

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.



REPUBLICA
NACIONAL
RIO DE JANEIRO

VOL. 6

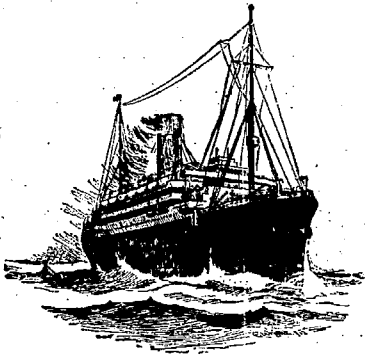
RIO DE JANEIRO, TUESDAY, 30th October, 1917

N. 18

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. 1190 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; Société Générale, Paris and Branches; Credito Italiano, Italy; Hongkong and Shanghai Banking Corporation, India, China and Japan; Crédit Lyonnais, Spain; Branches of Banco de Portugal, Portugal.

CORRESPONDENTS.

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

THE BRITISH BANK OF SOUTH AMERICA, LTD.

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

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

Office in Rio de Janeiro { Rua Primeiro de Março 45 and 47
 { Rua do Hospício 1, 3, 5 and 7

Branches at:—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 Belizaghi, Milan; Banca Commerciale Italiana, Genoa; Società Bancaria Italiana, Genoa; Messrs. E. Sainz and Hijos, Madrid and Correspondents in Spain; Crédit Franco-Portugais, Oporto; Banco de Portugal, Lisbon, and Correspondents in Portugal; The Bank of New York, N.B.A., New York; E. Raoul, Duval and Co., Havre.

Also draws on South Africa, New Zealand and principal Cities on Western Coast of South America. Opens Current Accounts.

Receives deposits at notice or for fixed periods and transacts every description of banking business.

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

THE LEOPOLDINA RAILWAY COMPANY LIMITED.

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

EXCURSIONS SPECIALLY RECOMMENDED.

Petropolis—2,700 feet above sea level, magnificent climate, beautiful views during trip; 1 hour, 40 minutes. 1st class return 4\$800. Stone ballast, no dust. 6 trains per day.

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

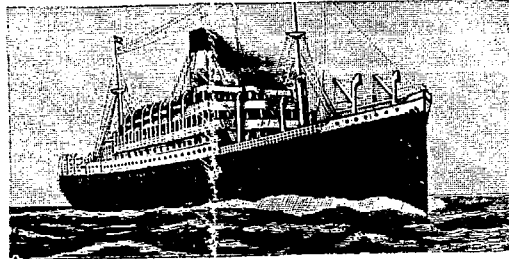
DELIVERY AT RESIDENCE.—A regular service of delivery at residence in Rio de Janeiro, Nictheroy, Friburgo, Campos and Petropolis is maintained by the Company, by which parcels may be despatched direct from any address in one of the above mentioned cities to any of the others with the minimum of trouble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

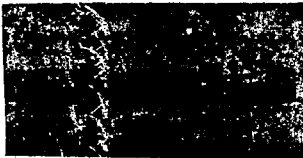
All steamers fitted with Wireless Telegraphy, Laundry, Gymnasium etc.

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 November.

For further particulars apply to :—

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

REDERIAKTIEBOLAGET NORDSTJERNAN

Johnson Line

Service between Scandinavia, Brazil and the River Plate.

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

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

For further particulars apply to the Agent:—

LUIZ CAMPOS — 24, RUA VISCONDE INHAUMA, 84, RIO DE JANEIRO.
 88, RUA 15 DE NOVEMBRO, 88, SANTOS.

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VOL. 6

RIO DE JANEIRO, TUESDAY, October 30th, 1917

No. 18

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 St. Louis 1904.

First Prize Turin 1911.

First Prize Brazil 1908

First Prize Brussels 1910

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

BRAZILIAN WARRANT COMPANY LIMITED.

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

Authorized Capital.....	£1,000,000
Capital Paid up.....	961,150
Reserve Fund.....	150,000

Branches at: SANTOS, RIO DE JANEIRO and SÃO PAULO.
Agencies at: CAMPINAS, JAHÚ, and SÃO CARLOS DO PINHAL.

Conducts a general consignment and commission business. Makes a speciality of advances against Coffee, Sugar, Cereals & general merchandize.

Custom-House Clearing Agents.

COMPANHIA DE NAVIGATION SUD ATLANTIQUE

REGULAR MAIL AND PASSENGER SERVICE BETWEEN BORDEAUX AND SOUTH AMERICA.

DEPARTURES OF STEAMERS—

FOR RIVER PLATE:

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

Superior accommodation for First, Second and Intermediary Passengers.

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

FOR EUROPE:

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

For further particulars apply to the Company's Agents:

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

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

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

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

LLOYD NACIONAL

Sociedade Anonyma

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

Cable Address
NACIONAL - RIO

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

Telephones
NORTE 114 & 4141

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

Regular Line of Steamers to MARSEILLES, GENOA and other MEDITERRANEAN PORTS.
Fitted with MARCONI'S WIRELESS TELEGRAPH

FLEET:

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

UNDER RECONSTRUCTION:

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

UNDER CHARTER:

s.s. Neuquen
 dw | 2,100 tons |

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

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

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

OSAKA, JAPAN.

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

EXCELLENT FIRST AND THIRD CLASS ACOMMODATION

Future Sailings from Rio de Janeiro:—

TACOMA MARU—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.

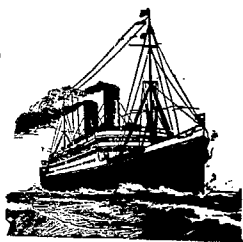
RUA DE S. PEDRO, Nº 77

RIO DE JANEIRO

LLOYD BRASILEIRO

Brazilian Steamship Line

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



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

SUPERIOR PASSENGER ACCOMMODATION — WIRELESS TELEGRAPHY.

SAILINGS

For the United States

AVARE—will sail for the United States shortly.
PAGONE—will sail for United States shortly.

For the River Plate

RUY BARBOSA—will sail shortly for Santos, Paranagua, Antonina, S. Francisco, Rio Grande and Montevideo.
SIRIO—will sail shortly for Paranagua, Antonina, S. Francisco and Montevideo.
ACRE—will sail shortly for Santos Paranagua, S. Francisco, Rio Grande, Montevideo and Buenos Aires.

For North of Brazil

RIO DE JANEIRO—will sail shortly for Bahia, Macelo, Recife, Ceara and Para.
s.s. PARA, CEARA AND BAHIA.

WILL SAIL FOR NORTHERN PORTS ON 2nd, 9th, and 16th 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,
RIBEIRO, PRIVATE

WILEMAN'S BRAZILIAN REVIEW.

OFFICES: 61 RUA CAMERINO.

P. O. BOX—1521.

Tel. Address—REVIEW.

Subscription £5 per annum.
Single copies supplied to subscribers only.

AGENTS—

Rio de Janeiro—

Crashley & Co., 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	3 10 0	4 0 0	4 7 6	4 15 0	5 0 0
Half Page...	1 12 6	1 15 0	2 0 0	2 5 0	2 7 6	2 10 0
Third Page..	1 2 6	1 5 0	1 7 6	1 10 0	1 12 6	1 15 0
Quarter Page.	17 6	18 6	1 0 0	1 2 6	1 3 6	1 5 0
1" across Page	8 0	7 6	8 0	9 0	10 0	11 0
1/2" x 8".....	8 6	4 0	4 6	5 0	5 6	6 0
1/2" x 4".....	1 9	2 0	2 3	2 6	2 9	3 0

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

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.

Late November—DARRO, Royal Mail, for Europe.

FOR RIVER PLATE AND PACIFIC.

Early November—ORITA, P.S.N.C., for Plate and Pacific.

Mid-November—DARRO, Royal Mail, for River Plate.

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. Guimaraes,
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 con-
venience 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.

WAR

PROCLAMATION OF THE PRESIDENT OF THE UNITED STATES OF BRAZIL OF A STATE OF WAR WITH GERMANY.

Decree No. 3.311 at 6.26 p.m. of 26-October, 1917.

The President of the United States of Brazil makes known that the National Congress has decreed and I hereby sanction the following resolution:—

Sole Article.—The state of war initiated by the German Empire against Brazil is hereby recognized and proclaimed, and the President of the Republic authorized to accept the measures specified in his Message of 25th October last and to take all measures for national defence and public safety judged necessary; to open credits and authorize requisite credit operations; all dispositions to the contrary being revoked.

(Signed) Wenceslau Braz. P. Gomes — Nilo Peçanha —
Caetano de Faria — Alexandrino de Alencar — Carlos
Maximiliano — Antonio Carlos — Terases Lyra.

The Bill declaring war against Germany was approved with only one dissenting vote in the Chamber of Deputies and one in the Senate.

The objections of Sr. Joaquim Pires, deputy for the State of Piauhy, were founded on the article of the Constitution that, according to his interpretation, admits of declaration of war on two grounds only—invasion of national territory or aggression of national sovereignty.

The utilisation of German steamers does not, in his conception, imply nationalisation and as there has been no invasion of national territory, suppositious charges of aggression to sovereignty fall to the ground, because the capture or torpedoing of a merchant vessel that endeavoured to force the blockade could never constitute aggression to the flag that covered the cargo, especially in view of the fact that the ship in question, though employed in our service, was foreign owned.

The die is cast!—Germany willed it so and Brazil could not with dignity refuse the challenge.

Consistent with pacific characteristics to the end, Brazil does not even now declare war against Germany, but accepts the state of war thrust upon her!

Separated by 4,000 miles, of seas from the field of contest, the thunder of battle is deadened by distance and the interest of this country in the struggle dimmed and obscured by the hitherto intimate relations of the Brazilian people with belligerents of one side and the other.

None the less this is Brazil's war just as much as that of France, England or Italy, and, as Ruy Barbosa is never weary of impressing on his own people, it is not the Allies' interest that Brazilians are defending, but the very existence, moral, political and territorial, of Brazil herself!

Slowly the peoples of this continent awakened to the sense of their responsibilities in the human scheme; but as one by one they realise it, hesitation is cast away and they stand ready and anxious to play each one his part, even to the sacrifice of their own lives on the altar of Liberty!

Already the hosts of the United States are marshalling for the fray; but a few months more and both Brazil and Uruguay will too be setting the example of blood sacrifice for all South America to follow!

First to break with Germany, Brazil is first, too, of all South American Republics to declare war against the arch enemy of mankind!

Hail Brazil! May the memories of the struggle on which Britain and Brazil have, of their own free will, embarked unite them forever in heart and purpose!

But though Brazil took up the challenge, it was with scarce a word of counsel or encouragement from Britain, her ancient friend and erstwhile ally.

So long as Brazil was neutral it might seem natural that she, with all neutrals who refused their aid, should have incurred suspicion.

Who is not for us in this struggle is against us and the Allies were bound to take precautions against lukewarm friends and potential enemies alike.

But when Brazil broke off relations with the scourge of civilisation, the opportunity to win her over once and for all to our side and grapple the Brazilian heart to ours with hooks of steel was simply wasted.

Instead of meeting this potential ally halfway, as both France and America have done, British diplomacy on the very verge of Brazil's declaration of war was still quibbling over unessentials, such as the exclusive shipment of coffee in ex-German ships.

Once the privilege of importing Brazilian coffee was admitted in principle, the grounds for distinction between national or ex-German steamers became incomprehensible, seeing that both sail under the selfsame flag.

And yet even up to to-day, after war has been positively declared, the distinction still subsists, although twenty of the steamers have been offered to the Allies for transport of troops and material between France and the United States and the remaining twenty-three are progressively employed in provisioning the Allies!

No wonder Brazilians enquire what sort of ally is this to look a gift horse in the mouth!

As regards imports of coffee, the matter is not so purely sentimental as might seem. It is true that whether in ex-German bottoms or no, but little coffee is likely to be imported into Great Britain with stocks there already so greatly in excess of requirements. But, apart from the moral point of view, that admits of no distinction between vessels flying the same flag, there is another and still more subtle issue involved.

