

Wileman's Brazilian Review

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

VOL. 6

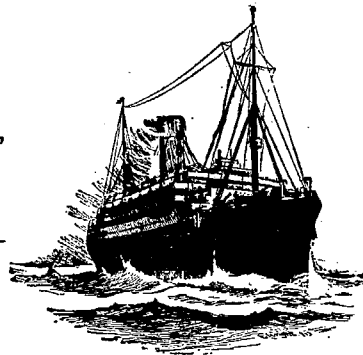
RIO DE JANEIRO, TUESDAY, 23rd October, 1917

N. 17

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. 1189 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 kms. of lines in traffic, serves the following States:

	Area sq. kms.	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, carnauba 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 ALFANDEGA
 PARIS BRANCH 5, RUE SCRIBE, PARIS

Draws on Head Offices and the following Branches:—Lisbon, Oporto, Manáos, Pará, Ceará, Pernambuco, Bahia, Santos, S. Paulo, Curitiba, Rio Grande do Sul, Porto Alegre, 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; Societé 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; Societé 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; 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, Espirito Santo, State of Minas, etc. 1,823 miles of line.

TERMINAL STATIONS: NICTHEROY AND PRAIA FORMOSA.

TRAINS LEAVE FOR THE INTERIOR:—

NICTHEROY.

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

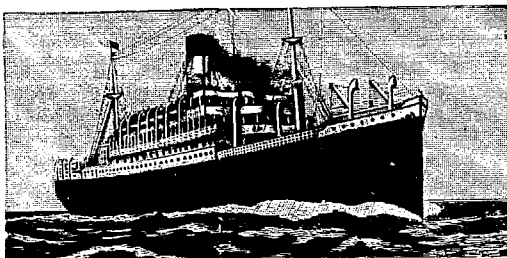
Friburgo—2,800 feet above sea level. 3 hours, 25 minutes by passeio train. Fare, 10\$800 1st class return (Saturday to Monday.)

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

LAMPORT & HOLT LINE

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

SAILINGS FROM RIO TO
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



NORWAY

BRAZIL

RIVER PLATE

FOR EUROPE :—

FOR RIVER PLATE :—

RIO DE JANEIRO—End October.

For further particulars apply to :—

FREDRIK ENGELHART - Agent. - Rua Candelária 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 26th, 1917

No. 17

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

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

Flour Mills: Rua da Gambôa No. 1

DAILY PRODUCTION: 15.000 BAGS.

Cotton Mill - Rua da Gambôa No 2. -

450 LOOMS. DAILY PRODUCTION 27.000 METRES.

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

BRANCHES

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

S. PAULO

4, RUA DA QUITANDA.

ROSARIO. — 660, CALLE SARMIENTO

AGENCIES

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

The Mill's marks of flour are—

"NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"BUDA-NACIONAL"

"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 PIO 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:— **SOCIEDADE ANONYMA MARTINELLI**
" " in Europe :— **LAMBERT BROTHERS LTD. LONDON**
" " U. S. A. :— **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—About 16th November.
SEATTLE MARU—About 26th January.

TACOMA MARU—About 19th April.
SEATTLE MARU—About 25th June.

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

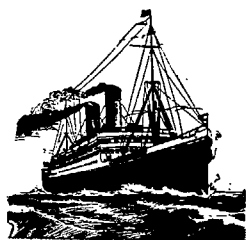
RUA DE S. PEDRO, N° 77

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.
PACONE—will sail for United States shortly.

For the River Plate

FLORIANOPOLIS—will sail shortly for Santos, Paranagua, Antonina, S. Francisco, Rio Grande and Montevideo.
RUY BARBOSA—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, Maceio, Recife, Ceara, Maranhão and Para.
s.s. MARANHÃO, CEARA AND PARA

WILL SAIL FOR ALL NORTHERN PORTS ON 26th OCTOBER, 2nd and 9th NOVEMBER RESPECTIVELY.

For Europe

LACES—will sail for Europe shortly.
BENEVENTE—will sail for Europe shortly.

ARRIVALS

From United States

MINAS GERAES—expected shortly.

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,
RIO DE JANEIRO, 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.	18 inserts per ins.	6 inserts per ins.	4 inserts per ins.	Single per ins.
One Page.....	£5 5 0	5 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 6	2 7 6	2 10 0
Third Page..	1 2 6	1 5 0	1 7 6	1 10 0	1 12 6	1 15 0
Quarter Page.	17 6	18 6	1 0 0	1 2 6	1 8 6	1 5 0
1" across Page	6 0	7 6	8 0	9 0	10 0	11 0
1/2"x8".....	3 6	4 0	4 6	5 0	5 6	6 0
1/2"x4".....	1 8	2 0	2 8	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.

TANCREDO PORTO & Co.

CASA BRAZILEIRA.

BANKERS. COMMISSION AGENTS. IMPORTERS.

Drafts drawn on all the principal cities of Europe, North and South America.

Exporters of Rubber, Nuts, Cocoa and Hides.

MANAOS, BRAZIL

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. Guimarães,

(Professor of the "Academia de Commercio.")

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

LIVRARIA ALVES — 1\$000.

ARMANDO GOMES GUIMARAES

MASSEUR.

(Late of Lambary).

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

Address—This Office or Caixa do Correio 1527.

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.

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 owned 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.

LADY BURGHCLERE'S PRISONERS OF WAR FUND.

Donations received up to October 20th, 1917.

Previously acknowledged	14:100\$700
"An Alien," 9th contribution	50\$000
H. F. Wileman, 11th contribution	20\$000

Rs. 14:170\$700

The sum of £18 2s 10d was remitted per s.s. Desna, making the total remitted to date £676 4s 11d.

A Message from The King. The following message to the Joint Committees of the British Red Cross Society and the Order of St. John has been communicated to His Britannic Majesty's Minister at Rio de Janeiro:

"During the past twelve months I have had constant opportunity of witnessing afresh at home and in Flanders the great work of mercy carried on by the united efforts of the British Red Cross and the Order of St. John in every theatre of war, regardless of distance, discomfort or danger. The task of alleviating pain and suffering and ministering to those in need is performed with unparalleled devotion by men and women who have taken service under the Red Cross. The prompt and unstinted provision of medical and general stores and comforts is an all-important work and one of the main responsibilities undertaken by the Joint Committee in hospitals and convalescent homes, hospital trains, motor ambulances and launches. Our sick and wounded as well as those of our Allies are, I know, grateful for the aid and cooperation

which the Joint Societies bring to the medical services of the Armies, nor have the needs of our prisoners of war been forgotten in the allocation of your funds. I trust, therefore, there will be no falling off of generous financial support on the part of everyone at home and in the Dominions overseas, without which this work cannot be maintained. During the war I have had great satisfaction in sending to the Joint Committee on October 20th a donation of five thousand pounds; this year for the "Our Day" collection on the 18th, it is a pleasure to me to contribute ten thousand pounds to mark my appreciation of what has been achieved by the British Red Cross and the Order of St. John in the past and my deep sense of the importance of continuing these achievements in the future.—(Signed) George R.I., Buckingham Palace."

The Children of Blinded Soldiers.

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

Dear Sir,—From the most distant parts of the Empire has come sympathy and support for the work of caring for the soldiers and sailors blinded in the war. The work that is done at St. Dunstan's Hostel, in Regent's Park, London, is known all over the world; how the blinded men are cared for and taught to overcome their handicap, and discover how to be happy again and useful members of society. These men learn trades that enable them to earn money sufficient, with their pensions, to keep up a home of their own. The married men with children receive from the Government a weekly allowance for every child born within nine months of the time of their discharge. But, of course, there is no allowance for children born after the blinded man has left the army, nor any allowance for the children of men who marry after their disablement. I think there ought to be; for this reason I wish to put before you my plan. There is at St. Dunstan's a debating club. Once a week the blinded soldiers discuss various topics of interest. When the question "Should Blind Men be married?" was raised, the answer in the affirmative was unanimous. It is obviously the happiest fate that could befall the young soldier who has lost his sight. Many blinded in the war have already found for themselves wives—very charming and helpful wives as I know. I would like to see all the single men married; but to make for their children and for the increasing families of the married men an allowance of 5s a week for each child until the age of 16 will require a large sum of money—not less than £250,000. Is it not worth it to help these men who, because of their valour, must always live in darkness, and to provide for the children whom they will never see? There was received the other day at St. Dunstan's a letter that it is interesting to quote—a letter from the wife of one of the soldiers married since he lost his sight in the war. "My husband," she writes, "came down for the weekend. He was so excited about baby and he said he was as happy as could be. It was rather hard at first to watch him with the baby—to see him feeling its little hands and face, but it cheered me to hear how merrily he spoke of it." The children of the blind, I need not point out, must grow up to responsibilities unknown to other children. It is one of the chief claims of St. Dunstan's that the sightless learn there to regain their spirit of independence. But the blind require always a certain watchfulness—there must be times when they feel for a hand to guide them, and depend on the voice that can read and describe. On his children the blind man will come to rely; and it stands to reason that the better they are brought up the more reliable they will be—these little ones who must from the earliest age learn to be observant and considerate and even self-sacrificing. Orion, according to the ancient fable, though blinded, regained his sight by turning his vacant eyes towards the rising sun. The blinded soldier will see again through the children who come to brighten his home. To all of us the vivid impression of childhood make an immense appeal. The children of the blinded man will be messengers from the outside world, the storytellers of the day's history; they will come with their narratives of things seen; they will be the heralds of Spring, the reporters of the first snowdrop, they will make known to the blind man where the birds are nesting in the country hedgerows and what new cottages the builder is erecting in the village street. The newly blind have an extra-

ordinary sympathy with children, because in a sense they too are beginning again with impressions of a novel order. To provide 5s a week for the care of each child of the blinded soldiers—it is not much, is it? to ask of those who possess all the joys of sight and for whom these men made their sacrifice. But the total sum required is large. To raise it will demand a great effort—one of those outbursts of generosity which, fortunately, have been by no means uncommon since the war began. Something like a quarter of a million is needed, and needed quickly, because a plan of this kind cannot well be started until the means are secured for its fulfilment. If children's allowances are promised to those who marry, the payment of the allowances must be assured, and what is done in the case of one man must be done in the case of all. It is for this reason that the money required should be raised at once—a method both more economical and obviously more satisfactory than to resort to annual appeals to the public. May I ask for your support in obtaining subscriptions for this purpose which is so important? —Yours etc.,

Arthur Pearson,
Chairman, Blinded Soldiers' and Sailors' Care Committee

Note.—All communications, subscriptions or requests for information should be addressed to Sir Arthur Pearson, Bart., St. Dunstan's, Regent's Park, N.W.1, England, and marked "Blinded Soldiers' Children Fund."

[The calls on our small and not generally over prosperous community are so numerous as to prohibit any expectation of a large response on our part, but if this organisation would accept small subscriptions, probably the care of quite a number of children of blinded soldiers might be provided for. Should the Secretary of the Committee be inclined to open subscriptions on this footing, we shall be glad to place our columns at his disposal.]

Statutory List of Firms in Foreign Countries with whom Trading is Prohibited. Note (1)—All persons or firms resident, carrying on business or being in the United Kingdom are prohibited from having with any person or firm mentioned in this List, or in any List issued under the Trading with the Enemy (Statutory List) Proclamation, 1916, No. 3, any dealings other than such as are expressly authorised by Paragraph 5 of the Proclamation. A List (the Consolidating List No. 33a) consolidating all previous Lists revised to date and including the amendments in the Schedule annexed hereto is issued concurrently with this Order. The Consolidating List contains all the names which up to this date are included in the Statutory List.

