, Brazilian s.s., 143 tons, from Brazilian ports
 S. DOURADO, Brazilian s.s., 515 tons, from Uruguay
 GRAECIA, Swedish s.s., 1727 tons, from United States
 TIBAGY, Brazilian s.s., 854 tons, from Brazilian ports
 ITABERA, Brazilian s.s., 927 tons, from Brazilian ports
 HOLBEIN, British s.s., 3917 tons, from United Kingdom
 JOANNA, Brazilian s.s., 71 tons, from Brazilian ports
 LIGER, French s.s., 3530 tons, from Argentina
 CAVOUR, British s.s., 3200 tons, from Italy
 ITAQUERA, Brazilian s.s., 926 tons, from Brazilian ports
 ITAPACY, Brazilian s.s., 510 tons, from Brazilian ports
 MONTE BRANCO, Italian s.s., 4511 tons, from Argentina
 SIRIO, Brazilian s.s., 554 tons, from Brazilian ports
 BRAGANCA, Brazilian s.s., 751 tons, from Brazilian ports
 ANNA, Brazilian s.s., 247 tons, from Brazilian ports
 SGA, Swedish s.s., 1684 tons, from United States
 LA BLANCA, British s.s., 5549 tons, from Uruguay

VESSELS SAILING FROM THE PORT OF SANTOS.

During the week ending October 11th, 1917.

ITAPUCA, Brazilian s.s., 869 tons, for Brazilian ports
 ITAIPAVA, Brazilian s.s., 613 tons, for Brazilian ports
 JAGUARIBE, Brazilian s.s., 1003 tons, for Brazilian ports
 PHIDIAS, British s.s., 3564 tons, for Argentina
 ITAUBA, Brazilian s.s., 825 tons, for Brazilian ports
 HENRIK IBSEN, Norwegian s.s., 2960 tons, for United States
 DESNA, British s.s., 7255 tons, for Argentina
 TOSCANA, Italian s.s., 2559 tons, for Italy
 TERPSCHORE, British barque, 1935 tons, for British Possessions
 OYAPOCK, Brazilian s.s., 143 tons, for Brazilian ports
 S. DOURADO, Brazilian s.s., 515 tons, for Brazilian ports
 ITABERA, Brazilian s.s., 927 tons, for Brazilian ports
 ITAMARACA, Brazilian s.s., 949 tons, for Brazilian ports
 CAMOENS, British s.s., 2640 tons, for Argentina
 ITAQUERA, Brazilian s.s., 926 tons, for Brazilian ports
 ITAPACY, Brazilian s.s., 510 tons, for Brazilian ports
 LIGER, French s.s., 3530 tons, for France
 CAVOUR, British s.s., 3200 tons, for Argentina
 CLEVEDON, British barque, 1714 tons, for Ireland
 SIRIO, Brazilian s.s., 554 tons, for Uruguay
 ANNA, Brazilian s.s., 247 tons, for Brazilian ports
 HERMES, Swedish s.s., 845 tons, for United States
 S. ROSALIA, American s.s., 3488 tons, for United States