It has been pretended that, in consequence of the declaration of the President in a late message to the effect that the German steamers that took refuge in Brazilian harbours continued, in spite of requisition, to be German property, accountable for by Brazil after the war and these steamers were therefore liable to capture by the Allies and could not consequently be classed with Brazilian owned. Whether the distinction imposed on imports of coffee obeyed this interpretation or whether it was merely utilized to get over the objections of other producing countries, it was as unnecessary as irritating to Brazilian selfrespect, seeing that, if the object of the embargo was merely to economise allied tonnage, precisely the same results might have been attained by making its removal dependent on transport only in Brazilian bottoms without distinction.

As it is, the declaration of war has knocked the bottom out of this argument, seeing that ex-German vessels are "ex" no longer, but, as prizes of war, have become part and parcel of the Brazilian Estate and as such are incorporated de facto in the Brazilian mercantile marine.

It now remains to be seen how the quibblers who insisted on restriction of imports of coffee to exclusively ex-German boats will conciliate their attitude with the new situation created by the declaration of war now that there are no German or ex-German steamers to deal with, but solely Brazilian.

The British Foreign Office has from the first shown the greatest appreciation of the attitude of this country and has invariably done all in its power to meet the views of the Brazilian Government so far as allied policy permitted.

Whilst Brazil was yet neutral and the Blacklist in full vigour, by timely concessions, the Foreign Office succeeded in maintaining the relations between the two countries on a friendly if not thoroughly cordial footing.

Recognizing the radical change that suspension of diplomatic and commercial relations with Germany introduced in the relations of this country with the Allies, the British Foreign Office accepted without demur the proposal of the Minister of Foreign Affairs, Dr. Nilo Peçanha, for modification of Blacklist procedure, and, we are convinced, would long ago have extended the licence granted for imports of coffee in ex-German boats to all and every steamer indifferently flying the Brazilian flag, but for the influence of some "unseen hand."

Declaration of war will change almost everything here and introduce considerable modifications in Brazilian procedure as soon as the requisite authorisation is obtained with regard to the status of German subjects during the war.

In all probability peaceful Germans engaged in purely internal trade will not be molested so long as they continue to behave themselves, but should there be any reason to suspect their participation in subversive movements or strikes, severer measures would be necessary.

As regards banks and traders, with domicile in Germany, the prevailing opinion seems to be that they should be closed and their assets realized and be put at the disposition of the Government, as in the case of the United States.

The German gunboat "Eber," interned at Bahia, was set on fire by her crew and sunk on 26 October. Both crew and officers are now prisoners and will be interned at Ilha Grande, between Rio and Santos. The Eber was sunk in shallow water and there are good hopes of raising her.

Just at present the prevailing idea is that troops will not be sent to France, in view of the exposure to attacks by submarines and the enormous distance that separates this country from the field of war, but principally because of the lack of transport. But as the war waxes and the necessity of support for the Allies increases, objections, howsoever weighty, will be waived and some means of Brazil contributing a fair share of man power be undoubtedly found.

It is, as Dr. Ruy Barbosa says, now Brazil's war and must be prosecuted with all the vigour in her power.

That the active participation of Brazil in the war would necessarily entail expenditure she can ill afford was foreseen from the first, but so far no steps beyond authorizing considerable issues of paper money seem to have been taken. It is not possible that Brazil can take her full share in military operations on her own unassisted resources, or rely on paper money alone to finance the war.

It is, therefore, to be expected that the Allies will take the initiative and, as was done in the case of the United States, send special missions to confer with this Government as to ways and means and the conduct of the war generally.

—The s.s. Macau, ex-Palatia, was torpedoed off Finisterre, without warning, and the captain and another officer carried off into captivity by the submarine.

Only one man—a stoker—was killed by the explosion.

The rules of international warfare permit that in certain cases captured vessels may be sunk, but at the same time make it conditional on previous summons to surrender and placing officers and crew in a place of safety.

The Macau was sent to the bottom without warning and the crew turned adrift on the high seas to manage as best they could, whilst to add insult to injury, two of the officers were carried off into captivity.

If such acts do not constitute an offence against national sovereignty, it is difficult to imagine what do.

—The cargo sunk in the s.s. Macau consisted of 34,000 bags of coffee and 57,220 bags of beans, all for Havre. The ship itself is said to have been insured by a Belgian concern for £100,000. The loss of so much coffee will, apart from the mere loss, be severely felt by France, where stocks of coffee are running low. Both coffee and beans were for account of the French Government.

—The other ex-German ships en route for Europe are the ss., Cabedello and Acary, of which the first has for some days been in the danger zone. Besides these there are a number of Lloyd Nacional boats en route for France and Italy and one or two of the Cia. Comercio e Navegação.

—We hear that most, if not all, the Lloyd boats excepting the Macau cleared from here without sailing instructions from the British Admiralty, which seems queer, when at any moment a German raider may be expected!

—Amongst the war measures Government is said to be contemplating are the following:—

Regulation of export of foodstuffs and acquisition of same, as also suspension of import duties if necessary to regulate prices and regulation of export of gold and securities.

—The Minister of the Interior, as a preventative measure, has resolved to establish censure of the press, and, as a preliminary, has suspended the publication of any newspaper in the German language. In consequence the "Noticia" of Santos, a pro-German paper, published in both Portuguese and German, has already suspended publication and the "Diario Allemão" of this city will probably follow its example.

Control of Tonnage. A cable from Washington states that the American and French Governments have come to terms for exchange of 40,000 tons of French steel windjammers for 20,000 tons of North American steamers, employed chiefly in lake traffic. These steamers will be concentrated at Quebec and within 30 days be placed at the service of the French Government.

According to Whittaker in 1916 there were 147 French steel sailing vessels of 297,315 tons, whilst the total of lake tonnage under the U.S. flag was 92,323. The proportion of 20,000 tons steam to 300,000 tons of sailers might seem somewhat disproportionate were it not that the chances of escape of steamers from submarines must be five times or more that of sailers.

By agreement with British and other owners, the routes of the sailers has been agreed on, in virtue of which some will be utilised for transport of nitrates from Chile to the States and others for that of manganese from Rio de Janeiro.

In compensation the U.S. agree to supply 4,000 tons of fuel oil per month at low freights.

Argentina has not been included in these arrangements until Food Controller Hoover makes up his mind on what footing that country, which has not yet utilised German tonnage, is to be placed.

The Strike of Railway Operatives at Rio Grande do Sul. There can now be little doubt that the strike of operatives, mostly of German origin, of the French Railway at S. Maria da Bocca do Monte was engineered by German elements and timed to correspond with the similar movement in Argentina. But here analogy ends, as instead of looking on idly, as in Argentina, the General in command at Porto Alegre took the responsibility for suppressing the movement *manu militari*, with the result that it is simmering already and fear of its spreading to other parts of the country has subsided.

If Germans imagine they will gain anything by terrorism, they have sadly misinterpreted Brazilian character. There could, in fact, be no surer way of uniting national opinion of every shade against them and precipitating the day of reckoning.

Perhaps when war is declared and Germans and German property in this country has been put under lock and key, they may reflect that honesty, even in war time, is some policy and intrigue no need to lean on.

Some of the Brazilian Press are endeavouring to make political capital out of the different attitudes adopted by the States and Federal authorities in the State of Rio Grande do Sul.

Whilst the President of the State, Dr. Borges, merely talked of the sacred rights of strikers, the commander of the Federal forces at Santa Maria acted and soon brought the strikers to their senses.

Moral: An ounce of example is worth a ton of precept and promptly taken staunches bloodshed.

The Strangers' Hospital. Expenditure has increased and results were somewhat better than last year's, the year's operations left a slight loss of 3,282\$370, accounted for by the outlay of some 24,000\$ on absolutely indispensable repairs to the buildings. The outlook for the current year is favourable as the amount repairs, etc., will be much smaller.

Two hundred and thirty-three cases were treated last year in the Hospital, as against 204 in 1915. There was an increase of 34 in the number of surgical cases, a decrease of 5 in those for internal disease, whilst maternity cases were the same as the year before. These figures emphasise the growing popularity and usefulness of the hospital for treatment of surgical cases.

There was an increase in the number of Brazilian cases and of 7 in the number of British patients, whilst for North America and other nationalities numbers were about the same.

At the close of the present year, the nursing staff, inclusive of the matron, numbered 10, the retiring matron Miss Cooper having been efficiently replaced by Miss Kent.

The Hospital is short-handed because it has been found impossible to engage certificated nurses in England or elsewhere, and the directors desire to put on record the willingness with which the members of the present nursing staff have done the extra work.

Dr. Raymundo Bandeira remains as physician in charge, whilst Drs. Alvaro Ramos and F. Pyles have performed gratuitously several surgical operations on sailors of H.B.M. navy patrolling the Brazilian coast.

Leading surgeons and physicians of Rio who have treated cases in this hospital are eloquent in praise of the attendance afforded to patients by the nursing staff.

Grinding the Face of the Huns. It takes time, but surely German influence, once so powerful in this country, is growing beautifully less and, let us hope, will soon be a thing of the past if only Brazilian and our own people play the game and refuse to have any dealings with them now or after the war.

Theodor Wille has ceased to be representative of Henry Schröder and go-between with the S. Paulo Government for business connected with London loans, whilst Ed. Johnston & Co., Ltd., reign in their stead.

Even Schmidt, the biggest fazendeiro in the world, threw Germany over, and, as President of the Municipality of Ribeirão Preto, was the first to sign the protest against German frightfulness as manifested by the sinking of Brazilian steamers. Since then he has cut off commercial relations with Theodor Wille and other German houses and has agreed to consign all his coffee to a British firm—The Brazilian Warrants Co.

Montevideo the Base? The American and part of the British fleets are now at Montevideo, which port, to all appearances, they intend to make a base. To that end it is proposed to make that port the terminal for the service of the Royal Mail Line and in all probability of the French and Italian lines as well. The Allies, and particularly Great Britain, are none too pleased at the attitude of Argentina and apparently mean to give Brazil and Uruguay the preference for their trade.

The Allies, no doubt, want foodstuffs badly, but not more than Argentina desires to sell them to the Allies, now the only possible buyers.

We wonder if in the "vision", that Irigoyen conjured up from his inner consciousness, million of tons of cereals rotting on the quays were included?

How likely this is to happen may, however, be judged by the exclusion of Argentina from the arrangements come to exchange French sailing vessels for American lake steam tonnage for service to South America.

Peace and After. In his monumental speech, Lloyd George once more emphasises the intention of Great Britain and her Allies to destroy the predominance of brute force in Europe and establish on unshakable foundations the rule of law and order.

This year, he believes, will witness its destruction, and though the end may yet be far off, the world is marshaling its forces and within a few short months the formidable military resources of the United States, double our own, will be at the disposal of the defenders of law and order.

Germany sneered when the United States, Brazil, Cuba and Guatemala took sides against her, but is laughing on the wrong side of her face now that she begins to appreciate the immensity of the efforts of America and the material assistance that even far distant South American countries are contributing to the success of the Allies.

Not a pound of meat, bag of coffee or beans, or ton of manganese that reaches Europe or the States from these countries but saves allied labour and spares more allied forces for the front.

The aim of the Allies is to reduce Germany to impotence not now only, but to prevent her for ever from reorganizing her forces for a "revanche." To that end not only must she be thoroughly beaten, but by systematic boycott combined between the Allies and their friends and adherents in both America, be reduced to impotence.

Such is the clear intention of the Allies that the directors of the future of this country will do well to take due note of and prepare for the inevitable when, after the war, allies and semi-allies will be called upon to make their choice as to with whom they ascend to trade—allies or enemies!

Rubber. According to the statistics given in another column, there was no rubber in enemy hands at Para on 30 September, and if they have since then be able to ship, it must have been through cloaks or been bought in the open market.

By the s.s. Curvello, cleared on Oct. 9, the enemy firm Seligmann & Co. were permitted to ship to New York 12 tons, for which space had been conceded before the prohibition came into force. Independent, however, of any agreement, it is to be expected that now that war has been declared against Germany enemy shipments of every kind and to any destination would cease. The business that Germans did since the adoption of the Blacklist must have been more for the sake of keeping up appearance and connections than for any profit it may have left.