Additions to and variations in these Lists will be published at intervals approximately of two weeks.

The Lists are published in the "London Gazette" and in the "Board of Trade Journal," and separate copies of all Lists may be obtained at a small cost from the Superintendent of Publications, His Majesty's Stationery Office, Imperial House, Kingsway, W.C.2

Note (2)—Where a person or firm mentioned in the List has more than one address in the country or group of countries under which the name of the person or firm appears, all dealings in that country, or in any country in the group, with such person is prohibited even in cases where one only of the addresses or one only of the countries is specifically mentioned.

Note (3)—Trading is prohibited under the Trading with the Enemy Proclamations of 24 June and 10 November, 1915, with any person or firm of enemy nationality resident or carrying on business in China, Siam, Persia, Morocco, Liberia or Portuguese East Africa. Persons or firms in the United Kingdom are therefore prohibited from trading with any person or firm of enemy nationality in any of those countries, even though such person or firm is not mentioned by name in the Statutory List.

Note (4)—In order to minimise as far as possible any inconvenience which may be caused to British traders by the dislocation of export trade owing to the inclusion in the Statutory List of a former connection, the Foreign Trade Department is collecting and classifying the names of non-enemy firms who may be able to act as substitutes for firms mentioned in the Statutory List. A considerable amount of information is already available at the Foreign Trade Department and it is in many cases possible to suggest the names of satisfactory substitutes without the necessity of referring

the matter abroad. The Department is, however, prepared on application to enquire of His Majesty's Representative abroad for the names of suitable substitutes. When the applicant wishes this done by telegraph he is required to undertake to pay the cost of telegraphic correspondence. It would greatly facilitate the work of the Foreign Trade Department if applicants in making enquiries would specify the particular trade or trades for which substitutes are required.

Note (5)—The Statutory List for each country is telegraphed, on the day of issue, to His Majesty's Representative in that country who is instructed to notify accordingly British Consular Officers, to whom persons abroad should apply for information as to names on the List. Persons and firms in the United Kingdom with agencies or branches abroad would, however, be well advised to furnish such agencies or branches with issues of the List as they appear. The Lists for all countries in Central and South America are also telegraphed to His Majesty's Ambassador at Washington, who transmits them to H.M. Consul-General at New York and to other centres in the United States likely to be interested.

Note (6)—It is not unusual for firms in Holland and the Netherland East Indies to be registered under names commencing with descriptive terms such as "Handel Maatschappij" (Trading Company) or "Naamlooze Venootschap" (Limited Liability Company). In such cases it has been found more convenient to publish the firm under its proper name, followed by the general descriptive term "Handel Maatschappij" or "Naamlooze Venootschap" (N.V.) as in the case of an English company. For instance, Handel Maatschappij van den Berg & Company, and Naamlooze Venootschap de Komeet v/h Dumonceau Frères will be found under 'Berg' and 'Komeet' respectively, and not under 'Handel' or 'Naamlooze.'

Tonnage for Exports. Of the forty-six ex-German steamers requisitioned, three have been reserved for use of the Brazilian navy, 19 will be utilized on the U.S. and European route and the balance of 24, when repaired, be available for traffic between this country and the States and Europe.

It is difficult without details of the net space of each German steamer to calculate their exact carrying capacity or deadweight; but, by comparison of the relation between the net tonnage of these steamers with that of similar boats actually engaged in the coffee trade, an approximate estimate may be arrived at of 140,000 tons in round numbers as the deadweight of the 24 ex-German steamers on the basis of 200 per cent of their respective net tonnage as shown in subjoined table.

	No. Ships	Gross tons	Net tons	Carring capacity in bags of coffee	D. w. 16 bags of coffee to ton, in tons
U.S. and European routes.....	19	112,400	70,065	1,419,000	140,130
Other routes, s.s. transferred to Lloyd Brasileiro	24	109,530	69,679	1,694,000	139,356
Ceded to Navy, etc.	3	18,097	11,218	325,000	22,436
Total ex-German ss.	46	240,027	150,962	3,438,000	201,922

On this basis, the tonnage available for transport of exports when the 24 ex-German ships are all repaired would in round numbers be as follows:—

	No. Ships	Tonnage		
		Gross	Deadweight	
Commercio e Navegação	13	38,500	68,500	
Lloyd Nacional	7	15,000	18,000	
Lloyd Brasileiro	18	43,500	57,500	
.....		98	97,000	144,000
Ex-German steamers transferred to Lloyd	24	110,000	140,000	
Total ships & tonnage available	62	207,000	284,000	

Average deadweight capacity per s.s. 4,600

During the first half of the current year the deadweight of exports amounted to 960,000 tons, distributed more or less as follows:—United States 546,000, Europe 300,000, South Africa and East 114,000 tons.

Allowing for the large maximum of four round voyages per annum, the deadweight carried each voyage and the number of steamers required to move 960,000 tons would be as follows:—

Exports to	Half-year	Single Voyage	No. steamers of 4,600 tons required
United States	546,000	273,000	59
Europe	300,000	150,000	33
S. America and S. Africa .	114,000	57,000	13
Total	960,000	480,000	105
Capacity of available tonnage ut supra....		284,000	62
Deficiency		196,000	43
Less manganese and meat, carried by Allies		140,000	30
Net deficiency, tonnage		56,000	13

Even on the hypothesis that all the 24 ex-German steamers could be immediately utilised and that transport of both manganese and meat continue to be carried by the Allies and that employment of 19 ex-German steamers in the transport of troops or materials between the United States and France be allowed for, even so there would be a shortage of 212,000 tons deadweight per annum, requiring the services of 13 neutral or allied steamers of 4,600 tons deadweight to make good.

All British, French and American tonnage has been requisitioned already and very little Brazilian produce except meat to Europe and manganese ores to the U.S. is now shipped in allied bottoms.

As neutral tonnage is progressively absorbed in the coasting trade and other services of the United States, it tends here to get scarcer and disappear.

Towards the end of September 8 neutral steamers were loading coffee for the U.S. with a capacity of 530,000 bags. For November only two neutral steamers are on the berth at Santos for either New York or New Orleans, one of which switched from October.

It would be senseless, under such circumstances, to count on much assistance from either allied or neutral tonnage to move Brazilian crops, or to permit the already insufficient tonnage for Brazilian requirements to be further encroached on, unless it could be promptly replaced.

By utilizing to the full the 24 ex-German ships in the transport of foodstuffs and raw material the Allies stand so badly in need of and by the transport of troops and material between the U.S. and France, this country will comply in the best possible form with the obligations that association with the cause of the Allies imposes.

Were more attempted, it would be simply robbing Peter to pay Paul, seeing that not an extra ship or ton could be added to one route without sacrifice of another.

It is not by the number or tonnage of the ships that the service of Brazil to the Allies can alone be measured, but by the intensity and efficiency of the effort. The German ships are being patched up, it is true; but to ensure the maximum development of carrying capacity, not only must methods be overhauled here, but thorough cooperation will be necessary on the other side.

To keep the Allies supplied with all the produce they stand in need of, at least four round voyages per annum must be made; otherwise the minimum of 1,920,000 tons cannot be maintained. To do so, however, there must be no delays, repairs of the ships must be promptly executed by British, French or American shops; the steamers be promptly cleared at European and U.S. ports and as promptly reloaded on this side, instead of lying 10 or 15 days in harbour as at present.

Only by thorough coordination of all interests can the maximum effect be ensured and the ex-German ships be turned to their best advantage.

Sailing Vessels Owned by Allied Countries, Lloyd's Register, 1915-6

	Tonnage in 1,000 tons.						Total No.	Net ton.
	Wood		Iron		Steel			
U. K.	No.	Net-ton.	No.	Net-ton.	No.	Net-ton.	No.	ton.
Dominions	281	42	86	48	243	216	610	396
Brazilian	454	96	39	21	32	21	525	138
Cuban	735	158	125	69	275	237	1,155	444
French	44	9	2	2	6	4	52	15
Italian	5	1	—	—	1	2	6	3
Peruvian	367	68	9	11	147	297	523	376
Portuguese	394	92	82	91	46	40	522	223
Uruguay	41	17	5	6	2	2	48	25
Total Allies	92	21	4	5	6	4	102	30
U. S. Sea	5	3	7	8	—	—	12	11
U. S. Sea	1,683	349	234	192	483	586	2,400	1,127
Northern Lakes	1,235	769	38	50	74	124	1,347	943
Philippines	—	—	—	—	31	92	31	92
Total	8	2	—	—	—	—	8	2
Total	2,925	1,120	272	242	588	802	3,786	2,164

Necessarily a large part of sailer tonnage must continue to be employed in the domestic and inter-colonial service of the Allies and exchange with countries, like Brazil, outside the danger zone, as instanced by the late employment of a number of windjammers in transport of wheat between Australia and Buenos Aires, California and South Africa. Allowing, therefore, that the 1,120,000 net tons corresponding to all wooden vessels were so employed, there would remain a balance of 860 iron and steel sailing ships of an aggregate of only 1,042,000 tons gross available for substitution of steam tonnage on routes outside the danger zone between North and South America, etc. The most sailers would make on an average would be two round voyages per annum, when the maximum tonnage annually available on the foregoing basis would be 2,084,000 tons gross.

In 1916 the United States imported 1,071,728 tons of salitre from the West Coast of South America and 500,000 tons manganese ores from Brazil or close on 1,600,000 tons for these two items only.

Now that America is in the war requirements of both will be undoubtedly increased and to all appearance are likely to absorb the whole of sailer tonnage, excepting the 1,120,000 tons of wooden ships presumed to be required for internal and domestic service.

As already shown, exclusive of tonnage requisite for transport of meat and manganese but inclusive of all available Brazilian and ex-German vessels, with exception of the 19 earmarked for special service between the United States and Europe, the tonnage available for keeping the Allies supplied with Brazilian produce is already insufficient.

Sailers, useless in the danger zone, could, doubtless, be utilised with advantage on the safer routes between the United States and South America on condition of twice the quantity of steam tonnage being replaced by sailers'.

Under such an understanding it might be practicable for Brazil to put a larger number than 19 of the ex-German steamers on the usual U.S. to Europe route were the equivalent in sailers effectively granted, though we fail to see precisely how such can be the case if sailer tonnage is to wholly replace steam in the transport of salitre and manganese.

War Ultimately Inevitable. There can be no desire on the part of any of the Allies to force this or any other country into active participation in the struggle, however intimately their own welfare and independence may be involved.

The impression, however, is gaining ground that only by pooling all resources with the Allies, declaring war against Germany and putting a stop to enemy activities of every kind in this country can Brazil play her part with dignity and redeem the pledges that association with the Allies entail, and so qualify for a seat at the council table when Peace comes!

Grinding the Face of the Huns. The Minister of Railways and Public Works has approved the application of change of name of the station known as "Germania" on the Leopoldina Line. We suggest that to preserve old associations, the new name should be England-uber-Germania!

—Thanks to the new interpretation of solidarity with the Allies by this country, Germans get no more space on Lloyd Brasileiro steamers, the only ones but lately left to them, and have to pocket pride and protests lest worse befall and even the petty coastwise trade is denied them.

—At Para the Germans showed more fight and Seligmann is said to have filed a claim of 50:000\$ damages for a specific shipment and of 2.000:000\$ per annum until the claim is settled!