During the 18 months that the blacklist has been in operation, the total that enemy and blacklisted firms succeeded in shipping was 3,180 tons out of 50,277 tons or only 6.3 per cent of the total.

The straits German rubber firms, forced to maintain costly establishments, may be judged from these figures and the fact that some of them, like Pralow, have closed their doors and others like Berringer, have discharged all their Brazilian staff and reduced even their German personnel to the minimum and now war

is declared stand a good chance of being shut down altogether and let us hope for ever.

That Germans are not wanted and would never be missed on the Amazon is shown by the fact that their place has been taken by others, chiefly Brazilians and Portuguese.

As far as the Allies are concerned there can be little doubt after the barbarous way Germans have behaved that an economic campaign will aim at continuation for some time, if not perpetuation of actual conditions, that only require an agreement between the Brazilian and Allied Governments to convert into a fait accompli.

Brazilians would be foolish indeed should they consent to the reopening of German houses on the Amazon at their cost.

A PARALLEL.

Apropos of Britain's "contemptible little army," loquitur Herr Erzberger, 1914:—

"Germany will be enchanted when the half-million advances against us. We will put some old military man, so decrepit that he can hardly sit on his horse, in command of a squadron of semi-invalids, and he will soon capture all these English, and turn them over to a Barnum to be shown at fairs as the latest wonder of the world! Those of our men who are first badly wounded in this war must be put in a squadron and given the first chance. It is with undisguised merriment that everyone in Germany reads of this new English vote of Parliament, and we have the right to be amused."

Apropos of the "contemptible American army," loquitur the "Leipziger Nueste Nachrichten," 1917:—

"Really, anyone who has seen parts of the regular army of the Americans and knows something of the modern history of these braves, is reminded of Falstaff's Guards. . . Hindenburg will make short work of the recruits and volunteers from the other side of the great pond should there be time enough to enable them to be trained. Conscientious and cautious study enables us to say that we need not over-estimate the American danger."

The parallel is complete and comment superfluous. How are we to teach anything, enquires the "Wall Street Journal," to people who learn nothing from the costliest experience?

Being a pro-German these times may be distinguished but lonesome. There are only two in Brazil, both congressmen, hailing from Piauhy.

THE BLACKLIST. RIO DE JANEIRO

- Aug. 6, 1917 Almeida, Mario de, Rio de Janeiro.
 Mar. 24, 1916 Arp & Co., Rua do Ouvidor 102, Rio de Janeiro.
 Aug. 8, 1916 Araujo & Boavista, Rio de Janeiro.
 Jan. 5, 1917 Baasch, Hermann, Rio de Janeiro.
 Jan. 5, 1917 Bahlmann, John, Rio de Janeiro.
 July 15, 1916 Banco Allemao Transatlantico.
 July 15, 1916 Banco Germanico da America do Sul.
 Feb. 16, 1917 Bandeira, Luiz, Rio de Janeiro.
 Sept. 9, 1916 Bauer, Walter F., Rio de Janeiro.
 Mar. 24, 1916 Bayer, Friedrich, & Co., Trav. S. Rita, 22-24, Rio
 April 28, 1917 Behrend Schmidt & Co., Rio de Janeiro.
 Mar. 24, 1916 Bellingrodt & Meyer, Rua S. Pedro 70, Rio
 June 22, 1917 Bouttenmuller & Co., Rio de Janeiro.
 July 15, 1916 Brasilianische Bank fur Deutschland, Rio de
 Janeiro, Bahia, S. Paulo, Rio Grande and Porto
 Alegre.
 Feb. 3, 1917 Boschen & C., Carlos, Rio de Janeiro.
 Mar. 24, 1916 Bromberg & C., Bahia, Porto Alegre, S. Paulo,
 Rio de Janeiro, Santos, and Rio Grande do Sul
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre,
 S. Paulo, Rio de Janeiro, Santos and Rio Grande
 do Sul.
 Nov. 10, 1916 Buschmann, C., Rio de Janeiro.
 June 22, 1917 Casimiro Lima, Rio de Janeiro.
 Mar. 24, 1916 Costa, M. de Almeida, & Co., Rua S. Bento 5, Rio
 May 25, 1917 Costa, Raymundo, Rio de Janeiro.
 Jan. 22, 1917 Cohen, C., Rio de Janeiro
 Mar. 8, 1917 "Cometa," Fabrica de Roupas Brancas, Rio.
 July 15, 1916 Companhia Brasileira de Electricidade (Siemens
 Schuckert Werks).
 Aug. 8, 1916 Cia. Sul-Americana de Electricidade (A.E.G.) Rio
 de Janeiro.
 Dec. 23, 1916 Cooperativa Brazil and its Director, Luiz Gomes,
 Rio de Janeiro.
 June 9, 1917 Corrêa, Antonio José, Rio de Janeiro.
 Feb. 3, 1917 Costa, Rua da Alfandega 60, Rio de Janeiro.
 Mar. 24, 1916 Costa Almeida, M., Rua do Rosario 17, S. Paulo;
 Rio de Janeiro.
 July 18, 1916 Deutsche Sud-Amerikanische Bank
 Sept. 9, 1916 Deutsch Sudamerikanische Telegraphen Gesell-
 schaft, Rio de Janeiro.
 July 5, 1916 Deutsche Ueberseische Bank
 Dec. 9, 1916 Deutsche Tageblatt, Rio de Janeiro.
 May 11, 1917 Ebel, Alfredo, Rio de Janeiro.
 Jan. 22, 1917 Fabrica de Discos Odeon, Rio de Janeiro.
 Mar. 3, 1917 Fabrica de Roupas Brancas "Cometa," Rio de
 Janeiro.
 May 18, 1916 Ferreira, José Germano, Rio de Janeiro.
 July 15, 1916 Frederico Ostermeyer, com. agent, Rio de Janeiro.
 July 20, 1917 Freitag, H. G., Rio de Janeiro.
 Mar. 24, 1916 Gasmotorenfabrik Deutz, Avenida Rio Branco 11,
 Rio de Janeiro; Rua Floriano Peixoto, P'buco.
 Jan. 5 1917 Gomes, Candido, Rio de Janeiro.
 Mar. 31, 1917 Gomes & Co., O., Rua Alfandega 49, Rio.
 Stpt. 1, 1917 Gourley & Co., T. P., Rio de Janeiro.
 Feb. 3, 1917 Haupt & Co., Rio de Janeiro.
 Nov. 10, 1916 Haering, Fritz, Rio de Janeiro.
 Jan. 22, 1917 Hansen, Alfredo, Rio de Janeiro.
 Apr. 14, 1916 Hasenclever & Co., Rio de Janeiro; Rua L.
 Badaro 70, S. Paulo.
 June 22, 1917 Henrique & Leal, Rio de Janeiro.
 July 15, 1916 Hermann, Louis, & Co., importers of perfumery,
 Rio de Janeiro.
 May 11, 1917 Hipp, Giulhermo, Rio de Janeiro.
 Jan. 5, 1917 Israel & Co., Simon, Rio de Janeiro.
 Mar. 24, 1916 Jannowitz Wahle & Co., Rua da Candelaria 49,
 Rio de Janeiro; Rua S. Pedro 34, S. Paulo.
 May 25, 1917 Kohn & Co., Isidoro E., Rio de Janeiro.
 Sept. 9, 1916 Kopinsky, Joseph, Rio de Janeiro.
 Dec. 8, 1916 Lallemand, J. L., Rio de Janeiro.
 Nov. 10, 1916 Leite de Fonseca, A., Rio de Janeiro.
 Mar. 3, 1917 Lichtenfels, Bernardo, alias Brandão, Rio de
 Janeiro.
 Jan. 22, 1917 Lohner, F. A., Rio de Janeiro.
 Aug. 8, 1916 Luckhaus & Co., Rio de Janeiro.
 Aug. 6, 1917 Lucas & Co. ("Casa Lucas"), Rio de Janeiro
 June 9, 1917 Macedo, Alvaro, Rio de Janeiro.
 Nov. 24, 1916 Machado, Mello & Co., Rio de Janeiro.
 Mar. 24, 1916 Magnus, James, & Co., Rua S. Pedro 96, Rio
 Nov. 10, 1916 Mattheis & Cia., Rio de Janeiro.
 Feb. 16, 1917 Mattos, Alberto, Rio de Janeiro.
 Nov. 10, 1916 Marx, W., Rio de Janeiro.
 alias Norbert Hertz, Rio de Janeiro.
 alias Mins Nissen, Rio de Janeiro.
 alias Oliveira & Co., Henrique, Rio de Janeiro.
 April 28, 1917 Meyer, Siegfried, Rio de Janeiro.
 April 14, 1917 Molina, Manoel Lopes Agero, (Casa Lucas), Rio
 Apr. 14, 1916 Moreira, Julio Cesar, Rio de Janeiro.
 Mar. 31, 1917 Muller & Co., Paul, Rio Alfandega 90, Rio
 Mar. 24, 1916 Noronha, Carlos de, Rua General Camara 22,
 Rio de Janeiro.
 Mar. 24, 1916 Ornstein & Co., Rua S. Pedro 9, Rio de Janeiro.
 July 18, 1916 Ostermeyer, Frederico, Rio de Janeiro.
 Sept. 9, 1916 Pereira, E., & Co., Rio de Janeiro.
 July 15, 1916 Pintsch, Julius, Aktiengesellschaft, importers
 Rio de Janeiro.
 Aug. 8, 1916 Prejawa & Co., Rio de Janeiro.