German-Americans and the Kaiser. At a meeting of the Friends of the People League in New York for support of the "democratic element in Germany," and organisation of loyal Americans of German descent, the president of the society, Dr. Bohm, said "it is nothing short of scandalous that for more than three years the Kaiser's spies and a few hirelings among German editors have presumed to speak for 10 millions of people of German blood in America." All the Germans I meet, added Dr. Bohm, hated the Kaiser "worse than Americans do" and were anxious to see a republican form of government established in Germany.

Here, too, a revulsion of opinion is apparent since all hopes of victory for Germany have disappeared, and the future of Germans in this country is menaced. We doubt, however, if deathbed repentance will be accounted as righteousness or serve to wipe out the memory of the Lusitania and the long drawn agony of the war.

As to whether frightfulness was endorsed by German opinion in Brazil there can be not a shadow of doubt, seeing that a picnic was given at S. Paulo and a special medal and postcards issued to celebrate the "victory" were distributed.

How many British men, women and children have been murdered since then?

How are we to overlook or forget such horrors or ever grasp a German hand in friendship so long as memory survives?

And yet there are Britishers cold-blooded enough to not only forget but condone such crimes and maintain Germans in their service!

To keep German frightfulness out of my thoughts or from pervading its manifestations would be as hopeless as for poor mad Uncle Dick to keep King Charles' head out of his petition!

It may be that I, too, am mad in more senses than one and that as German methods get more cruel, I shall get madder and madder, until I should explode were it not for the blessed safety valve of "King Charles' head!" So let those who are with me bear with me, and others go to blazes!

Chilean Exchange. The nominal value of the Chilean dollar is 1s 6d, but before the war the actual exchange value was 10d and in 1916 it fell to 8 3-16d. Since then there has been a gradual improvement to 1s 4d, the highest level for years past. This recuperation to the dollar, which is of great importance to British interests in Chile, has been aided by a big increase in the export trade of the Republic.

Brazilian Exchange. When the war broke out, exchange on London stood at 16 3-32d., dropping to 10d by end of September, and since then has recovered to 13d., at which, in spite of the heavy balance in favour of exports, it seems to have stuck. The discrepancy between the course of exchanges in most other neutral countries and in Brazil is a cause of perennial astonishment to Brazilians and not a few others unversed in Brazilian economics. The discrepancy, however, is easily explained.

In both countries the value of imports fell off since 1913 and, ceteris paribus, would in each case have tended to redress the balance of payments and to improve exchanges.

In this country, unfortunately, owing to continuous depreciation of the principal staple, coffee, the value of exports fell off, and to some extent neutralised the rise of prices in nearly every other commodity except coffee and rubber.

In 1913, the balance of trade (i.e., between exports and imports) was against the country, but in 1914 and 1915, owing to high prices of most staples and restriction of imports, the balance turned in favour of the country again and still more so in 1915.

In 1916 and 1917 there was a relapse, owing chiefly to larger import values, but since 1913 the total of the balance in favour of exports is £61,667,000, exclusive of specie.

Here, as in Chile and every other country with which Great Britain maintained commercial relations, immense sums have been remitted in liquidation of outstanding commercial obligations, and if, in spite of it, exchanges in Chile have vastly improved, whilst here they have not even regained their anti-war position, it is because in consequence of the rise in value of exports of copper and nitrates, Chilean exports sufficed not only to meet all foreign engagements—financial and commercial—but to leave a surplus over.

In Brazil the position was aggravated by the liquidation of commercial obligations resulting from the enormous imports during the four years 1910-1913 and of the tremendous Administrative floating debt largely held abroad.

Together these payments absorbed the whole of the balance of over £61,000,000 corresponding to the last 3¼ years and left little margin for improvement of exchanges.

The position, however, has improved in so far as an immense amount of commercial debt has been wiped off the slate, in consequence of which exchanges might be expected to improve were it not that the burden of the service of the foreign debt, partly suspended since 1914, has increased and has lately been renewed in full.

Meanwhile the position of the greatest of Brazilian staples, coffee, steadily deteriorates. F.O.B. value for the 16 weeks 1 July to 11 October of the current crop is 29 per cent lower than for same period 1916-17 and 32 per cent lower than for 1915-16.

In the interior stocks of coffee are piling up without hope of relief until the war comes to an end and part at least can be unloaded on Germany.

The resources accumulated in London, unless dissipated, will suffice for the service of the foreign debt until about January, when, ceteris paribus, Treasury requirements should tend to depress the market, unless, meanwhile, arrangements of some kind can be come to for meeting the services of the foreign debt.

The World Looks to Brazil for Meat. (From 'The Analyst.') A world scarcity of meat, amounting to almost a famine, was predicted recently by Viscount Harcourt, speaking in the English House of Commons. The reduction of cattle during the war had been so great, he said, that the cessation of hostilities would witness an immediate demand from European countries for from 16,000,000 to 20,000,000 cattle. Viscount Harcourt declared that Great Britain had framed a scheme for securing ample supplies of chilled meat at a moderate price after the war. The means taken to secure these supplies were not disclosed. In the United States, also, impending meat scarcity has been receiving the close attention of food exports. Each year the area of lands available for the feeding of cattle is being decreased by the inroads of the settlers and farmers, and packers have now been forced to look to other countries than our own for new sources of meat supplies. The great meat-handling companies, such as Armour and Swift, for years have been steadily increasing and extending their facilities in South America, first in Argentina, but during the past decade in Brazil, and more particularly in the State of Rio Grande do Sul, which has forged steadily ahead as a cattle country till it bids fair to supplant the more South States of South America and the south and western parts of North America as a source of beef supply. With a total area of 98,125 square miles—about 3 per cent of the area of the United States and 35 per cent of the area of Texas—Rio Grande do Sul had over 8,000,000 head of cattle and more than 7,500,000 head of other farm animals in 1916, compared with 63,617,000 head of cattle and 141,701,000 head of other farm animals in the United States. That is, Rio Grande do Sul had 190 head of farm animals to the square mile compared with the United States figures of 67 farm animals to the square mile. Rio Grande do Sul is one of the few tracts of grazing country still open to the stock raiser in the temperate zone, and by reason of its climate it is peculiarly suited to the raising of cattle in great numbers of open ranges. No winter feeding is necessary and the State is remarkably free from disease such as anthrax, rinder-

pest, and the foot-and-mouth disease that ravaged the herds of the eastern part of the United States a few years ago. At present the old Texas long-horn type of cattle is the predominant breed in Rio Grande do Sul, according to Samuel T. Lee, the United States Consul there, but a few of the more far-sighted and progressive ranchers have crossed the long-horns with heavier breeds of cattle, with the result of a gain of 25 to 30 pounds to the dressed steer, and the wisdom of the practice has become evident to other cattle raisers, so the resultant total gain soon will get large. The number of cattle and other farm animals in Rio Grande do Sul and the United States in 1916, with the areas of the country and State are shown in the appended table:—

Live-stock	Rio Grande	United States
Cattle	8,057,062	63,617,000
Sheep	4,241,386	48,483,000
Swine	3,832,144	67,453,000
Horses	1,195,205	21,126,000
Mules	315,077	4,639,000
Goats	121,128	—*
	17,762,002	205,318,000
Total, square miles.	93,125	3,026,789

*No enumeration of goats in the United States census.

The thinly settled character of Rio Grande do Sul makes it more suitable for the raising of range cattle than any other variety of meat animal, while the United States is turning more and more to hog culture as the grazing lands grow less, hogs needing much smaller area than cattle. Rio Grande do Sul has been known as a cattle country since early in the eighteenth century, when American ships carried on a thriving trade in cattle hides between Brazil and the United States, but refrigerating and canning being unknown in those days the meat possibilities of the State remained undeveloped until a decade ago. Then the Swift and Armour Companies, seeking a new source of supply, turned their energies southward and began to aid in developing the cattle industry. The only method of meat preservation known to the natives had been drying or jerking, useful enough when applied to the primitive civilization of the South American cattle country, but wasteful and inefficient by modern standards. So the American companies have been taking over the old jerked beef plants and using them as nuclei of modern packing and preserving establishments. One of these old jerked-beef plants, the Frigorifico de Livramento, at Livramento, Rio Grande do Sul, Brazil, has been taken over by the Armour Company of Brazil, which will not only can and chill beef for domestic use and export, but also plans to raise cattle on a large scale. The chilled and frozen meat plants will be constructed of concrete along the best modern lines, and will have a capacity of 800 cattle a day. The canned meat factory will have a capacity of 400 head of cattle a day. Not only as regards type of construction, but also in respect of ramifications and economical operation, will the plant pursue the best traditions of modern packing plants, for there will be run in connection with the refrigerating and canning departments a soap factory, and other departments for the production of leather, lard, canned tongues, and other by-products of the packing industry. Chilled and frozen meats will be transported in the companies' own cars. The plant is approaching completion and canning operations will be commenced in October and refrigerating probably by the end of 1917. The cost of the establishment will approximate \$5,000,000, and additional construction will extend over a period of three years. Further expansion will cost about \$2,000,000 more. The company is making wide provision for the raising of heavy cattle, suitable for refrigeration, by importing high-grade stock from the United States for the improvement of the native breeds. Local breeders have shown a commendable willingness to cooperate with the packers and the effect of improved strains is already apparent in the stock exhibited at the various cattle fairs. Insecticide dipping of cattle is widely practiced and at the close of 1916 there were 266 of these establishments in the State; some for the exclusive use of the owner's stock and others which catered for breeders generally.

Monazite in Ceylon. The mineral survey now being conducted in Ceylon in cooperation with the Imperial Institute has led to the

discovery of beach deposits of monazite sand, which will usefully supplement the commercial supplies of thoria required for the manufacture of incandescent gas mantles. Samples of the sand have been investigated by the Imperial Institute and the results are so promising that the Government of Ceylon has arranged to work the deposits. Suitable British concentrating machinery has been selected by the Institute for the purpose, after experimental trials, and will shortly be shipped to the colony. This is the latest chapter in the story of the long struggle to rescue the gas mantle industry from German domination. Formerly the monazite deposits in Brazil were the only commercial source of supply of thoria, and these were controlled by the German Thorium Syndicate. The Brazilian monopoly enjoyed by this syndicate was broken by the discovery of extensive deposits of monazite in the native State of Travancore in India, so rich that samples examined by the Imperial Institute were found to contain nearly twice as much thoria as the Brazilian monazite. The German Syndicate, however, obtained control of the company formed to work the Indian deposits, and they continued to exercise a dominating influence over the industry till the outbreak of the war. Since then the company has been reconstructed and given a British character, and it is understood that another portion of the deposits in Travancore has been taken up and will be worked by a second British company. The work of the Mineral Survey has shown that Ceylon can furnish several other thoria minerals besides monazite. Among these is thorianite, the richest known source of thoria. This new mineral, when it first came on the market, was sold in this country at as high a rate as £1,600 per ton, but the deposits have proved to be limited.

It's an ill Wind that blows Nobody any Good! The Argentine meat export trade, we are sorry to have to record, is already adversely affected by the strike. The s.s. La Blanca had commenced loading at Campana, but had to stop owing to the strike at the meat works there. Consequently she was ordered to take Brazilian meat on board at Santos and Rio de Janeiro and left for the first named port on Wednesday. Had she loaded at Campana, the value of her full cargo would have been over \$1,000,000 gold. The railway strike, naturally, is restricting the supply of cattle to the freezing works and it is to be feared that this will result in yet more meat-carrying ships being diverted from the River Plate to Brazil. Shipping tonnage coming to this country was already sufficiently short before these new adverse conditions were produced. Now it will be shorter than ever. We learn also that the British steamer Maria de Lariuaga of 6,800 tons burthen, which was to have loaded grain at Bahia Blanca, but unable to do so owing to the strike, has been ordered to Coronel (Chile) to load nitrate instead. The value of the wheat cargo she should have taken from Argentina would have been \$800,000 m/n. Strikes are costly luxuries. It was expected that the strikers at the meat works at Campana and Las Palmas would resume work to-day.

The Brazilian meat export trade, of course, is still in its infancy, but it is a very vigorous infancy. Exports of frozen and chilled meat from Brazil during 1916 amounted to 33,661 tons as against 8,514 tons in 1915, and 1 ton in 1914. For the 7 months of 1917, to end of July, they were 39,622 tons, compared with 19,241 and 1,235 tons in the like periods of 1916 and 1915 respectively.

—“Review of the River Plate.”

Comradeship of the Sea. German sailors have placed themselves outside the pale, and the feeling voiced at the International Conference of Firemen and Seamen of Allied and Neutral Nations is that until reparation for the barbarities of the past is made no self-respecting sailor, allied or neutral, will in future associate with a German. A resolution was carried pledging the conference that “unless present methods of Austro-German submarines do cease we will refuse in the future to sail in any ship carrying seamen of the Central Powers.”

Compare this attitude of poor sailors and firemen with that of the wealthy British firms who in this country and, doubtless, many others, maintain enemy subjects in their employ and despite liberal subscriptions to Red Cross and other funds, yet get the measure of their patriotism.

Submarine Periscopes. A submarine periscope has its limitations. If the periscope is extended too high, it becomes a target for patrol boats; but if it only rises a few feet above the sea, its range of vision is correspondingly diminished. At a height of one foot from the water, an object can be seen at 1.32 miles; at six feet elevation, the range of vision is increased at 3.23 miles; while at ten feet, the horizon is increased to 4.16 miles. The clearness of vision also depend upon the weather and the magnifying and transmitting power of lenses and mirrors. The latest German periscopes have ray filters, by which a gray painted vessel can be brought out clearly on the receiving plant.

The extraordinary value of aircraft for scouting purposes can be readily seen. At 25 feet, an object can be seen 6.59 miles away; at 100 feet, the range of vision is increased to 13.17 miles; at 500 feet the line where sea and sky meet is 29.45 miles away. But at a mile high, an aeroplane has a range of vision of 95.7 miles. At this height, with powerful telescopes, an aircraft can sweep an area of about 300 miles; but, of course, at that range, objects may be reduced to indiscernible pin-points.

The Cia. Commercio e Navegação. Hard pressed for tonnage as they are, the Allies were not likely, as we said before, to entertain the hoped-for charter of the 12 or 13 unregistered steamers belonging to this concern at the extortionate rate of £120,000 per month, equivalent to £36 per gross ton per annum, at which rate far better boats might be purchased outright. So making a virtue of a necessity, the directors, we hear, have climbed down and would now be very glad to accept half if the Brazilian Government would only assent to the transfer, which it will not!

CORRESPONDENCE.

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

Dear Sir,—In your Review dated October 9 last there appeared an article entitled "Trading with the Enemy," in which our firm was referred to as having enemy subjects in its employ. We understand that you have now been put in possession of the full facts of the case and in order, therefore, to counteract any wrong impression that your article may have given, we shall be glad if you will insert in your next issue a correction in the following sense: "that the German subject employed by Messrs. Oscar Philippi & Co., Ltd., has been allowed by His Majesty's Government to remain in the employ of the firm for reasons which are not connected with Messrs. Oscar Philippi's business affairs."—Yours, etc.,

p.p. Oscar Philippi & Co., Ltd.,

A. H. Acton.

["'Tis true, 'tis pity; and pity 'tis 'tis true" that any British firm should have to defend itself from the charge of harbouring enemy subjects on any grounds.]

Estimated Yield for Cereal Crops for 1917.

	1,000 Cwts.	% above 1916
Wheat, U.S., Spain, France, Ireland, India and Japan	731,724	0.7
Rye—Spain, Ireland, U.S.	142,000	10.2
Barley—Spain, U.S., Ireland	123,354	4.9
Oats—Spain, U.S., Ireland	449,570	16.9
Maize—United States	1,595,503	23.5
Rice—United States	22,521	37.7
Potatoes—United States	250,185	63.6
Sugar Beet—United States	149,644	17.2
Tobacco—United States	11,340	10.4
Cotton—United States	53,126	2.3
Linen—United States	6,349	17.2

MONEY

Official Quotations, Exchange Camara Syndical and Vales:—

	90 days	Sight	Sors.	Vales
Monday, 15 October ...	13 3-32	12 31-32	20\$300	2\$160
Tuesday, 16 October .	13 3-32	12 31-32	20\$300	2\$160
Wednesday, 17 October	13 1-32	12 29-32	20\$200	2\$160
Thursday, 18 October .	13 1-16	12 15-16	20\$200	2\$160
Friday, 19 October ...	13 1-16	12 25-16	20\$350	2\$160
Saturday, 20 October .	13 5-64	12 61-64	20\$300	2\$160
Average for week	13 1-16	12 15-16	20\$275	2\$160

Monday, 15th October. Bank of Brazil and Ultramarino opened at 13 3-32d, others 13 1-16d, takers at 13 5-32d; in afternoon some bills offered at this rate and several banks drew at 13 1-8d; market very dull.

Tuesday, 16th October. Bank of Brazil and Ultramarino opened at 13 1-8d, others 13 3-32d, takers at 13 5-32d; several other banks drew at 13 1-8 during early part of day; no bills, however, offered. Bank of Brazil at close of day was quoting 13 3-32d, others 13 1-32d and 13 1-16d, with takers of commercial at 13 3-32; no bills.

Wednesday, 17th October. Some of the banks opened at 13 1-16d, all offering to take at 13 1-8d; no bills offered and banks retired until at close none quoted better than 13 1-32d; a few bills being then offered at 13 1-16d. Commercial business was done as low as 13 1-32d.

Thursday, 18th October. All banks opened at 13 1-32, takers at 13 1-8d. No bills offered, but Ultramarino came out with 13 1-16 for market. At close there were takers at 13 3-32; no bills, though no money offered for banks.

Friday, 19th October. All banks opened at 13 1-32d, offering to take at 13 1-8d. Some speculative bills offered at 13 3-32d and 13 1-8d for future delivery; some banks drew at 13 1-16d during day, market closing with banks quoting 13 1-32d to 13 1-16d, takers of commercial at 13 1-8d; neither money nor bills offering.

Saturday, 20th October. Several banks opened at 13 1-16d, with takers of commercial at 13 1-8d spot delivery. City Bank and Ultramarino offered to draw at 13 3-32d, but neither money nor bills offered.

Approximate Value of Five Leading Exports, Rio and Santos.

		In £1,000.						
No. days		Coffee	Meat	Manga-nese	Beans	Rice	Total	Per-dium
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	273	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	
7 12-18 Oct. .	556	80	111	29	10	786	112	
Oct. to date .	1,428	216	177	35	11	1,867	104	

The figures for Beans for Jan.-May are for All Brazil, 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.

Rio de Janeiro, 20 October, 1917.

The market is featureless, rates oscillating around 13d and 13 1-8d for three weeks. In spite of the dearth of tonnage, exports go forward and last week average value for Rio and Santos

was £112,000 per diem, as against the maximum of £111,000 for first week this month.

So far the movement of coffee towards the United States has not set in in earnest; stocks there are large and for the first time since 1 July the quantity shipped to the United States shows decrease compared with last year. Still, so long as tonnage is forthcoming the United States will have to import some 5,000,000 bags between now and 30 June next and perhaps more now that they have a conscript army to provide for.

COFFEE

Order Revoked. We understand that the order prohibiting mention of names of any steamers clearing from Brazilian ports that caused such consternation at Santos and for a day or two stopped export business, has been revoked.

Valorisation. Colombia has taken a leaf out of our book and started a valorisation scheme of its own.

Valorisation Prospects. So far no one, excepting perhaps its originators, seem satisfied with valorisation new style. Up to the present some 10,000 or 15,000 bags seem to have been bought daily and the total to date acquired by the S. Paulo Government is said to be about 300,000 bags. Supervision, however, is said to be conspicuous chiefly by its absence; the bags are mostly old and worn and leakage flagrant. Planters and commissarios complain that Government does not pay enough and look forward with terror to next year when, unless the war has ended, there will not be an inch of space at Santos; at the plantations or anywhere else in S. Paulo in which to store next year's crop!

Prospects of the war coming to a close by June next seem slight and even if it did there would be little or no relief as regards tonnage for a long time to come.

Meanwhile S. Paulo is piling up a formidable floating debt that has already reached 100,000,000\$ in the form of Treasury bills redeemable in 12 months. Just at present there is more money than room for investment at S. Paulo. So investors are happy to send their money to the Treasury at 9 per cent. But as soon as the war comes to a close the position may be reversed.

This crop is known to be a big one, and so far as can be seen the next will be as big or perhaps bigger!

Government's capacity for issue of notes and valorisation is doubtless infinite! But what will it profit planters and commissarios even if notes be issued ad libitum so long as the coffee cannot be marketed?

The actual tonnage snag is, forsooth, bad enough, but what is that compared to the warehouse snag that threatens unless the war ends or the S. Paulo Government prepares for the worst?

The Rio Market closed weak at 6\$500, despite commissarios advices of falling off in consignments (aviso) probably in consequence of late incessant rain.

At Santos the Government continues buying at 4\$900 per 10 kilos, equivalent to 7\$350 per arroba.

The Weather in S. Paulo was fairly fine, with 5 sunny and two cloudy or rainy days. No news of flowering.

The Duty of 2 cents per lb. on coffee, cocoa, tea and sugar recommended by the Finance Committee was rejected by the U.S. Senate and should by this time be under consideration in conference of the two Houses. The duty was estimated to yield \$80,000,000, which the Senate proposes to make good by further taxation of alcoholic beverages, income tax and war profits.

Tonnage is getting scarcer and scarcer. There is only one neutral steamer on the berth, s.s. Talisman, for New York at Santos and so sign at present of more. At Rio only four neutral boats are so far berthed for November and some of them not very sure.

Entries at the two ports for the week ended 18 October show increase compared with previous week of 49,365 bags, accounted for by increase of 50,878 bags at Santos but shrinkage of 1,513 bags at Rio.

Compared with same week last year, entries show shrinkage of 7,329 bags or 1.9 per cent.

For the crop to same date, entries at the two ports show shrinkage of 123,517 bags or 2.3 per cent, accounted for by increase of 111,329 or 12.5 per cent at Santos compared with same period last year, but shrinkage of 239,846 or 5 per cent at Santos.

Clearances Overseas at the two ports for the week ended 18th October amounted to 303,679 bags, as against 236,939 for previous week, 31.2 per cent for the United States, 61.2 per cent for France and 4.6 per cent for Italy.

For the crop to 18 October, clearances at the two ports show shrinkage of 449,670 bags or 12.5 per cent compared with same period last year, accounted for by increase to Italy, Scandinavia, the Plate, Japan and Russia, but decrease to all other destinations, inclusive of the United States, to which up to 11th October clearances showed an increase of 102,154 bags as against a decrease of 16,682 bags on 18th inst.