- Mar. 24, 1916 Rombauer & Co., Rua Visconde de Inhauma 84, Rio de Janeiro.
- Sept. 9, 1916 Schaible & Kanitz, Rio and S. Paulo.
- April 28, 1917 Scheyer, Otto, Rio de Janeiro.
- June 22, 1917 Schlesinger & Co., Rio de Janeiro.
- Aug. 22, 1916 Schlick & Co., importers, Rio de Janeiro.
- Mar. 24, 1916 Schoenn, Roberto, & Co., Rua da Quitanda 147, Rio de Janeiro.
- Sept. 1, 1917 Schott, Adolf, Rio de Janeiro.
- Sept. 9, 1916 Siemens Schuckert Werke, Rio, S. Paulo and P Alegre.
- July 15, 1916 Sinjin, M., & Co., lace makers, Rio de Janeiro.
- June 8, 1916 Sociedad Tubos Mannesmann Limitada.
- July 15, 1916 Sociedade Tubos Mannesmann, pipe manufacturers Rio de Janeiro.
- Mar. 24, 1916 Sinner, Alfred, Rio de Janeiro and Santos.
- Feb. 3, 1917 Stoky, Jorge F., Rio de Janeiro.
- June 8, 1916 Steinberg, Meyer & Co., Avenida Rio Branco 65, Rio de Janeiro; S. Paulo
- Aug. 8, 1916 Stoltz & Co., Hermann, Santos, Rio de Janeiro, S. Paulo and Pernambuco.
- July 20, 1917 Thomas & Co., Carlos A., Rio de Janeiro.
- Mar. 24, 1916 Turnauer & Machado, Rio de Janeiro.
- Mar. 24, 1916 Urban, Eugen, & Co., Rua Conselheiro Saiaiva 30, Rio de Janeiro; Rua S. Antonio, 63, Santos.
- Feb. 16, 1917 Vieira, Luiz, Rio de Janeiro.
- Sept. 9, 1916 Vieira de Mello, Francisco, Rio.
- May 11, 1917 Waetneldt, Bertholdo, Rio de Janeiro
- May 25, 1917 Weiss & Co., Henrique, Rio de Janeiro.
- June 9, 1917 Welge, K. H., Rio de Janeiro.
- July 15, 1916 Weiszflog, Otto, (of Weiszflog Bros.), Rio de Janeiro.
- Nov. 11, 1916 Werner Hilpert & Co., Rio de Janeiro.
- Mar. 24, 1916 Wille, Theodor, & Co., S. Paulo, Rio de Janeiro and Santos.
- Sept. 10, 1917 Witte, Paulo, Rio de Janeiro.
- Feb. 3, 1917 Woecken & Krebs, Adolpho, Rio de Janeiro.
- May 25, 1917 Zeising, John & R., Rio de Janeiro.
- Aug. 18, 1917 Zsigmondy & Co., Paul, Rio de Janeiro.
- Mar. 24, 1916 Jannowitz Wahle & Co., Rua da Candelaria 49, Rio de Janeiro; Rua S. Pedro 34, S. Paulo.
- April 28, 1917 Klaussner & Co., S. Paulo.
- Nov. 10, 1916 Laves de Moraes, José, S. Paulo.
- Nov. 10, 1916 Lemcke, Henrique, S. Paulo.
- Nov. 10, 1916 Melcher & Cia., Conrado, S. Paulo
- June 8, 1916 Naschold, Ricardo, & Co., Rua Henrique Dias 57, S. Paulo; Porto Alegre.
- July 15, 1916 Rieckmann & Co., ironmongers, S. Paulo.
- June 8, 1916 Rothschild & Co., Rua 15 de Novembro 31, S. Paulo.
- June 9, 1917 Saemi & Arra, S. Paulo.
- Sept. 9, 1916 Schaible & Kanitz, Rio and S. Paulo.
- Nov. 10, 1916 Schmidt, Trost & Co., Santos and S. Paulo.
- Feb. 3, 1917 Schmidt & Co., (Casa Rosenhain), Rua S. Bento 60, S. Paulo
- Feb. 3, 1917 Sergenicht, Conrado, S. Paulo.
- Nov. 24, 1916 Silva, Antonio Carlos da, S. Paulo.
- Nov. 10, 1916 Silva & Cia., Domingos da, S. Paulo.
- Sept. 10, 1917 Silva & Co., Bertholdo, S. Paulo.
- Aug. 8, 1916 Smith, Kessler & Panke (Casa Kosmos), S. Paulo and Santos.
- Mar. 3, 1917 Smith, Charles, S. Paulo.
- Sept. 9, 1916 Siemens Schuckert Werke, Rio, S. Paulo and P. Alegre.
- June 8, 1916 Steinberg, Meyer & Co., Avenida Rio Branco 65, Rio de Janeiro; S. Paulo.
- Aug. 8, 1916 Stolz & Co., Hermann, Santos, Rio de Janeiro, S. Paulo and Pernambuco.
- Mar. 31, 1917 Stupakoff & Co., Rua S. Bento 7, S. Paulo.
- Mar. 24, 1916 Trommel, A., & Co., Praça Telles, 11, Santos; Rua Alvares Penteado, S. Paulo
- Mar. 24, 1916 Wagner, Schadlich & Co., (Casa Allema), Santos and S. Paulo.
- Nov. 10, 1916 Warnecke & Cia., Hermann, S. Paulo.
- June 8, 1916 Weiszflog Brothers, Rua Libero Badaro 70, S. Paulo.
- July 15, 1916 Weiszflog, Alfredo (of Weiszflog Bros.), S. Paulo
- Mar. 24, 1917 Wille, Theodor, & Co., S. Paulo, Rio de Janeiro and Santos.

S. PAULO

- July 15, 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.
- June 22, 1917 Beckmann & Co., S. Paulo
- Mar. 24, 1916 Bromberg & C., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos, and Rio Grande do Sul.
- Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul
- Mar. 24, 1916 Casa Allema (Wagner, Schadlich and Co.) Rua 15 de Novembro, Santos; Rua Direita 18, S. Paulo.
- April 28, 1917...Casa Euxoval, S. Paulo.
- July 20, 1917 Casa Harau S. Paulo.
- Nov. 19, 1916 Casa Lemcke, S. Paulo.
- April 14, 1917 Casa Rosenhain (Schmidt & Co.), S. Paulo.
- July 5, 1916 Cia. Lithographica Hartmann Reichenbach, S. Paulo.
- June 9, 1917 Companhia Lithographica Ypiranga, S. Paulo.
- Mar. 24, 1916 Costa Almeida, M., Rua do Rosario 17, S. Paulo; Rio de Janeiro.
- July 5, 1916 Deutsche Uebersceische Bank.
- July 18, 1916 Deutsche sud-Amerikanische Bank.
- July 20, 1917 Erbrich, Richard August, S. Paulo.
- Jan. 22, 1917 Fabrica Metallurgica Allemã, S. Paulo.
- June 22, 1917 Fabrica Metallurgica de S. Paulo, S. Paulo.
- June 8, 1916 Fuchs, J., & Co., (Casa Fuchs), Rua S. Bento 83, S. Paulo.
- Dec. 9, 1916 Hackdradt, Fernando, & Co., S. Paulo, Porto Alegre and Curityba.
- Apr. 14, 1916 Hasenclever & Co., Rio de Janeiro; Rua L. Badaro 70, S. Paulo.
- Jan. 22, 1917 Heise & Co., Hugo, S. Paulo.

SANTOS

- Dec. 9, 1916 Andrade, Marcelino de, Santos.
- Sept. 1, 1917 Barros, J. A. Monteiro de, Santos.
- June 8, 1916 Breithaupt, Victor, & Co., Rua Itororo 8, Santos.
- Mar. 24, 1916 Bromberg & C., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos, and Rio Grande do Sul.
- Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul
- Mar. 24, 1916 Casa Allema (Wagner, Schadlich and Co.), Rua 15 de Novembro, Santos; Rua Direita 18, S. Paulo.
- Nov. 10, 1916 Chaves, J. P., Santos.
- Nov. 10, 1916 Companhia Nacional de Café, Santos.
- Feb. 16, 1917 Damazio, Guilhermino, Santos.
- Mar. 24, 1916 Dauch & Co., Rua Frei Gaspar 16, Santos.
- Mar. 24, 1916 Diebold & Co., Rua S. Antonio 56, Santos.
- Nov. 24, 1916 Figueiredo & C., Leopoldo, Santos.
- Aug. 18, 1917 Jacobsen & Co., S. Santos.
- Sept. 1, 1917 Lisboa, Pedro Christ, Santos.
- Nov. 10, 1916 Nossack & Co., Santos.
- Nov. 10, 1916 Oliveira, Eduardo, Santos.
- Sept. 10, 1917 Rebechi & Co., R., Santos.
- June 8, 1916 Runes & Bark, Largo Monte Alegre 6, Santos.
- Nov. 10, 1916 Schmidt, Trost & Co., Santos and S. Paulo.
- Mar. 24, 1916 Sinner, Alfred, Rio de Janeiro and Santos.
- April 28, 1917 Slues, Oscar, Santos.
- Aug. 8, 1916 Smith, Kessler & Panke (Casa Kosmos), S. Paulo and Santos.
- Aug. 8, 1916 Stolz & Co., Hermann, Santos, Rio de Janeiro, S. Paulo and Pernambuco.
- Mar. 24, 1916 Trommel, A., & Co., Praça Telles 11, Santos; Rua Alvares Penteado, S. Paulo.
- Nov. 10, 1916 Trinks & Cia., Peter, Santos.

- Mar. 24, 1916 Urban, Eugen, & Co., Rua Conselheiro Saraiva 30, Rio de Janeiro; Rua S. Antonio 63, Santos
 April 14, 1917 Vasconcellos & Co., C., Santos.
 Mar. 24, 1916 Wagner, Schadlich & Co. (Casa Allema), Santos and S. Paulo.
 July 5, 1916 Weiszflog, Max, Santos.
 Mar. 24, 1917 Wille, Theodor, & Co., S. Paulo, Rio de Janeiro
 Oct. 26, 1917 Wischendorf, Max, Santos, and Santos.
 Mar. 16, 1917 Zerrenner Bulow & Cia., Santos.

VICTORIA

- Mar. 24, 1916 Companhia Commercial, Victoria.

RIO GRANDE DO SUL

- July 15, 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.
 Mar. 24, 1916 Bromberg & C., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos, and Rio Grande do Sul.
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul
 Mar. 24, 1916 Engel, Fritz, Rio Grande do Sul.
 Mar. 24, 1916 Engelhardt, Carlos, Rio Grande do Sul.
 Mar. 24, 1916 Fraeb & C., Rua 7 de Setembro 90, Porto Alegre; Rio Grande do Sul.
 Sept. 10, 1917 Pegas, Fructuoso, Rio Grande do Sul.
 July 15, 1916 Wachtel Marxen & Co., shipping agents, Rio Grande

S. FRANCISCO DO SUL

- June 8, 1916 Fonseca, Arthur, S. Francisco do Sul.
 June 8, 1916 Jordan Gerken & Co., S. Francisco do Sul.
 Nov. 10, 1916 Leal, Anthanasio, S. Francisco do Sul.
 Nov. 10, 1916 Ribeiro, Trajano, S. Francisco do Sul (Jordan Gerken & Co.)

JOINVILLE

- July 15, 1916 Achim & Co. (branch of Arp & Co.) Joinville.
 Dec. 8, 1916 Boehm, Otto, or C. W. Boehm ("Koloine Zeitung") Joinville, Santa Catharina.
 May. 25, 1917 Casa de Aço, Carl Schneider, Joinville.
 June 8, 1916 João Silveira de Souza, Joinville.
 Feb. 3, 1917 Schneider, Carl, Joinville.
 Dec. 8, 1917 Schwartz, Eduardo, or E. J. Schwartz & Co., or Eduardo J. Schwartz & Co. ("Gazeta do Comercio"), Joinville, Santa Catharina.
 Dec. 9, 1916 Stock, Emilio, Santa Catharina.

CORUMBA

- Mar. 16, 1917 Cia Commercial Mattogrossense & Boliviana, Corumba
 June 22, 1917 Festenburg & Co., Corumba.
 Dec. 8, 1916 Jantsch & Co., Aurelio, Corumba.
 Dec. 9, 1916 Linon, Feliciano, Corumba.
 Dec. 8, 1916 Simon, Feliciano, Corumba.
 June 8, 1916 Stofen, Schnack, Muller & Co., Corumba.

RONCADOR

- Sept. 1, 1917 Carvalho & Co., Onofre, Roncador.

FLORIANOPOLIS

- Nov. 10, 1916 Beck & Cia., Ernesto, Florianopolis.
 June 8, 1916 Empresa Hoepcke, Florianopolis, S. Catharina.
 Mar. 24, 1916 Hoepcke, Carl, & Co., Florianopolis, S. Catharina
 May 2, 1916 Louro Linhares, Florianopolis.
 Mar. 16, 1917 Regis, João Deocleciano, Florianopolis.

CACUAL GRANDE

- Feb. 16, 1917 Société Alsacienne de Plantations en Brésil, Cacual Grande.

- Feb. 16, 1917 Von Hoff, Cacual Grande.

BRUSQUE

- May 11, 1917 Renaux, Carl, Brusque.

MACEIO

- Apr. 14, 1916 Borstelmann & Co., Pernambuco and Maceio.

PARAHYBA DO NORTE

- June 8, 1916 Kroncke & Co., Parahyba do Norte.