Coastwise clearances show increase of 27,156 bags or 36.1 per cent at the two ports for the crop to date.

COFFEE CLEARANCES, RIO AND SANTOS, 1st JULY TO 18th OCTOBER, 1917.

			Inc. or Dec.	%	Crop		Week ending
	1916-17	1917-18			1916-17	1915-16	
United States	1,983,681	1,966,999	- 16,682	0.8	6,837,718	5,896,114	94,610
France	914,232	531,073	- 383,159	41.9	2,474,868	2,391,320	186,004
Italy	243,799	285,873	+ 42,174	17.3	724,335	1,119,225	14,000
Holland	86,131	55,028	- 31,103	36.1	157,757	618,582	-
Scandinavia	51,582	97,483	+ 45,901	88.9	135,442	3,260,947	-
Great Britain	85,215	2,500	- 82,715	97.1	596,259	392,066	-
Spain	34,714	23,204	- 11,510	18.7	150,530	130,293	3,269
Portugal	4,937	1,100	- 3,837	77.7	11,373	12,450	-
Egypt	-	-	-	-	21,000	94,473	-
Plate and Pacific	102,572	112,164	+ 9,592	9.3	324,856	323,431	5,796
The Cape	91,175	60,444	- 30,731	33.7	247,257	208,067	-
Japan	-	4	+ 4	100.0	5,004	-	-
Russia	-	7,500	+ 7,500	100.0	7,062	-	-
Greece	-	-	-	-	-	21,035	-
Total	3,598,042	3,148,372	- 449,670	12.5	11,693,461	14,473,003	303,679
Coastwise	75,175	102,331	+ 27,156	36.1	319,307	257,707	2,615
Grand Total	3,673,217	3,250,703	- 422,514	-	12,012,768	14,730,800	306,294

For the first time since the beginning of the crop shipments to the United States this week show a positive falling off of 16,682 bags compared with last year's. Stocks in the United States though big are only 700,000 bags over last year, whilst to-day the U.S. Government have the extra demand for supply of their large conscript army to cope with.

Sooner or later this factor must tell and tend to neutralise the evident intention of American roasters and dealers to stand out for lower prices in primary markets.

Tonnage, however, is getting extremely scarce and here we are right in the middle of the season with only four boats on the Santos berth for November loading! The supply of neutral and allied tonnage, moreover, is not likely to improve and it is fortunate for the trade that the Brazilian Government has resisted all temptation to dispose of the bulk of the ex-German boats and intends to put about a dozen of them on the route for New York. Otherwise we cannot see how the 5,000,000 bags required by America could be delivered and are amazed to see keen American traders taking such risks.

F.O.B. Value for the week averaged £1,830 per bag, as against £1,923 for previous week and for the crop to 18 October £1,933 per bags as against £2,378 for same period last year.

Embarques were somewhat smaller, 209,875 bags, and their f.o.b. value £384,071 as against £396,661 for previous week and £697,356 for week before.

Declared Sales at the two ports were 144,441 bags, as against 160,717 for previous week.

Shipments by Flag to 18th October, 1917:—

	Bags	%	Bags	%	Week to Oct. 18
British to U.S.	87,903	47.9	—	—	—
To Europe	3,600	2.0	—	—	—
To the Cape	55,554	30.3	—	—	—
Plate & Pacific	36,188	19.8	—	—	3,226
Total, British	187,245	5.8	—	—	3,226
Other Flags—French	281,388	7.3	—	—	2,500
Dutch	57,127	1.8	—	—	—
Italian	157,710	5.0	—	—	—
Japanese	127,456	4.1	—	—	—
American	510,849	16.2	—	—	—
Spanish	33,412	1.1	—	—	3,489
Scandinavian	1,162,495	36.9	—	—	94,610
Brazilian	643,378	20.5	—	—	199,854
Cuban	41,112	1.3	—	—	—
Total	3,148,372	100.0	—	—	303,679

No Enemy Shipments from Rio or Santos.

F.O.B. Value of Clearances Overseas:—

	1916-17		1917-18	
	Bags	£	Bags	£
1 July to 18 Oct....	3,598,042	8,556,213	3,148,372	6,084,859
19 Oct. to 30 June..	8,095,419	19,608,825	—	—
Total	11,693,461	28,165,038	—	—

Stocks at the two ports on 18 October show increase of 136,628 bags or 4.1 per cent, accounted for by shrinkage of 8,634 bags at Rio, but increase of 145,262 bags at Santos.

United States Stocks Deliveries and Visible Supply, in 1,000 bags.

	1917			1916		
	Stocks	Deliv.	V. Sup.	Stocks	Deliv.	V. Sup.
12 July	1,672	65	2,053	1,228	35	1,335
17 July	1,661	130	1,997	1,170	58	1,123
24 July	1,770	94	1,952	1,156	71	1,322
31 July	1,660	110	1,902	1,081	74	1,406
7 August	1,704	65	1,966	—	—	—
14 August	1,628	120	1,974	961	75	1,340
21 August	1,561	89	2,063	900	67	1,512
28 August	1,605	87	2,165	1,006	78	1,529
4 Sept.	1,596	97	2,426	1,002	104	1,607
10 Sept.	1,577	51	2,328	962	47	1,573
24 Sept.	1,723	150	2,370	1,603	123	2,361
8 Oct.	1,788	119	2,644	1,117	142	1,955
15 Oct.	1,868	134	2,592	1,144	106	2,072

Havre:—

	Brazil	Other	Total	Brazil	Other	Total
21 July	1,725	268	1,993	1,927	317	2,244
27 July	1,703	271	1,974	1,935	215	2,150
4 August	1,670	287	1,957	1,913	219	2,132
10 August	1,643	304	1,948	1,907	218	2,125
24 August	1,635	307	1,942	—	—	—
31 August	1,594	297	1,891	1,981	229	2,210
8 Sept.	1,585	297	1,882	1,982	220	2,102
22 Sept.	1,543	303	1,846	1,950	237	2,187
29 Sept.	1,527	302	1,829	1,954	247	320
6 Oct.	1,498	303	1,801	1,912	220	2,132
12 Oct.	1,472	298	1,770	1,947	257	2,204
19 Oct.	1,433	285	1,718	1,994	263	2,257

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending October 18th, 1917.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 18 1917	Oct 11 1917	Oct. 19 1916	Oct. 18 1917	Oct. 19 1916
Central and Leopoldina Ry.....	80,188	79,633	75,727	570,157	517,710
Inland.....	1,500	1,090	162	6,304	9,031
Coastwise, discharged ..	2	2,860	2,049	17,307	40,143
Total.....	82,070	83,583	80,937	1,003,798	866,884
Transferred from Rio to Nichero.....	—	—	—	—	12,615
Net Entries at Rio.....	82,070	83,583	80,937	1,003,798	884,269
Nichero from Rio & Leopoldina.....	—	—	—	—	38,206
Total Rio, including Nichero & transit.	82,070	83,583	80,937	1,003,798	922,469
Total Santos:	303,969	253,091	312,421	4,616,686	4,755,912
Total Rio & Santos.	386,039	336,674	393,358	5,519,864	5,638,381

The total entries by the different S. Paulo Railways for the Crop to Oct. 18 1917 were as follows:

	Past Junidary	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1917/1915	4,014,728	505,351	4,521,079	4,516,066	—
1916/1917	4,034,497	748,472	4,782,969	4,755,912	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	Oct. 18/1917.	Oct. 11/1917.	Oct. 19/1916.
United States Ports ...	—	—	2,204,000
Havre.....	1,770,000	1,801,000	—
Both.....	1,770,000	1,801,000	2,204,000
Deliveries United States Visible Supply at United States ports.....	—	—	—

SALES OF COFFEE.

During the week ending October 18th, 1917.

	Oct. 18/1917.	Oct. 11/1917.	Oct. 19/1916.
Rio.....	29,441	30,717	50,519
Santos.....	115,000	150,000	—
Total.....	144,441	180,717	50,519

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1917 Oct. 18	1917 Oct. 11	1916 Oct. 19	1917 Oct. 18	1916 Oct. 19
Rio.....	51,168	21,071	75,269	768,714	724,457
Nichero.....	—	—	—	—	29,145
In transit.....	—	—	—	—	—
Total Rio including Nichero & transit.	51,168	21,071	75,269	768,714	753,602
Santos all 11	158,707	185,201	220,241	2,422,879	2,965,921
Rio & Santos.....	209,875	206,272	295,510	3,191,593	3,720,523

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.
During the week ending October 18th, 1917.
IN BAGS OF 60 KILOS.

	Oct 18	Oct 11	Oct 18	Oct 11	Crop to Oct 18/1917	
	Bags	Bags	£	£	Bags	£
Rio.....	115,176	44,150	188,217	73,483	731,634	1,264,763
Santos.....	155,504	192,789	367,632	382,069	2,413,544	4,820,126
Total 1917/1918..	303,679	236,939	555,849	135,552	3,145,178	6,084,889
do 1916/1917..	325,399	162,204	762,678	876,323	3,593,042	8,550,218

OUR OWN STOCK.
IN BAGS OF 60 KILOS.

Rio Stock on Oct. 11th, 1917	350,882
Entries during week ended Oct. 18th, 1917.....	82,075
	432,957
Loaded «Embarques», for the week Oct. 18th, 1917...	51,168
	381,789
STOCK IN RIO ON Oct 18th 1917.....	
Stock at Nictheroy and Porto da Madama on	
Ilha do Vianna Oct. 11th 1917.....	35,554
Afloat on Oct. 11th, 1917.....	41,544
Entries at Nictheroy plus total embarques including transit.....	81,165
	155,566
Deduct: embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week Oct. 18th, 1917.....	129,704
	37,862
STOCK IN NICTHEROY AND AFLOAT ON Oct. 19th, 1917.	
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON Oct. 18th, 1917.....	419,646
SANTOS Stock on Oct. 11th 1917	2,857,849
Entries for week ended Oct. 18th 1917.....	303,939
	3,161,788
Loaded (embarques) during same week.....	158,707
	2,993,111
STOCK IN SANTOS ON Oct. 18th, 1917..	
Stock in Rio and Santos on Oct. 18th, 1917..	3,462,757
do do on Oct. 11th, 1917..	3,266,129
do do on Oct. 19th, 1916.	2,577,392

COFFEE PRICE CURRENT.

During the week ending October 18th, 1917.

	Oct. 12	Oct. 13	Oct. 18	Oct. 16	Oct. 17	Oct. 18	Average	Closing Oct 20
RIO—								
Market N. 6 10k..		4.697	4.397	4.697	—	—	—	—
» N. 7	Holiday	4.766	4.766	4.766	4.630	4.592	4.697	4.562
» N. 8		4.562	4.562	4.562	4.493	4.426	4.561	4.425
» N. 9		4.630	4.630	4.630	4.368	4.290	4.426	4.289
		4.494	4.494	4.494	4.290	4.153	4.289	4.153
		4.290	4.290	4.290	4.222	4.153	4.289	4.153
		4.558	4.558	4.558	—	—	—	—
SANTOS—								
Superior per 10 k..	—	—	4.900	4.900	4.900	4.900	4.900	—
Good Average	—	—	4.300	4.300	4.300	4.263	4.272	—
Base N. 4 »	—	—	—	—	—	—	—	4.900
NEW YORK, per lb..								
Spot Rio N. 7 cent.	—	—	—	—	—	—	—	—
» 8 »	—	—	—	—	—	—	—	—
» Santos 7 »	—	—	—	—	—	—	—	—
» 8 »	—	—	—	—	—	—	—	—
Options—								
» Dec..... »	—	7.30	7.27	7.21	7.17	7.08	7.23	7.12
» Mar..... »	—	7.52	7.49	7.43	7.36	7.30	7.42	7.32
» May..... »	—	7.70	7.68	7.62	7.55	7.48	7.63	7.60
HAVRE per 50 kilos								
Options..... francs								
» Dec..... »	104.75	104.25	105.25	103.50	106.50	107.50	105.79	106.25
» Mar..... »	102.50	102.25	103.25	104.50	104.50	105.25	103.70	104.00
» May..... »	—	102.00	102.50	102.50	—	104.25	102.95	—
HAMBURG per 1/2 k								
Options..... pfennig								
» Dec..... »	—	—	—	—	—	—	—	—
» Mar..... »	—	—	—	—	—	—	—	—
» May..... »	—	—	—	—	—	—	—	—
LONDON cwt.								
Options..... shillings								
» Dec..... »	56/9	56/9	55/9	57/-	57/6	58/9	57/3	59/8
» Mar..... »	—	—	—	—	—	—	—	—
» May..... »	59/-	59/-	59/-	59/3	59/3	60/9	59/4	61/3

COFFEE SAILED.

During the week ending October 18th, 1917, were consigned to the following destinations:—
IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	35,000	79,125	2,529	1,056	—	—	120,704	825,114
Santos....	56,610	124,148	86	4,746	—	—	185,590	2,425,893
1917/1918..	64,610	203,273	2,615	5,796	—	—	306,294	3,250,977
1916/1917..	213,216	69,992	7,860	4,456	33,503	—	334,259	3,672,697

MANIFESTS OF COFFEE.
RIO DE JANEIRO.

During the week ending October 18th, 1917.

CORCOVADO—France	Sundry shippers	62,000
LIGER—France	Louis Boher & Co	1,000
Ditto	Jessouroun Irmaos	1,000
Ditto	Ed. Johnston & Co	500
GRAECIA—United States	Pinto & Co	6,500
Ditto	Carlo Pareto & Co	4,000
Ditto	Leon Israel & Co	3,500
Ditto	Grace & Co	2,500
Ditto	Jessouroun Irmaos	1,000
Ditto	Castro Silva & Co	250
LEON XIII—Las Palmas	Norton Megaw & Co	500
Ditto	J. A. Hardman	125
CAMPEIRO—Italy	Carlo Pareto & Co	4,000
Ditto	Pinheiro & Ladeira	2,000
Ditto	Produce Warrants Co	1,000
FAGER—United States	A. G. Fontes & Co	7,000
Ditto	Pinto & Co	5,000
Ditto	Norton Megaw & Co	2,000
Ditto	Carlo Pareto & Co	500
SAGA—United States	A. G. Fontes & Co	2,000
Ditto	Arbuckle & Co	2,000
Ditto	Pinto & Co	1,000
Ditto	Castro Silva & Co	1,000
BELEM—Italy	Castro Silva & Co	250
Ditto	Carlo Pareto & Co	2,000
Ditto	Pinto & Co	1,000
Ditto	Produce Warrants Co	1,000
Ditto	Grace & Co	1,000
Ditto	Pinheiro & Ladeira	1,000
Ditto	Castro Silva & Co	750
RIO DE JANEIRO—Argentina	Roberto do Couto	500
S. DOURADO—Uruguay	Arthur Garcia & Co	350
Ditto	Castro Silva & Co	200
Total overseas		118,175
RIO—COASTWISE.		
MANAOS—North Brazil	McKinley & Co	80
Ditto	Norton Megaw & Co	80
Ditto	Sequeira & Co	50
Ditto	Grace & Co	80
Ditto	Castro Silva & Co	80
Ditto	Pinheiro & Ladeira	74
Ditto	Ornstein & Co	75
Ditto	Theodor Wille & Co	60
LAGUNA—South Brazil	Jessouroun Irmaos	100
AMAZONAS—North Brazil	De Lamare Faria	350
Ditto	Pinheiro & Ladeira	340
Ditto	Ornstein & Co	300
Ditto	Castro Silva & Co	595
Ditto	Theodor Wille & Co	255
Ditto	Grace & Co	100
Total coastwise		2,579
SANTOS.		
During the week ending October 18th, 1917.		
GUAHYBA—France	Cia. Prado Chaves	13,500
Ditto	Whitaker Brotero & C.	8,000
Ditto	Malta & Co	4,000
Ditto	Levy & Co	5,000
Ditto	Hard. Rand & Co	4,000
Ditto	Silva Ferreira & Co	2,000

COMPANHIA COMMERCIAL DE SÃO PAULO

P. O. BOX 1113.

CABLE ADDRESS "WYSARD"

SÃO PAULO

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AGENTS FOR THE EXPORT DEPARTMENT LONDON MERCHANT BANK LIMITED, LONDON.
 SOLE AGENTS FOR THE STATE OF S. PAULO OF THE HAGEMEYER TRADING COMPANY OF NEW YORK.

Ditto—	Souza Queiroz Lins	500	
Ditto—Consumption	Cia. Com e Navegacao	2	37,002
GRAECIA—United States	Picone & Co	6,000	
Ditto—	Arbuckle & Co	3,000	
Ditto—	Cia. Atlantica de Café	3,000	
Ditto—	Ed. Johnston & Co	1,000	
Ditto—	Levy & Co	500	
Ditto—	Belli & Co	100	
Ditto—Consumption	Ed. Johnston & Co	4	13,504
CATALINA—Argentina	Rubessi de Faria	200	
Ditto—Consumption	Ribas Hermanos	20	220
LEON XIII—Spain	Prado Ferreira & Co	950	
Ditto—	Naumann Gepp & Co	500	
Ditto—	Hard, Rand & Co	900	
Ditto—	Pascual Gomez & Co	268	
Ditto—	Ribas Hermanos	25	2,644
SAGA—United States	J. Aron & Co	15,000	
Ditto—	Naumann Gepp & Co	2,000	
Ditto—	Picone & Co	2,000	
Ditto—	Cia. Prado Chaves	1,000	
Ditto—	J. Thornton	5	20,005
HOLBEIN—Argentina	Prado Ferreira & Co	—	1,000
MANTIQUEIRA—Argentina	Baccarat & Co	600	
Ditto—	G. Trinks & Co	600	
Ditto—Uruguay	Baccarat & Co	100	1,300
TIBAGY—France	R. Alves Toledo & Co.	—	51,002
DESEADO—Argentina	Naumann Gepp & Co.	300	
Ditto—	R. Alves Toledo & Co.	150	
Ditto—	Hard, Rand & Co	131	581
CRATHEUS—United States	Ed. Johnston & Co	15,250	
Ditto—	Santos Coffee Co	5,000	
Ditto—	S. A. M. Wright	2,750	
Ditto—Consumption	Ed. Johnston & Co	1	23,001
AMAZON—Argentina	Levy & Co	770	
Ditto—	Raphael Sampaio & Co.	500	
Ditto—	Naumann Gepp & Co.	150	
Ditto—	R. Alves Toledo & Co.	100	
Ditto—	Jessouroun Irmaos	65	
Ditto—	Belli & Co	59	
Ditto—	Freitas Lima Nogueira.	1	1,645
GURUPY—France	R. Alves Toledo & Co.	22,000	
Ditto—	Levy & Co	3,000	
Ditto—	Grace & Co	2,000	
Ditto—	Cia. Prado Chaves	2,000	
Ditto—	Whitaker Brotero & C.	1,000	
Ditto—	J. C. Mello & Co	1,000	
Ditto—	Nioac & Co	1,000	
Ditto—	Jossouroun Irmaos	1,000	
Ditto—	Souza Queiroz Lins	500	33,500
Total overseas			185,504

SANTOS—COASTWISE

ITAUBA—South Brazil	Belli & Co	—	50
ITAGIBA—North Brazil	J. de Almeida Cardia...	35	
Ditto—	Candido Borba	1	36
Total coastwise			86

VICTORIA.

HENRIK IBSEN—United States	Hard, Rand & Co	8,000	
Ditto—	Arbuckle & Co	7,000	15,000

FAGER—United States	Vivacqua & Irmaos	—	8,200
GRAECIA—United States	Vivacqua & Irmaos	15,450	
Ditto—	Cruz, Sobrinhos & Co.	7,000	
Ditto—	A. Prado & Co	6,000	28,450
Total overseas			51,650

MANIFESTS RECEIVED AFTER DATE OF ANALYSIS. SANTOS.

LIGER—France	Louis Boher & Co	2,500	
Ditto—	Cia. Prado Chaves	2,000	
Ditto—	Nioac & Co	1,750	
Ditto—	Naumann Gepp & Co	1,750	
Ditto—	Jessouroun Irmaos	1,500	
Ditto—	Raphael Sampaio & Co.	1,500	
Ditto—	Société Financiere	1,250	
Ditto—	S. A. M. Wright & Co.	1,250	
Ditto—	Levy & Co	1,250	
Ditto—	J. C. Mello & Co	1,250	
Ditto—	Joao Osorio	1,000	
Ditto—	Freitas Lima Nogueira	750	
Ditto—	Toledo Assumpcao & Co.	750	
Ditto—	Ed. Johnston & Co	750	
Ditto—	Baccarat & Co	500	
Ditto—	R. Alves Toledo & Co.	500	
Ditto—	Silva Ferreira & Co	500	
Ditto—	Souza Queiroz Lins	500	
Ditto—	Cia. Comm. de S. Paulo	500	
Ditto—	Cia. Leme Ferreira	500	
Ditto—	M. Bloch & Lepeltier	500	
Ditto—	F. S. Hampshire & Co.	250	
Ditto—	Prado Ferreira & Co.	250	
Ditto—	Grace & Co	250	
Ditto—Consumption	Saeres de Camargo	125	
Ditto—	Casalta & Co	30	
Ditto—	Domingos F. Martins	1	
Ditto—	Ferreira da Rosa & Co.	1	23,657

PERNAMBUCO MARKET REPORT.

Pernambuco, 13 October, 1927.

Sugar. Entries are improving, but even so are below those of last year to same date. Up to 10th entry has been 91,632 bags compared with 104,459 bags for same date last year. Prices in the market are about 200 reis down on those current at beginning of the week, to-day's quotations being: Usinas 8\$400 to 8\$800, white crystals 8\$300 to 8\$500, ordinary whites 3a 8\$ to 8\$100, somenos 6\$ to 6\$200, bruto secco 3\$500 to 3\$600 a granel and dealers do not yet care to quote unless for immediate delivery. The s.s. Santarem is now loading for River Plate ports and already over 33,000 bags have been despatched for her and the Amazon took nearly 7,000 bags. At the moment there is no enquiry for bruto secco for Liverpool as there will only be a steamer about middle next month and buyers will not offer until it gets nearer arrival. Sellers would probably be disposed to deliver at last price of 4\$200, but they want prompt delivery, which of course cannot be given until the steamer arrives in port. Shipments during the week have been 29,528 bags bruto secco per s.s. Traveller and 28,474 per Inkosi for U.K. and s.s. Amazon 2,500 bags for Montevideo and 4,437 bags for Buenos Aires.