MANAOS

- May 18, 1916 Deffner & Co., G, Manacs
 June 8, 1916 Eiffler, Bernard, Manaos, Para and Pernambuco.
 Aug. 22, 1916 Harm, Henrich, Manaos and Itacoatiara
 Aug. 22, 1916 Gunzburger, J., & Co., Manaos
 Aug. 22, 1916 Holdun, Maxim, Manaos.
 Mar. 24, 1916 Krause, Irmãos & Co., (Grause Brothers), Para, Maranhão, Manaos and Pernambuco.
 May 18, 1916 Lobo, Manaos.
 Aug. 8, 1916 Pereira, Alfredo Martins, Manaos
 Aug. 22, 1916 Peters, W., & Co., Manaos.
 Aug. 22, 1916 Pohlman & Co., Pernambuco and Manaos.
 Mar. 24, 1916 Pralow & Co., Para and Manaos.
 Mar. 24, 1916 Ohliger & Co., Manaos.
 Aug. 22, 1916 Reisch, Felix, Manaos.
 Mar. 24, 1916 Scholz, Waldemar, Manaos
 May 18, 1916 Schlee, Philip, Manaos.
 Mar. 24, 1916 Semper & Co., Manaos.
 June 8, 1916 Sociedade Anonyma Armazens Andresen, Manaos
 May 18, 1916 Steinman, Emilio A., Manaos.
 May 18, 1916 Strassberger, E. & Co., Manaos.
 July 18, 1916 Vieira, Francisco Salles, Manaos (cloak for Semper)

BAHIA

- June 8, 1916 Ahrns, Eduardo, Rua dos Algibebes, Bahia.
 Aug. 8, 1916 Andrade Pinto, Ernesto, Bahia.
 Oct. 26, 1917 Bartsch & Co., Frederico, Bahia.
 Mar. 24, 1916 Behrmann & C., Rua das Princesas, Bahia.
 Oct. 26, 1917 Bergelt, G., Bahia.
 July 15, 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.
 Mar. 24, 1916 Bromberg & C., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos, and Rio Grande do Sul.
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul
 Mar. 24, 1916 Dannemann & Co., S. Felix, Bahia.
 Mar. 24, 1916 Domschke & Co., Rua das Princesas, Bahia.
 Aug. 8, 1916 Ferreira Bastos, Antonio, Bahia.
 Mar. 24, 1916 Friedrichs & Timmans, Rua dos Droguitas, Bahia
 Oct. 26, 1917 Fuerst, Carlos, Bahia.
 April 14, 1917 Georg, Otto, of Dannemann & Co., Bahia
 Aug. 8, 1916 Guimarães, F., Bahia.
 Feb. 3, 1917 Hoffmeister Witte & Co., Bahia.
 June 8, 1916 Holzborn, Ernesto, Rua das Princesas, Bahia.
 June 8, 1916 Lind, Von der, & Co., Rua das Princesas, Bahia.
 Dec. 23, 1916 Miranda, Agenor, Bahia
 Apr. 14, 1916 Ottens, K. J., Bahia.
 Mar. 24, 1916 Overbeck, W., Rua das Princesas, Bahia.
 Oct. 26, 1917 Schlang, Emilio, Bahia.
 Oct. 26, 1917 See, Willy, Bahia.
 April 14, 1917 Siepman, Fritz, of Dannemann & Co., Bahia
 June 22, 1917 Steinbach, Hans, Bahia.
 June 8, 1916 Stender & Co., Bahia
 Mar. 24, 1916 Suerdieck & Co., Rua das Princesas, Bahia.
 Sept. 1, 1917 Weber & Schweizer, Bahia.
 June 8, 1916 Westphalen Bach & Co., Rua Cons. Saraiva, Bahia

MARANHÃO

- Sept. 1, 1917 Aguiar & Co., Francisco, Maranhão.

June 8 1916 Bluhm, Bernhard, Rua 28 de Julho, S. Luiz, Maranhão.

June 8, 1916 Friedheim Aguiar & Co., Avenida Maranhense 11, S. Luiz, Maranhão.

Mar. 24, 1916 Krause, Irmãos & Co., (Grause Brothers), Para, Maranhão, Manaos and Pernambuco.

PERNAMBUCO

Apr. 14, 1916 Barza & Co., Pernambuco.

Mar. 24, 1916 Bockmann, A., & Co., Rua do Apollo 28, P'buco

Apr. 14, 1916 Borstelmann & Co., Pernambuco and Maceio

Nov. 10, 1916 Drechsler & Cia., Max, Pernambuco

June 8, 1916 Eiffler, Bernard, Manaos, Para and Pernambuco.

June 8, 1916 Hartmann, H., Rua Barão da Victoria 25, P'buco

Mar. 24, 1916 Krause, Irmãos & Co., (Grause Brothers), Para, Maranhão, Manaos and Pernambuco.

Mar. 24, 1916 Landy, Carlos von, Rua Barão do Triumpho 35A, Pernambuco.

June 8, 1916 Petersen, Adolf, & Co., Rua do Apollo 36, P'buco

Aug. 22, 1916 Pohlman & Co., Pernambuco and Manaos.

Jan. 22, 1917 Portella Filho, Hermengilho, Pernambuco.

July 5, 1916 Schar, Ernest, Pernambuco.

June 8, 1916 Simonek & Moreira, Rua do Bom Jesus, P'buco.

Aug. 8, 1916 Stolz & Co., Hermann, Santos, Rio de Janeiro, S. Paulo and Pernambuco.

June 15, 1916 Wolff, Eric, Pernambuco.

CEARA

Aug. 18, 1917 Barrozo, J., Ceara.

June 8, 1916 Bezold, Otto, Ceara.

June 8, 1916 Huland, Oscar & Co., Ceara

PARA

Mar. 24, 1916 Berringer & Co., Para

July 18, 1916 Campos, José Pinto, Para.

Jan. 22, 1917 Chaves, Gualtero Ribeiro, Para.

June 8, 1916 Eiffler, Bernard, Manaos, Para and Pernambuco.

Mar. 24, 1916 Fonseca & Co. (coal merchants), Para.

Apr. 14, 1916 Fonseca, Abilio (partner of Fonseca & Co.) Para

June 2, 1916 Graeff, Gustaf, Para.

June 8, 1916 Green & Co., Belem, Para.

Mar. 24, 1916 Griesbach, Max, Para

Mar. 24, 1916 Hoffman, Rudolf, W. H., Para

Mar. 24, 1916 Krause, Irmãos & Co., (Grause Brothers), Para; Maranhão, Manaos and Pernambuco.

June 8, 1916 Kuehlen, Otto, Para

Sept. 9, 1916 Lima, Luzio Horacio, Para (Berringer & Co.)

Aug. 8, 1916 Linhares, Antonio P., Para.

April 14, 1917 Leyser, Rodolpho, Para

June 8, 1916 Lohse, Para.

July 18, 1916 Officina Velhote-Silva, Para

Feb. 3, 1917 Ohl, Paul, Para.

May 11, 1917 Oliveira & Co., Francisco Baptista, Para.

Mar. 24, 1916 Pralow & Co., Para and Manaos.

Aug. 18, 1917 Rodrigues, Carlos, Para.

June 8, 1916 Schumann & Co., Para.

May 18, 1916 Seligmann & Co., Para.

July 18, 1916 Steiner, Pedro Mauricio, Para.

Feb. 16, 1917 Tapana Plantations Co., Para.

Nov. 10, 1916 Werner, Friedrichs, Para.

PORTO ALEGRE

May 25, 1917 Aeckerle, Adolfo, Porto Alegre

Sept. 9, 1916 Ao Cilindro, Porto Alegre.

July 15 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.

July 15, 1916 Bercht Brothers, dry goods importers, P. Alegre.

Feb. 16, 1917 Beuster Lima & Co. P. M., Porto Alegre.

Sept. 9, 1916 Bier, F. G., & Co., Porto Alegre.

Dec. 9, 1916 Borges, Antonio, Porto Alegre.

Mar. 24, 1916 Bromberg & C., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos, and Rio Grande do Sul.

Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul

July 15, 1916 Bromberg Daudt & Co., ironmongers, P. Alegre.

Nov. 24, 1916 Carriconde, Epaminondas, Porto Alegre.

Nov. 10, 1916 Cia. Graphica Rio-Grandense, Porto Alegre

Sept. 9, 1916 Conczyk, Porto Alegre.

Nov. 10, 1916 Day (John) Bromberg & Co., Porto Alegre.

Jan. 22, 1917 Dienstbach & Co., Theodor C., Porto Alegre

Aug. 22, 1916 Dreher, Edmundo, & Co., Porto Alegre.

Jan. 22, 1917 Dressler & Henkel, Porto Alegre.

May 15, 1917 Ebner & Co., Porto Alegre.

May 25, 1917 Ebner, Charles, Porto Alegre

July 15, 1916 Empresa Graphica Rio-Grandense, (printers of "O Diario"), Porto Alegre.

Mar. 24, 1916 Fraeb & C., Rua 7 de Setembro 90, Porto Alegre; Rio Grande do Sul.

Sept. 9, 1916 Freyer, Hugo, Porto Alegre.

Feb. 3, 1917 Gins, Adolf, Porto Alegre.

Sept. 9, 1916 Gonczyk, Porto Alegre.

June 9, 1917 Gundlach & Co., Germano, Porto Alegre.

Dec. 9, 1916 Hackdradt, Fernando, & Co., S. Paulo, Porto Alegre and Curitiba.

Feb. 16, 1917 Hobbing, Engelbert, Porto Alegre.

Aug. 8, 1916 Krahe & Co., Porto Alegre.

Mar. 24, 1916 Lemcke, Carlos & Co., Porto Alegre.

Feb. 3, 1917 Lesinski & Co., Porto Alegre.

June 9, 1917 Luce, Guilherme Adolfo, Porto Alegre.

Aug. 8, 1916 Ludwig Irmãos, Porto Alegre.

Apr. 14, 1916 Meyer, Irmãos & Co., Rua 7 de Setembro 165, Porto Alegre.

Feb. 3, 1917 Moeller, H. Theo., Porto Alegre.

Sept. 9, 1916 Metzler, Hugo, Porto Alegre.

June 9, 1917 Naschold, Carlos, Porto Alegre.

June 8, 1916 Naschold, Ricardo & Co., Rua Henrique Dias 57, S. Paulo; Porto Alegre.

Feb. 3, 1917 Reinhardt, Cesar, Porto Alegre

Aug. 8, 1916 Reiniger, Schmitt & Co., Porto Alegre.

Feb. 3, 1917 Schroeder & Co., Porto Alegre.

Sept. 9, 1916 Schroeter, J., Porto Alegre.

Sept. 9, 1916 Siemens Schuckert Werke, Rio, S. Paulo and P. Alegre.

Feb. 3, 1917 Viuva Behrendorf & Co., Porto Alegre.

Nov. 10, 1916 Voelcker & Co., Luiz, Porto Alegre.

Feb. 3, 1917 Wiedemann & Gins, Porto Alegre.

Nov. 10, 1916 Woebecke, Gustav, Porto Alegre.

Sept. 10, 1917 Woermke & Linau, Porto Alegre.

URUGUAYANA

July 15, 1916 Demarchi & Co., Uruguayana.

S. BERNARDO

Nov. 10, 1916 Cia. Industrial de Ribeiro Pires, S. Bernardo.

CUYABA

July 20, 1917 Hossloin & Sergol, Henrique, Cuyaba.

Aug. 18, 1917 Schwenk, Wilhelm, Cuyaba.

Sept. 10, 1917 Schmidt & Andreas, Cuyaba.

ITACOATIARA

Aug. 22, 1916 Harm, Henrich, Manaos and Itacoatiara.

CURITYBA

Dec. 9, 1916 Hackdradt, Fernando, & Co., S. Paulo, Porto Alegre and Curitiba.

JUNDIAHY.

Sept. 10, 1917 Argos Industrial, Jundiahy.

MONEY

Official Quotations, Exchange Camara Syndical and Vales:—

	90 days	Sight	Sors	Vales
Monday, 22 October ...	13 3-32	12 31-32	20\$300	2\$118
Tuesday, 23 October .	13 1-8	13	20\$300	2\$118
Wednesday, 24 Oct. ...	13 11-64	13 3-64	20\$300	2\$118
Thursday, 25 October.	13 7-64	12 61-64	20\$300	2\$118
Friday, 26 October ...	12 63-64	12 55-64	20\$500	2\$118
Saturday, 27 October .	13 1-16	12 15-16	20\$500	2\$118
Average for week ...	13 3-32	12 31-32	20\$366	2\$118

Monday, 22nd October. Banks opened at 13 1-16d and 13 3-32d, some offering to take at 13 5-32. London and River Plate Bank soon came out with 13 1-8d and most other banks followed suit. At close a little money appeared for banks at 13 1-8 and there were takers of commercial at 13 5-32d, but no bills offered.

Tuesday, 23rd October. All opened at 13 3-32d, some offering to take at 13 5-32d; 13 1-8d bank soon became general and towards close 13 5-32d was obtainable in one or other of the banks, takers of commercial at 13 7-32d; no bills.

Wednesday, 24th October. Ultramarino opened at 13 5-32d, others 13 1-8d; takers of commercial at 13 7-32d; no bills offered here, but on an order from outside rates advanced to 13 3-16d in all banks and the British drew at 13 7-32d; market closed with all banks drawing at 13 5-32d, no money and taking at 13 7-32d; no bills.

Thursday, 25th October. All banks opened at 13 5-32d, offering to take at 13 1-4d. Towards mid day news of Government decision as to state of war with Germany becoming known, sellers retired and Bank of Brazil and speculators began taking and drove rates down until at close some banks would not draw better than 13 1-32d.

Friday, 26th October. London and Brazilian Bank opened at 13 1-32d, but finding money retired at once to 13d, which other banks were quoting. There was again heavy taking by the Bank of Brazil and speculators and at one time some banks retired to 12 15-16d, but no money offered under 13d and after mid day money at this rate disappeared and market closed with banks offering to draw at 13 1-32d and 13 1-16d and even 13 3-32d reported to have been done; takers of commercial at 13 1-8d.

Saturday, 27th October. Banks opened at 13d and 13 1-32d, offering to take at 13 1-8d; rates were taken up by some banks to 13 1-8d, but there was always money for commercial at this rate.

Rio de Janeiro, 27th October, 1917.

With the exception of Santos none of the outports gave bills last week.

The market opened on Monday, 22nd, at 13 1-16d, rose to 13 7-32d on Wednesday, but on news of the intention to declare a state of war, dropped to 13 1-32d on Thursday and closed this evening at about the same rate.

So far the declaration of war has practically not affected exchanges, nor so long as tonnage can be found and produce be shipped does there seem any special reason for a decline, unless Government should be driven to issue further heavy quantities of paper money to meet expenditure.

In such a case, it is to be expected that some arrangement will be come to with the Allies and particularly the United States to keep exchange from falling from the basis at which internal economy is more or less adjusted, and would likewise consult allied interests by reducing the prime cost of exports.

There can be no doubt that the demand for cereals and food-stuffs on the part of the Allies will be heavy and if only adequate tonnage is forthcoming it will tax all our resources. Manganoese is also in great demand, and a great deal of coffee should

yet go forward to the United States and Europe. But tonnage is getting so scarce that it may be questioned whether the U.S. and even France may not have to cut down their imports considerably. On the basis of last season's exports, there still remain 4,777,890 bags to go forward to U.S. and 1,961,790 to France and Italy.

A correspondent from S. Paulo writes as follows:—

There is not the slightest doubt that there has been a lot of selling by speculators who are expecting higher rates, on account of the "arranjos financeiros" made or to be made by the Federal Government with the Allies with regard to the ex-German steamers. In Rio especially, I am told, there has been much selling and unless really some financial scheme comes off we are going to see a fine old slump shortly. Santos is also full of rumours, one being that the Government is going to hand over the steamers to France in consideration of that country buying some 2,000,000 bags of coffee, which are to be shipped to France by the ex-German steamers. I have been assured by different "politicos", at least a dozen times, that this business was closed, but so far I see nothing to prove the statement. Coffee is rotten, the U.S.A don't want to buy and the French Government won't grant any more permits to import for the time being! Even if steamers were arranged, where is the coffee to go to? Stocks in Santos are on the increase all the time, and the S. Paulo Government intervention has proved useless. Higher exchange would only make exports still more difficult, so why the Federal Government should want rates up at 14d, as Rio speculators say, I cannot understand.

—If what we hear is true the balance of the German banks should this month show a big reduction, 26,000,000\$ being reported to have been transferred to the Dutch Bank and a good deal of Spanish and other deposits withdrawn, some of which has gone to foreign banks.

There was a rumour of remittance of one million pesetas through one of the Allied banks on account, it is said, of Germaus in Porto Alegre that demands confirmation.

Approximate Value of Five Leading Exports, Rio and Santos.

No. days	In £1,000.						
	Coffee	Meat	Manganoese	Beans	Rice	Total	Per diem
31 January .	1,656	270	80	167	22	2,195	70
28 February .	2,155	393	97	72	22	2,739	97
31 March ...	1,897	122	257	159	22	2,457	79
30 April	2,300	262	246	278	22	3,108	103
31 May	1,300	269	270	349	83	2,271	73
30 June	1,041	307	153	196	236	1,933	64
31 July	836	182	465	85	237	1,805	58
31 August ...	1,851	349	137	57	33	2,527	82
30 Sept.	1,973	208	285	124	53	2,643	88
4 1-4 Oct. ...	416	—	26	2	—	444	111
7 5-11 Oct. ...	456	136	40	4	1	637	91
7 12-18 Oct. .	556	80	111	29	10	786	112
7 19-25 Oct. .	362	70	55	1	7	495	71
Oct. to date .	1,790	286	232	36	18	2,362	94

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.

COFFEE

The Rio Market closed this evening fairly steady at 6\$700 per 10 kilos, entries, owing to continuous rains, having fallen off.

More Valorisation! The Directory of the Centro do Café of Rio de Janeiro states that the purchases of coffee for the State of S. Paulo by the Recebedoria of the State of Minas will only embrace types 2 to 7, and that until further advice the price will

be 5\$000 per 10 kilos No. 4, with increase or decrease of 200 reis per 10 kilos for types over or above No. 4. Only established commissarios will be allowed to tender, also the Armazem Geraes, where the coffee will be stored. Tenders must not be under 200 or over 1,000 bags, ready bagged for export; classification will be effected by the Armazem Geraes. Coffee acquired will be paid for in this market by the Recebedoria of Minas in accordance with vouchers furnished by the Treasury of S. Paulo. Operations on this basis will commence next week.

So far as we understand, the proposal is to extend the benefit of valorisation to Minas.

The Weather. It has rained a good deal along the Central and Leopoldina Lines which helped to stop entries and seem likewise to have been held back in anticipation of valorisation! At S. Paulo, however, it has been more sunny than wet, with only one whole day's rain and two days half rain half fine during the week.

The Flowering is reported to be good in the high or colder districts of Minas and Rio, but not so good in the low or hot districts. In the State of S. Paulo it has been good all over.

Purchase of Coffee by the S. Paulo Government, as the leader of the S. Paulo deputies explained, is effected through the agency of commissarios without distinction of any kind whatsoever. This, no doubt, is satisfactory so far as it shows that the danger of favouring Theodor Wille or any other holder of coffee is unfounded and that the desire of the S. Paulo Government is to treat all alike, but it cannot destroy the suspicion that a good deal of it is not only of enemy origin, but that the very bags in which it is contained have been furnished surreptitiously to enemy dealers by commissarios themselves in contempt of the measures adopted by the British Government to prevent it.

Late arrangements with more important planters like Schmidt and Dederichsen, in consequence of which these and other planters have severed all commercial relations with local German firms, has doubtless improved matters, but until full assurance is afforded that none of the coffee now being purchased for Government's account is of enemy origin, H.B.M.'s Government cannot regard "valorisation" operations with indifference.

Hope springs eternal in the human breast; but, as Mr. Lloyd George has just declared, the end of the struggle is not yet in sight and the Allies will fight until the ends they have in view are assured.

It may be that peace will come quickly or the war may drag on for years and in a dilemma like this the only safe course is, whilst hoping for the best, to expect and prepare for the worst.

What the worst means for S. Paulo was shown in our last number—millions of bags of coffee encumbering warehouses at Santos and on the fazendas or rotting on the trees for lack of room to store them—and finally, when peace comes, an enormous stock that only the goodwill of the Allies will find markets for.

Unless the war ends soon, there are two alternatives for S. Paulo: to let the next crop go unpicked and so save labour, transport, warehouse charges and interest; or to come at once to terms with the Allies that will ensure markets for the surplus when peace come.

Entries for the week at the two ports show increase of 2,041 bags or 0.5 per cent compared with previous week, accounted for by increase of 9,889 bags at Santos, but decrease at Rio of 7,848.

Compared with last year, entries show increase of 21,462 bags or 5.8 per cent. For the crop, entries at the two ports to 25 October show shrinkage of 107,168 bags or 1.8 per cent, accounted for by increase of 127,168 bags or 13.4 per cent at Rio but shrinkage of 243,223 bags or 4.6 per cent at Santos.

Clearances Overseas at the two ports for the week ended 25th October amounted to only 185,398 bags, of which 80.3 per cent went to the United States, 17.8 per cent to France and the rest to the River Plate.

For the crop to same date, clearances at the two ports show shrinkage of 502,688 bags or 13.1 per cent compared with same period last year, the movement to the States having improved somewhat, showing to 25th October a slight increase of 56,850 bags or 1.6 per cent compared with same period last year.

Coastwise, clearances for the crop to date show increase of 21,551 bags or 26.6 per cent.

Shipments by Flag to 25th October, 1917:—

	Bags	%	Bag	%	Week to Oct. 25
British to U.S.	87,905	47.9			—
To Europe	3,600	2.0			—
To the Cape	55,554	30.3			—
Plate & Pacific	36,188	19.8			2
Total British	183,247	5.5			2
Other Flags—French	231,388	7.0			—
Italian	157,710	4.7			434
Dutch	57,561	1.7			—
Japanese	127,456	3.8			—
American	553,349	16.6			42,500
Spanish	34,504	1.1			1,092
Scandinavia	1,269,672	38.1			107,177
Brazilian	677,771	20.3			34,193
Cuban	41,112	1.2			—
Total	3,333,770	100.0			185,398

F.O.B. Value of Clearances Overseas:—

	1916-17		1917-18	
	Bags	£	Bags	£
1 July to 25 October.	3,836,458	9,114,195	3,333,770	6,446,373
26 Oct. to 30 June.	7,857,003	19,050,843	—	—
	11,693,461	28,165,038	—	—

COFFEE CLEARANCES, RIO AND SANTOS, 1st JULY TO 25th OCTOBER, 1917.

	1916-17	1917-18	Inc. or Dec.	%	Crop 1916-17	Crop 1915-16	Week ending Oct. 25
United States	2,059,828	2,116,678	+ 56,850	1.6	6,837,718	5,896,114	149,679
France	962,757	564,075	- 398,682	41.4	2,474,868	2,391,320	33,002
Italy	273,656	285,873	+ 12,217	4.5	724,335	1,119,225	—
Holland	111,147	55,028	- 56,119	50.5	157,757	618,582	—
Scandinavia	52,182	97,483	+ 46,201	90.1	135,442	3,260,947	—
Great Britain	119,327	2,500	- 116,827	97.9	596,259	392,066	—
Spain	36,798	28,204	- 8,594	23.3	150,530	130,293	—
Portugal	4,937	1,100	- 3,837	77.1	11,373	12,450	—
Egypt	21,000	—	- 21,000	100.0	21,000	94,473	—
Plate and Pacific	104,551	114,881	+ 10,330	9.9	324,856	328,431	2,717
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	3,836,458	3,333,770	- 502,688	13.1	11,693,461	14,473,003	185,298
Coastwise	81,183	102,734	+ 21,551	26.5	319,307	257,707	403
Grand total	3,917,641	3,436,504	- 481,137	—	12,012,768	14,730,800	185,801

No Enemy Shipments from Rio or Santos.

F.O.B. Value for the week works out at £1.950 per bags, as against £1.880 for previous week and for the crop to 26 October at £1.984 as against £2.376 for same period 1916.

Embarques at the two ports were slightly smaller, 199,160 bags, as against 209,875 bags for previous week and their f.o.b. value £388,362 as against £384,071.

Stocks at the two ports on 25 October show increase of 187,248 bags at the two ports, of which 127,078 bags at Santos and 60,170 at Rio.