Cotton. Entries to 10th have been 4,995 bags compared with 9,889 bags same date last year. Market has been firm all week. opening with buyers at 36\$, but no sellers appearing at this figure buyers offered 37\$ on 8th, which, however, produced no business and on 9th small sales were made at 38\$ and next day business.

was done at 40\$, at which about 1,600 bags were reported as sold., of which 1,000 bags were to a mill here and remainder to exporters to the small Alagoas ports; yesterday a further 100 bags sold at this figure but market has eased off and the larger buyers have retired from the market, seeing which sellers have to-day been rather pressing their stuff at 39\$, but so far no business has resulted and chances are buyers will continue to hold off unless some further pressing orders should come in from the south. Shipments during the week have been: Liverpool 500 pressed bales and 500 bags. There appears to be plenty of cotton in the fields but no labourers to pick it. The writer, who has just come back from Parahyba, saw plenty of ripe cotton all the way but not a single person picking it in the fields and on return journey counted only 10 workers picking cotton on the whole stretch of the railway line.

Coffee market unchanged at 8\$ to 8\$500 for new crop, with 1\$ more for old crop, but there is very little business passing.

Cereals. Prices are unchanged, but very little movement during the week. Milho quoted 7\$500 to 7\$600 per bag of 60 kilos, the s.s. Traveller took 4,556 bags to Liverpool. Beans 20\$ to 21\$ per bag of 60 kilos for home grown; nothing done in imported lots and no stock exists for sale. Farinha 5\$500 to 8\$ per bag of 50 kilos for home grown, according to quality; there have been no imports from south and no sales taken place.

Freights. No change in rates and no engagements so far reported for the November steamer.

Exchange has been very steady all the week, with collection at 12 15-16d and later banks were willing to draw at from 13d to 13 1-16d and to-day these same rates have prevailed although no news has come to hand from Rio and Santos during the day. Market has a very firm appearance and higher rates seem to be expected next week.

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. 13th.	680,000\$	13 1/32	£ 95,896	£ 1,128,214
1916	" 14 th.	693,000\$	12 7/32	£ 95,262	£ 995,692
Increase....	—	—	13/16	£ 564	£ 202,522
Decrease....	—	38,000\$	—	—	—

THE S. PAULO RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency	Exchange	Sterling	
1917	14th. Oct.	675,743\$700	13 1/16	89,778-15-2	1,145,423-8-0
1916	15th. Oct.	607,602\$100	12 8/16	80,324-6-6	1,106,858-9-8
Increase..	—	111,456\$100	7/8	5,954-8-8	88,564-18-4
Decrease..	—	—	—	—	—

Comparison with corresponding week last year:—Differences of exchange, increase, £2,213 0s 7d; meat, increase (5:428\$300) £295 8s 11d; beans decrease, (13:371\$800) £727 15s 9d; other traffic, increase (76:685\$100) £4,173 14s 11d; net increase £5,954 8s 8d.

HIDES

Comparative Exports through Rio Grande Bar from 1st Jan. 30th September:—

	Salted Hides		Dry Hides		Total
	Europe	U.S.	Europe	U.S.	
1917	69,296	—	7,984	7,716	84,997
1916	65,497	95,646	9,002	41,159	211,304
1915	152,156	74,871	25,635	51,039	303,701
1914	306,856	2,000	63,783	35,792	408,431
1913	435,216	—	124,163	26,777	586,156
1912	477,042	—	138,082	9,823	624,947
1907	443,193	—	175,514	10,000	628,707

MEAT

Shipments of Meat from Rio and Santos during the week ending 18th October were as follows, in tons of 1,000 kilos:—

Destination	Rio	Santos	Total
La Blanca, France (total, week)..	—	1,644	1,644
Total week ending 11 Oct.....	—	2,807	2,807
Ditto, October to date	—	4,451	4,451

At £48.457 per ton, f.o.b. value for the week works out at £79,663 and for the month of October to date at £215,682.

EXPORTS OF SUNDRY PRODUCE.

SANTOS.

Bananas —Holbein, Argentina, Soares & Co	bunches	4,813
Prices \$4.00 pesos per bunch.		
Rubber —Leon XIII, Spain, Pascual Gomez & Vo.	bales	205
Mandioca Flour —Liger, France, Leite Santos & Co.	bags	500
Caster Seed —Graecia, United States; Ed. Johnston & Co., 2,926, Rodolpho M. Guimaraes 234		3,160
Price 650 reis per kilo Santos.		

RIO DE JANEIRO.

Sugar —Rio de Janeiro, Argentina: Magalhães & Co. 400, Meirelles Namith & Co. 18,383	bags	18,783
---	------	--------

MANGANESE

Shipments during the week ending 18 October, in tons:—

	Rio	Bahia	Total
Hawaiian, United States	8,100	—	8,100
Stephen R. Jones, United States...	6,600	—	6,600
Semedal, United States	2,144	—	2,144
Saga, United States	299	—	299
Arizona, United States	—	300	300

Total for week	17,143	300	17,443
Ditto, week ending 11 Oct.....	6,250	4,835	11,085
Ditto, month October to date	27,368	5,135	32,503

At £6.461 per ton, f.o.b. value for the week works out at: Rio, £110,761; and Bahia at £1,938. Value for the month at the two ports works out at £210,002.

BEANS

MANIFESTS OF BEANS.

RIO DE JANEIRO.

During the week ending October 18th, 1917.

		Bags of 60 kilos.	
RIO DE JANEIRO—Argentina	Laragina Mendes & Co.	—	60

SANTOS.

GRACIA—United States	Jessouroun Irmaos ...	1,250
Ditto— "	Rodolpho M. Guimaraes	500
LIGER—France	Jessouroun Irmaos ...	2,500
Ditto— "	Henrique Metzger & Co.	1,000

Ditto— ..	Whitaker Brotero & C.	750	4,250
MONTE BIANCO — Italy	Cia. Com. de S. Paulo.	10,000	
Ditto— ..	I. R. F. Matarazzo	8,033	18,033
	Total overseas		24,033
Destination	Rio	Santos	Total
Italy	—	18,033	18,033
France	—	4,250	4,250
United States	60	—	60
Total for week	60	24,033	24,093
Ditto, 1 to 18 October	61	29,063	29,124
Ditto, 1 Jan. to 18 Oct.	598,095	644,123	1,242,218

At £1.189 per bag, f.o.b. value for the week works out at £28,646 and for the month to date at £34,628.

Quotations are going up, it is said in consequence of enquiry from the United Kingdom, mulatinho being quoted on 18th October at 26\$ as against 21\$ on 13th Sept. Rice on the other hand has dropped from 31\$ to 28\$ during the same period.

Closing quotations at Santos on 18 Oct. ruled 25\$ to 26\$ per bag of 60 kilos for mulatinho unaltered; white beans 34\$ to 35\$ per bag against 32\$ for previous week, and black beans unaltered at 18\$ to 19\$ per bag.

There was considerable demand during the week at Santos for mulatinho beans, but business was limited owing to inferior quality.

RICE

MANIFESTS OF RICE. RIO DE JANEIRO.

During the week ending October 18th, 1917.

LIGEL—France	Norton Megaw & Co ..	1,000	
Ditto— ..	Sequeira & Co	1,500	2,500

SANTOS.

LIGEL—France	Whitaker Brotero & C.	750	
Ditto— ..	Ant. dos Santos & C.	750	
Ditto— ..	R. Alves Toledo & Co.	500	
Ditto— ..	J. de Almeida Cardia .	500	
Ditto— ..	Ed. Johnston & Co	500	3,000

Destinations—

	Rio	Santos	Total
France (total for week)	2,500	3,000	5,500
Total, 1-18 October	2,501	3,530	6,031
Ditto, 1 Jan. to 18 Oct.	48,234	389,113	437,347

At £1.855 per bag, f.o.b. value for the week works out at £10,203 and for the month of October to date at £11,187.

Closing quotations at Santos on 18th October ruled 26\$ to 27\$ per bag of 60 kilos, according to quality. Little business was done during the week.

SHIPPING

Engagements. Lloyd Brasileiro.—The ex-German s.s. Lages is on the berth at Santos for Havre, at which port she will load a full cargo of 120,000 bags coffee and/or cereals. The s.s. Benevente, ex-German Rio Grande, is on the berth for Liverpool and Havre at 605fcs. and 10 per cent per 900 kilos coffee and 555fcs and 10 per cent per 1,000 kilos cereals. This boat will also carry hides for Liverpool, sailing early November. The s.s. Poconé, ex-German Coburg, will be berthed in November for New York and has space for 100,000 bags.

—The American s.s. Admiral Seebree has been taken off the Santos berth, as also the Chilean transport Angamos, in consequence, it is understood, of the high rates of insurance demanded by underwriters.

Waste of Tonnage. Four colliers with coal for the British Navy, of some 20,000 tons burden, have been lying for weeks in this harbour, when the coal might just as well have been discharged into lighters and this considerable amount of tonnage set free. We suppose the Navy understands its work, but this and the re-

tion of big boats like the Macedonia and Edinburgh Castle, so badly wanted elsewhere for transport of troops and supplies, does strike the outsider as peculiar.

—“The Times of Argentina” of 1 October says that the windjammer with the first cargo of Australian wheat for Argentina, in repayment of that offered by Great Britain some months ago, grounded in the river and has been ordered to Brazil. It is now proposed that Australian wheat shall be shipped to California in return for wheat to be shipped from the East coast of North America to England.

Gunnies. The same journal says that the British Government has lifted the embargo on shipments of gunnies from India to Argentina.

A Tax on Exports in Argentina has been created of 2 per cent on basic prices plus 10 per cent on excess values up to 50 per cent.

—According to cable information, the United States Government has decreed the requisition of all United States steamers of over 2,500 tons carrying capacity as from October 15. This is only what we have been expecting for weeks past, therefore we cannot express surprise. From what we can gather, the rates at which the government takes the carriers over is \$5.75 per month per ton for cargo carriers over 10,000 tons and \$7 per ton for carriers of less tonnage, whilst a premium of 50 cents per ton is granted for every extra knot in speed above 11 knots per hour. The rate is far higher than the British blue book rate, but we have no doubt that Yankee shipowners will strenuously object. Certainly the Government would be able to make much money if it were to utilise the steamers in ordinary trade, but we expect that they will be rather used in the transportation of supplies for the U.S. army in France. The rate for passenger steamers varies between \$9 and \$11.50 per ton according to the speed and the number of passengers which can be carried. It is said that the tonnage thus controlled will exceed 2,000,000 tons.—“Times of Argentina.”

Shipping Losses. If the tonnage sunk by the Germans be anything like the scale they pretend—6,000,000 tons—what a bill they will have to foot at the Peace Conference!

The more they sink the worse it will be for them in the end, which to all appearances cannot be very far off now that Germans are taking a leaf out of Russia's book and squabbling among themselves!

Vessels Arriving at the Ports of Rio and Santos during week ending 18th October, 1917.

	Rio		Santos		Total	
Flag	No.	Tons	No.	Tons	No.	Tons
British	4	19,733	3	14,867	7	34,600
French	1	5,225	—	—	1	5,225
Italian	1	4,895	—	—	1	4,895
Braz., overseas ..	4	3,943	5	5,537	9	9,480
American	2	5,253	1	1,601	3	6,854
Scandinavian ...	4	7,074	2	3,663	6	10,737
Spanish	1	2,721	2	6,212	3	8,933
Total overseas ...	17	48,844	13	31,880	30	80,724
Braz., coastwise .	13	11,970	12	7,724	25	19,694
Total for week ...	30	60,814	25	39,604	55	100,418
Ditto, 10 Oct. ...	30	43,007	24	45,860	54	88,867

Oversea arrivals at the two ports during the week ending 18 October were 30 vessels aggregating 80,724 tons against 23 of 66,098 tons for previous week, showing increase of 7 vessels. The Brazilian overseas flag tops the list with 9 boats, British second with 7, Scandinavian third with 6, American and Spanish fourth with 3 and French and Italian last with 1 each.