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	1,349
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	128	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
22 Oct.	1,937	107	2,663	1,113	135	2,044

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
19 Oct.	1,433	285	1,718	1,994	263	2,257
12 Oct.	1,472	298	1,770	1,947	257	2,204
27 Oct.	1,414	281	1,695	1,934	263	2,197

World's Stocks and Visible Supply, in 1,000 bags. (From 'Le Café')

	1 Sept. 1917	1 Aug. 1917	1 Sept. 1916
England	807	798	578
Hamburg	—	—	—
Holland	—	—	243
Antwerp	—	—	—
Havre	1,981	2,023	2,350
Bordeaux	89	84	84
Marseilles	350	337	264
Trieste	—	—	—
Bremen	—	—	—
Copenhagen	—	—	—
Stock, 10 ports	3,227	3,242	3,519
Afloat, Brazil-Europe	155	304	617
Visible Supply, Europe	3,382	2,546	4,136
Stocks, Brazil sorts, United States...	1,581	1,633	1,035
Ditto, other sorts	968	915	761
Afloat, Brazil for U.S.	646	314	534
Stock at Rio	304	196	273
Ditto, Santos	2,351	1,343	1,978
Ditto, Bahia	41	35	32
World's Visible Supply	9,273	7,982	8,749
Total stocks, Brazil sorts	7,597	—	7,300
Ditto, other sorts	1,676	—	1,449

The world's visible supply on 1 Sept. last shows increase of 1,291,000 bags compared with previous month and of 524,000 bags compared with September, 1916.

World deliveries during the month of August amounted to 1,064,000 bags, as against 1,086,000 bags for August, 1916 and 1,240,000 for same month, 1915. For the first two months, July-August of the current crop deliveries were 2,175,000 bags, of which 447,000 bags in 10 European ports; 1,103,000 in the United States, 206,000 to Sweden, Norway, Genoa, Barcelona and lost ships, and 219,000 to the Cape, Plate, Chile and coastwise, as against total clearances for same period last year of 2,121,000 bags and 2,479,000 in 1915-16.

Quotations for terme closed on 31 August as follows: Havre f100.5 as against 76.75 in 1916 and 52.50 in 1915; New York, 7.53c, as against 9.21c in 1916 and 6.04c in 1915; London, 52s, as against 48s in 1916 and 35s in 1915; exchange 13 1-32d, as against 12 17-32 in 1916 and 12 1-16d in 1915; Rio No. 7 5\$050, as against 6\$475 in 1916 and 4\$900 in 1915; Santos No. 7, 4\$500, as against 5\$980 in 1916 and 4\$350 in 1915.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending October 25th, 1917.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 25 1917	Oct. 18 1917	Oct. 26 1916	Oct. 25 1917	Oct. 26 1916
Central and Leopoldina Ry.....	72,760	80,183	54,044	1,042,947	917,764
Inland.....	1,242	1,900	3,654	17,548	13,685
Coastwise, discharged ..	220	2	685	17,627	40,828
Total.....	74,222	82,077	58,383	1,078,020	972,267
Transferred from Rio to Nictheroy	—	—	—	—	12,615
Net Entries at Rio.....	74,222	82,077	58,383	1,078,020	912,652
Nictheroy from Rio & Leopoldina.....	—	—	—	—	38,205
Total Rio, including Nictheroy & transit.	74,222	82,077	58,383	1,078,020	950,857
Total Santos:	313,358	303,969	303,235	4,829,924	5,064,147
Total Rio & Santos.	387,580	386,046	361,618	5,907,944	6,014,999

The total entries by the different S. Paulo Railways for the Crop to Oct. 25 1917 were as follows:

	Past Jundiai	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1917/1916	4,279,646	556,043	4,835,689	4,829,924	—
1916/1917	4,273,722	813,403	5,087,125	5,064,147	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	Oct. 25/1917.	Oct. 18, 1917.	Oct. 26, 1916.
United States Ports ...	1,937,000	1,863,000	1,113,000
Havre.....	1,718,000	1,770,000	2,207,000
Both.....	3,655,000	3,633,000	3,320,000
Deliveries United States	107,000	184,000	135,000
Visible Supply at United States ports.....	2,663,000	2,592,000	2,044,000

SALES OF COFFEE.

During the week ending October 25th, 1917.

	Oct. 25/1917.	Oct. 18/1917.	Oct. 26, 1916.
Rio.....	28,762	29,441	41,152
Santos.....	122,000	116,000	—
Total.....	150,762	144,441	41,152

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1917	1917	1916	1917	1916
	Oct. 25	Oct. 18	Oct. 25	Oct. 25	Oct. 26
Rio.....	12,880	51,168	86,163	779,094	760,620
Nitheroy.....	—	—	—	—	29,145
In transit.....	—	—	—	—	—
Total Rio including Nitheroy & transit.....	12,880	51,168	86,163	779,094	789,765
Santos até 11.....	186,780	158,707	261,129	2,609,659	3,328,055
Rio & Santos.....	199,160	209,875	297,292	3,388,753	4,017,820

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.
IN BAGS OF 60 KILOS.

	Oct 25		Oct 18		Crop to Oct 25/1917	
	Bags	£	Bags	£	Bags	£
Rio.....	14,052	118,176	21,480	158,217	748,786	1,286,678
Santos.....	171,816	185,604	339,574	367,682	2,585,190	5,159,700
Total 1917/1918..	185,868	303,780	361,054	525,899	3,333,976	6,446,378
do 1916/1917..	238,416	323,399	563,023	762,378	3,836,458	9,114,195

COFFEE SAILED.

During the week ending October 25th, 1917, were consigned to the following destinations:—
IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	GAYE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	14,002	—	—	50	—	—	14,052	889,166
Santos.....	185,677	33,002	403	2,667	—	—	171,749	2,597,612
1917/1918..	199,679	33,002	403	2,717	—	—	195,801	3,136,778
1916/1917..	76,147	162,290	6,008	1,579	—	—	214,424	3,916,521

COFFEE PRICE CURRENT.

During the week ending October 25th, 1917.

	Oct. 19	Oct. 20	Oct. 22	Oct. 23	Oct. 24	Oct. 25	Average	Closing Oct 27
RIO—								
Market N. 6 10k..	—	—	4.562	4.562	4.562	4.630	—	4.630
• N. 7	4.426	4.426	4.426	4.426	4.426	4.493	4.466	4.493
• N. 8	4.260	4.260	4.260	4.260	4.260	4.358	4.381	4.425
• N. 9	4.153	4.153	4.222	4.222	4.153	4.222	4.194	4.269
SANTOS—								
Superior per 10 k..	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900
Good Average.....	4.200	4.200	4.100	4.100	4.100	4.100	4.100	4.900
Base N. 4	—	—	—	—	—	—	—	—
N. YORK, per lb..								
Spot Rio N. 7 cent.	—	—	—	—	—	8 1/4	—	—
• Santos 7	—	—	—	—	—	8 3/4	—	—
• Santos 4	—	—	—	—	—	9 1/4	—	—
Options—								
• Dec.....	7.11	7.12	7.10	7.11	7.15	7.13	7.12	7.11
• Mar.....	7.13	7.13	7.31	7.31	7.35	7.34	7.32	7.32
• May.....	7.49	7.50	7.49	7.50	7.55	7.54	7.51	—
HAVERE per 50 kilos								Oct 26
Options..... francs	—	—	—	—	—	—	—	106.86
• Dec.....	106.25	—	—	106.25	105.50	103.00	104.91	102.25
• Mar.....	106.00	106.00	105.50	106.00	108.76	—	103.37	—
• May.....	—	—	—	—	—	—	—	—
HAMBURG per 1/2 k								
Options..... pfennig	—	—	—	—	—	—	—	—
• Dec.....	—	—	—	—	—	—	—	—
• Mar.....	—	—	—	—	—	—	—	—
• May.....	—	—	—	—	—	—	—	—
LONDON cwt.								
Options..... shillings	—	—	—	—	—	—	—	—
• Dec.....	59/6	58/9	59/-	59/8	59/6	59/9	59/8	60/6
• Mar.....	—	—	—	—	—	—	—	—
• May.....	61/2	61/3	61/6	61/9	61/9	61/9	61/6	62/0

OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO Stock on Oct. 18th, 1917.....	581,784
Entries during week ended Oct. 25th, 1917.....	74,222
Loaded «Embarques», for the week Oct. 25th, 1917..	456,006
STOCK IN RIO ON Oct. 25th, 1917.....	12,880
Stock at Nitheroy and Porto da Madama on	
• Ilha do Vianna Oct. 13th 1917.....	55,554
• Afloat on Oct. 19th, 1917.....	2,008
Entries at Nitheroy plus total embarques including transit.....	13,350
Deduct: embarques at Nitheroy, Porto da Madama and Vianna and sailings during the week Oct. 25th, 1917.....	50,242
STOCK IN NITHEROY AND AFLOAT ON Oct. 25th, 1917..	14,052
STOCK IN 1st and 2nd HANDS and THOSE AT NITHEROY and AFLOAT ON Oct. 25th, 1917.....	86,190
SANTOS Stock on Oct. 18th 1917.....	2,935,111
Entries for week ended Oct. 25th 1917.....	313,668
Loaded (embarques) during same week.....	3,296,969
STOCK IN SANTOS ON Oct. 25th, 1917..	186,780
STOCK IN Rio and Santos on Oct. 25th, 1917..	3,110,189
do do on Oct. 18th, 1917..	3,590,005
do do on Oct. 26th, 1916.	3,402,757
	3,047,644

MANIFESTS OF COFFEE.
RIO DE JANEIRO.

During the week ending October 25th, 1917.

T. DI SAVOIA—Argentina.....	Louis Boher & Co.....	—	50
NILS—United States.....	Grace & Co.....	—	14,000
VASARI—United States.....	W. H. Wright.....	1	2
Ditto—	Ed. Johnston & Co.....	1	2
Total overseas.....		—	14,052

MANIFESTS RECEIVED AFTER DATE OF ANALYSIS.

FLORIANOPOLIS—Uruguay.....	Arthur Garcia.....	300
Ditto.....	Norton Megaw & Co.....	600

SANTOS.

During the week ending October 25th, 1917.

RIO DE JANEIRO—Argentina.....	G. Trinks.....	281
Ditto—	Baccarat & Co.....	250
Ditto—Uruguay.....	Société P. Breslienne.....	110
Ditto.....	Jessouroun Irmaos.....	100
T. DI SAVOIA—Argentina.....	J. de Almeida Oardia.....	383
Ditto—	Nino Paragnetto.....	1
DAYLITE—United States.....	E. Alves Toledo & Co.....	39,500
Ditto—	Prado Ferreira & Co.....	3,000
JACUHY—France.....	E. Alves Toledo & Co.....	20,000
Ditto—	Levy & Co.....	3,000
Ditto—	Jessouroun Irmaos.....	2,000
Ditto—	Whitaker Brotero & C.....	2,000
Ditto—	Grace & Co.....	2,000
Ditto—	Cia. Prado Chaves.....	2,000
Ditto—	Nioac & Co.....	1,000
Ditto—	Baccarat & Co.....	500
Ditto—	Freitas L. Norueira.....	500
Ditto—	E. Alves Toledo & Co.....	2
VALBANERA—Argentina.....	Raphael Sampaio & C.....	892
Ditto—Uruguay.....	Raphael Sampaio & C.....	200
NILS—United States.....	Grace & Co.....	20,250
Ditto—	McLaughlin & Co.....	1,000
Ditto—	Picone & Co.....	1,000
Ditto—	Ed. Johnston & Co.....	500
Ditto—	Leon Israel & Co.....	250
FLORIANOPOLIS—Uruguay.....	Baccarat & Co.....	—
BELOS—United States.....	M. Wright & Co.....	10,031
Ditto—	J. Aron & Co.....	11,500
Ditto—	Naumann Gepp & Co.....	7,500
Ditto—	Nioac & Co.....	9,996
Ditto—	Picone & Co.....	6,000
Ditto—	Ed. Johnston & Co.....	5,250
Ditto—	Malta & Co.....	4,650
Ditto—	Hard Band & Co.....	3,750
Ditto—	Santos Coffee Co.....	2,500
Ditto—	Leite, Santos & Co.....	2,250
Ditto—	E. Alves Toledo & Co.....	1,000
Ditto—	Joao Osorio.....	1,000
Ditto—	Leon Israel & Co.....	750
Total overseas.....		171,346

COMPANHIA COMMERCIAL DE SÃO PAULO

P. O. BOX 1113.

CABLE ADDRESS "WYSARD"

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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.