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 Merchant Vessels unsuccessfully attacked by Submarines)	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
Oct. 14 ...	2,124	2,094	12	6	5	1

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending October 18th, 1917.

BELEM, Brazilian s.s., 2228 tons, for Italy
 MANAOS, Brazilian s.s., 1169 tons, for Brazilian ports
 LAGUNA, Brazilian s.s., 320 tons, for Brazilian ports
 ITAQUERA, Brazilian s.s., 1254 tons, for Brazilian ports
 AYMORE, Brazilian s.s., 389 tons, for Brazilian ports
 HAWAIIAN, American s.s., 3654 tons, for United States
 JACUHY, Brazilian s.s., 1182 tons, for France
 CAPIVARY, Brazilian s.s., 449 tons, for Brazilian ports
 GRAECIA, Swedish s.s., 1727 tons, for United States
 ITATINGA, Brazilian s.s., 1181 tons, for Brazilian ports
 LIGER, French s.s., 3530 tons, for France
 DESEADO, British s.s., 7258 tons, for Argentina
 RIO DE JANEIRO, Brazilian s.s., 2243 tons, for Argentina
 LEON XIII, Spanish s.s., 2721 tons, for Spain
 AYMORE, Brazilian s.s., 389 tons, for Brazilian ports
 AMAZONAS, Brazilian s.s., 927 tons, for Brazilian ports
 VAN LEAR BLACK, American lugger 546 tons, for Jamaica
 CALIFORNIA, Danish s.s., 2864 tons, for Brazilian ports
 CAMPEIRO, Brazilian s.s., 1605 tons, for Italy
 AMAZON, British s.s., 6301 tons, for Argentina
 S. DOURADO, Brazilian s.s., 933 tons, for Uruguay
 STEPHEN R. JONES, American s.s., 3112 tons, for United States
 ASSU, Brazilian s.s., 925 tons, for Brazilian ports
 FAGER, Norwegian s.s., 656 tons, for United States
 ARACATY, Brazilian s.s., 995 tons, for Brazilian ports
 SAGA, Swedish s.s., 1684 tons, for United States
 SEMEDAL, Norwegian barque, 1232 tons, for United States
 MALTE, French s.s., 5225 tons, for France
 NILS, Norwegian s.s., 1101 tons, for United States
 ITASSUCE, Brazilian s.s., 1175 tons, for Brazilian ports
 ITAITUBA, Brazilian s.s., 717 tons, for Brazilian ports
 ITAPEMA, Brazilian s.s., 910 tons, for Brazilian ports

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending October 18th, 1917.

ITAUBA, Brazilian s.s., 825 tons, from Brazilian ports
 MANTIQUEIRA, Brazilian s.s., 873 tons, from Brazilian ports
 DAGLET, American s.s., 1601 tons, from Brazilian ports
 CATALINA, Spanish s.s., 3491 tons, from Spain
 LEON XIII, Spanish s.s., 2720 tons, from Argentina
 FLORIANOPOLIS, Brazilian s.s., 918 tons, from Uruguay
 CRATHEUS, Norwegian s.s., 799 tons, from Argentina
 OYAPOOK, Brazilian s.s., 143 tons, from Brazilian ports
 SATELLITE, Brazilian s.s., 887 tons, from Brazilian ports
 ITAPEMA, Brazilian s.s., 825 tons, from Brazilian ports
 LAGUNA, Brazilian s.s., 300 tons, from Brazilian ports
 IRIS, Brazilian s.s., 887 tons, from Argentina
 ITAPERUNA, Brazilian s.s., 613 tons, from Brazilian ports
 ITATINGA, Brazilian s.s., 926 tons, from Brazilian ports
 DESEADO, British s.s., 7258 tons, from United Kingdom
 MAYBINK, Brazilian s.s., 234 tons, from Brazilian ports
 RIO DE JANEIRO, Brazilian s.s., 1487 tons, from United States
 JACUHY, Brazilian s.s., 654 tons, from Brazilian ports
 ITAGIBA, Brazilian s.s., 927 tons, from Brazilian ports
 CALIFORNIA, Danish s.s., 2864 tons, from United States
 S. DOURADO, Brazilian s.s., 515 tons, from Brazilian ports
 BOCAINA, Brazilian s.s., 871 tons, from Argentina
 CAMPEIRO, Brazilian s.s., 1374 tons, from Italy
 AMAZON, British s.s., 6300 tons, from United Kingdom
 INVERGARY, British s.s., 1309 tons, from United States

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO

During the week ending October 18th, 1917.

MARANHAO, Brazilian s.s., 1303 tons, from Brazilian ports
 STA. ROSALIA, American s.s., 3488 tons, from Brazilian ports
 CARDINIA, British barque, 1769 tons, from Uruguay
 CALIFORNIA, Danish s.s., 2864 tons, from United States
 GRAECIA, Swedish s.s., 1727 tons, from Brazilian ports
 DESEADO, British s.s., 7258 tons, from United Kingdom
 DUNHAM WHELEER, American barque, 1765 tons, from United States
 FLORIANOPOLIS, Brazilian s.s., 918 tons, from Uruguay
 SAGA, Swedish s.s., 1684 tons, from Brazilian ports
 PIAUHY, Brazilian s.s., 644 tons, from Brazilian ports
 ITAPEMA, Brazilian s.s., 910 tons, from Brazilian ports
 LEON XIII, Spanish s.s., 2721 tons, from Argentina
 AMAZON, British s.s., 6301 tons, from United Kingdom
 ARACATY, Brazilian s.s., 995 tons, from Brazilian ports
 ITACOLOMY, Brazilian s.s., 569 tons, from Brazilian ports
 ITAPERUNA, Brazilian s.s., 713 tons, from Brazilian ports
 IRIS, Brazilian s.s., 899 tons, from Argentina
 LA BLANCA, British s.s., 4405 tons, from Argentina
 ITAITUBA, Brazilian s.s., 717 tons, from Brazilian ports
 ITAGIBA, Brazilian s.s., 1221 tons, from Brazilian ports
 MAYBINK, Brazilian s.s., 375 tons, from Brazilian ports
 MALTE, French s.s., 5225 tons, from Argentina
 BORBOREMA, Brazilian s.s., 1682 tons, from Argentina
 CRATHEUS, Norwegian s.s., 799 tons, from Argentina
 BRAGANCA, Brazilian s.s., 751 tons, from Brazilian ports
 T. DI SAVOIA, Italian s.s., 4895 tons, from Italy
 BOCAINA, Brazilian s.s., 1044 tons, from Argentina
 ITAITUBA, Brazilian s.s., 614 tons, from Brazilian ports
 CEARA, Brazilian s.s., 2078 tons, from Brazilian ports
 ITAPURA, Brazilian s.s., 1179 tons, from Brazilian ports

VESSELS SAILING FROM THE PORT OF SANTOS.

During the week ending October 18th, 1917.

GRAECIA, Swedish s.s., 1727 tons, for United States
 GUAYIBA, Brazilian s.s., 654 tons, for France
 ITAUBA, Brazilian s.s., 825 tons, for Brazilian ports
 OYAPOOK, Brazilian s.s., 143 tons, for Brazilian ports
 MANTIQUEIRA, Brazilian s.s., 873 tons, for Argentina
 FLORIANOPOLIS, Brazilian s.s., 918 tons, for Brazilian ports
 CATALINA, Spanish s.s., 3491 tons, for Argentina
 MONTE BIANCO, Italian s.s., 4511 tons, for British Possessions
 LEON XIII, Spanish s.s., 2720 tons, for Spain
 SAGA, Swedish s.s., 1684 tons, for United States
 LA BLANCA, British s.s., 5542 tons, for France
 SATELLITE, Brazilian s.s., 887 tons, for Brazilian ports
 ITAPEMA, Brazilian s.s., 825 tons, for Brazilian ports
 ITATINGA, Brazilian s.s., 926 tons, for Brazilian ports
 ITAPERUNA, Brazilian s.s., 613 tons, for Brazilian ports
 LAGUNA, Brazilian s.s., 300 tons, for Brazilian ports
 IRIS, Brazilian s.s., 887 tons, for Brazilian ports
 DESEADO, British s.s., 7258 tons, for Argentina
 HOLBEIN, British s.s., 3917 tons, for Argentina
 CRATHEUS, Norwegian s.s., 799 tons, for United States
 TIBAGY, Brazilian s.s., 834 tons, for France
 MAYBINK, Brazilian s.s., 234 tons, for Brazilian ports
 BRAGANCA, Brazilian s.s., 751 tons, for Brazilian ports
 BOCAINA, Brazilian s.s., 871 tons, for Brazilian ports
 S. DOURADO, Brazilian s.s., 515 tons, for Uruguay
 AMAZON, British s.s., 6300 tons, for Argentina
 CALIFORNIA, Danish s.s., 2864 tons, for Argentina
 RIO DE JANEIRO, Brazilian s.s., 1487 tons, for Argentina
 GURUPY, Brazilian s.s., 559 tons, for France

BOATS LOADING OR EXPECTED TO LOAD COFFEE.

	Capacity	FOR THE UNITED STATES.			Rate of freight
		Rio	Santos	Engagements Total	
Belos (Swedish) October	60,000	—	—	—	\$2.00 New Orleans
Talisman (Swedish) November	50,000	—	—	—	
Avaré (Braz.) October	70,000	—	—	—	\$1.40 & 5%
Poconé (Braz.) November	100,000	—	—	—	
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	—	—	—	
Rio Amazonas (Braz.) November	136,000	—	—	—	750/800f.1,000kM.orG.
Neuquem (Braz.) October	30,000	—	—	—	Ditto, Genoa only.
Holmblad (Danish) October	20,000	—	—	—	602s to 606s & 5%
Taquary (Braz.) October	*33,000	—	—	—	750fcs per 900 kilos.
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	—	—	—	
Catalina (Spanish) November	20,000	—	—	—	
Lages (Brazilian) Oct./Nov.	*120,000	—	*120,000	120,000	
Benevente (Braz.) November	*80,000	—	—	—	605f10%coffee,555f10%cereals

*Coffee and/or Cereals.

Capacity by Flag.

Note.—The s.s. Admiral Seebree has been taken off the berth.

Capacity.			Capacity by Flag.			
October	November	Total	October	November	Total	
For Europe	260,000	186,000	446,000			
For United States	130,000	150,000	280,000			
South Africa & East.....	100,000	120,000	220,000			
	<u>490,000</u>	<u>456,000</u>	<u>946,000</u>			
			For United States—			
			Brazilian	70,000	100,000	170,000
			Neutral	60,000	50,000	110,000
				<u>130,000</u>	<u>150,000</u>	<u>280,000</u>
			For Europe—			
			Brazilian	189,000	116,000	305,000
			Neutral	71,000	70,000	141,000
				<u>260,000</u>	<u>186,000</u>	<u>446,000</u>
			For South Africa and East—			
			Brazilian	100,000	—	100,000
			Japanese	—	120,000	120,000
				<u>100,000</u>	<u>120,000</u>	<u>220,000</u>