SANTOS—COASTWISE

ITAPEMA—South Brazil	Jessouroun Irmaos	100	
Ditto— "	José F. Silva	48	148
ITABERA—North Brazil	J. C. Mello & Co	—	150
ITAPURA—South Brazil	Venancio da Faria	100	
Ditto— "	J. C. Maynard	1	
Ditto— "	Belli & Co	4	105
Total coastwise		—	403

PERNAMBUCO MARKET REPORT.

Pernambuco, 19th October, 1917.

Sugar. Entry up to 15th has been 139,162 bags compared with 165,825 bags for the same date last year and with fine weather prevailing, there is every likelihood of increased entries next week. Already one day this week entry was nearly 15,000 bags. The market has been weak and prices gave way sharply, as with corn summing markets including the Plate at the moment withdrawn, dealers do not care to pay present prices for any large quantities although opinion as to future are much divided. Some think lower prices likely, whilst others say the drop has already been too sudden and heavy, and a reaction might set in any day. Planters seem to have missed their chance, as only a few days ago they refused 8\$ a bag for a big lot of 80,000 bags white crystals, for which the market price is now down to 7\$. But it is not only planters who miss their chances. Dealers are equally undecided and these latter only about ten days ago refused to sell their bruto secco at 4\$500 bagged; the price then dropped to 3\$700 at which some 12,000 bags were sold to a Liverpool shipper, but he has now withdrawn from the market once more. The s.s. Santarem, ex-German Eisenach, has left for Plate ports with 93,444 bags, nearly all of which is white crystals and about equally divided between Buenos Aires and Montevideo. Markets opened steady this week but have since gradually given way and yesterday planters only obtained for Usinas 7\$600 to 8\$, white crystals 7\$ to 7\$400, whites 3a 7\$400 to 7\$600, somenos 5\$500 to 6\$, bruto secco 3\$200 to 3\$500 a granel. Dealers now quote as under for the bagged article, but at the moment there is no demand:

Usinas	8\$600 to 9\$900	per 15 kilos on shore
Crystals (white)	7\$500 to 7\$700	" " "
Ditto, (yellow)	6\$600 to 6\$400	" " "
Whites 3a boa	7\$400 to 7\$800	" " "
Somenos	5\$000 to 5\$800	" " "
Bruto secco	3\$600 to 4\$400	" " "

Shipments during the week have been: Rio 240 bags, Santos 4,016 bags, Rio Grande ports 11,062 bags, Northern ports 9,405 bags, Liverpool 58,054 bags, Buenos Aires 51,352 bags and Montevideo 48,975 bags.

Cotton. Entry to 15th has been 7,951 bags compared with 13,289 bags for same date last year, thus showing considerable reduction; the market has continued very undecided but generally firm on the part of sellers. Buyers tried to break prices to 38\$ once more, but sellers remained very firm and nothing has been sold this week under 39\$ and at that not much over 1,000 bags

were delivered and a Bahia shipper requiring ready stuff had to pay 40\$ for 100 bags on 17th and this price is now generally demanded by sellers, but so far shippers shy at it. Yesterday the only sale was 200 bags to shippers at 39\$ and to-day this price is freely offered, and although not actually offered 39\$500 has been indicated by brokers as likely to lead to business if they had cotton in hand, but so far sellers hold off and will not accept anything under 40\$; some dealers are even talking of a much higher price for the near future. The quality is now rapidly improving and buyers no longer discriminate between old and new cottons. Apparently a good deal of cotton has been sold for shipment, a great part of which has not yet been bought and this will tend to keep the market firm here for some time to come and if entries do not improve may later on cause higher prices to be paid as time of shipment draws near. Shipments during the week have been: Rio 1,965 bags, Santos 1,901 bags, Bahia 450 bags, Victoria 100 bags, Liverpool 500 bags and 500 pressed bales, Buenos Aires 150 pressed bales.

At close to-day a mill here entered the market and bought 500 bags medium quality at 39\$500, which raises quotations for firsts to 40\$500.

Coffee market steady and unchanged in price at 9\$ to 9\$500 for old crop and 8\$ to 8\$500 for new crop, but entries of latter are so far very small.

Cereals. Markets are steady, with fair demand for local consumption. Milho quoted 7\$500 to 7\$600 per bag of 60 kilos; s.s. Traveller took 4,556 bags to Liverpool. Beans, home grown, 20\$ to 21\$ per bag of 60 kilos, there have been no sales of imported lots and no stock of these now remains. Farinha, no sales of imported lots and no stocks on hand just now; for home grown enquiry small at 5\$500 to 8\$ per bag of 50 kilos according to quality.

Freights. Nothing new as regards berth rates and so far no engagements reported for next month's steamer.

Exchange follows Rio very closely. 13th, collection was at 12 15-16d, but 13 1-8d was obtainable for business, though little or nothing was done; 14th, Sunday; 15th, collection at 13d in foreign banks and 13 1-16d Banco de Recife, but later 13d was the ruling rate offered for business; 16th, same rates ruled all day; 17th, collection at 13d, with 13 1-16d offered by Banco de Recife for business, at which a few takers were reported during the day and rate closed easier at 13d and 13 1-32d; 18th, collection at 13d and during day Banco de Recife offered 13 1-32d for business, but there seems to be no longer any takers, who generally want better rates to tempt them and failing 13 1-8a or over will hold off and only take anything they require when time for next homeward mail draws nearer; to-day opened at 13d for collection and so far there is no better rate offered and banks find no money. During the week there has not been any transaction reported in private.

Pernambuco, 20 October, 1917.

Cotton was very firm late yesterday, and after a mill had paid 39\$500 for mediums there were shippers who offered 40\$ usual terms and secured about 2,500 bags at this figure. To-day market opened firm with buyers at 40\$ but no more sellers and under these circumstances a shipper offered 41\$ but only secured 100 bags at the price and there are now no sellers under 42\$ and some even asking more.

Exchange 13d and 13 1-32d bank and some private paper reported as done at 13 1-8d.

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. 20th.	700:000\$	13 1/16	£ 36,059	£ 1,236,313
1916	" 21 st.	614:000\$	12 5/32	£ 31,100	£ 1,026,792
Increase....	—	86:000\$	29/32	£ 6,959	£ 209,521
Decrease....	—	—	—	—	—

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

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1917	21st. Oct.	812:342\$790	13 1/16	44,213-8-11	1,169,636-16-11
1916	22nd. Oct.	748:320\$600	12 3/32	37,456-7-10	1,144,314-17-6
Increase..	—	69:022\$100	31/32	6,757-1-1	45,321-19-5
Decrease..	—	—	—	—	—

Comparison with corresponding week, 1916:—Differences of exchange, increase, £3,000 7s. 7d; meat, increase (1:601\$400) 4-7 3/4 2d; beans, decrease (2:557\$600) £139 4s; other traffic, increase (69:978\$300) £3,808 14s 4d; net increase, £6,757 1s 1d.

RUBBER

Shipments of Rubber from Para, Manaus and Itacoatiara, between 29 March, 1916 and 7 October, 1917, in tons of 1,000 kilos.

	Allies incl. Bra. &			Total
	Enemy	Amerc'n	Portug.	
Brought forward	3,079	27,648	17,093	47,760
From Manaus—				
Sept. 2—Guajara, N. York	5	141	81	227
" 11—Vindeggen, N. York	—	109	23	132
Ditto, Liverpool	—	324	156	480
" 25—Maranhão, N. York	39	173	80	292
From Para—				
" 7—Guajara, N. York	41	31	97	169
" 18—Vindeggen, N. York	—	185	138	323
" 21—S. Paulo, N. York	4	124	52	180
" 22—Benedict, Liverpool	—	393	75	468
Oct. 7—Curvello, N. York	12	111	123	246
Total, 7 Oct, 1917	3,180	29,239	17,858	50,277
Ex manifest Benedict, Manaus, not received	—	—	—	480
Total	—	—	—	50,757

Of the total of 50,277 tons (not including manifest of s.s. Benedict not received) shipped since initiation of the Blacklist on 29 March, 1916, to 7 October, 1917, 58.2 per cent was exported by Allied firms (Americans included), 35.5 per cent by Brazilian and Portuguese and 6.3 per cent by enemy firms.

This rubber was carried by the following lines:—

	Europe	U.S.A.	Total
Booth Line	16,203	18,613	34,816
Lloyd Brasileiro	—	15,461	15,461
	16,203	34,074	50,277

All the rubber for Europe was carried by the Booth Line and 54.7 per cent of that for the United States, the Lloyd Brasileiro's portion being 45.3 per cent.

Of the total of 50,277 tons shipped since March 29, 1916, 32.2 per cent went to Europe and 67.8 per cent to the States.

Cable Quotations for Hard Fine. London per lb. and Para per kilo:—

	London s. d.	Para
31st March, 1917	3 2½	5\$400
14th April, 1917	3 1½	5\$200
5th May, 1917	3 0	4\$600
May 26th, 1917	3 2	4\$800
June 2nd, 1917	3 2	4\$750
June 30, 1917	2 11½	4\$300
July 7th, 1917	3 0½	4\$300
28th July, 1917	3 3½	5\$100
4th August, 1917	3 3½	4\$800
August 11th, 1917	3 2½	4\$650
August 18th, 1917	3 3	4\$700
August 25th, 1917	3 3	4\$700
1st Sept., 1917	3 3¼	4\$650
29th Sept., 1917	3 2	4\$500
6th October, 1917	3 4½	4\$300
27th October, 1917	3 4½	4\$300

Para Statistics:—

Stock on 31 August, 1917	Tons	666
Received during September		2,600
		3,266

Exports:—	U.S.	Europe
Sept. 7—Guajara	396	—
" 16—Vindeggen	562	—
" 21—S. Paulo	180	—
" 22—Benedict	—	1,142
	1,138	1,142
		2,280
		986

Stock on 30 September, 1917:—

First hands		177
Second hands—British	243	
American	95	
French	25	
Brazilian & Portuguese	154	
ex-Maranhão	292	809

RICE

MANIFESTS OF RICE.
SANTOS.

During the week ending October 25th, 1917.

		Bags of 60 kilós.
MANTIQUEIRA—Argentina	Baccarat & Co	625
Ditto	G. Trinks	500
		1,125
Rio de Janeiro—Argentina	G. Trinks	—
		200
DESNA—United Kingdom	Consumption	—
		2
	Total overseas	1,327

RIO DE JANEIRO.

Destinations—	Rio	Santos	Total
France	2,297	—	2,297
Argentina	—	1,325	1,325
United Kingdom	—	2	2
Total for week	2,297	1,327	3,624
Ditto, 1 to 25 October	4,798	4,857	9,655
Ditto, 1 Jan. to 25 October	50,531	390,440	440,971

At £1,855 per bag, f.o.b. value for the week works out at £6,723 and for the month of October to date at £17,910. Santos week's quotations not received.

BEANS

MANIFESTS OF BEANS. SANTOS.

During the week ending October 25th, 1917.

		Bags of 60 kilos.		
		Rio	Santos	Total
T. DI SAVOIA—Argentina	Nino Paganetto	—	—	44
DESNA—United Kingdom	Consumption	—	—	4
Total overseas		—	—	48
Destination		Rio	Santos	Total
Argentina	—	—	44	44
United Kingdom	—	—	4	4
Total for week		—	48	48
Ditto. 1 to 25 October		61	29,111	29,172
Ditto. 1 Jan. to 25 October		598,095	644,171	1,242,266

At £1.189 per bag, f.o.b. value for the two ports for the week works out at £57 and for the month of October at £34,685.

Quotations at Santos closed on 25 October at 26\$ per bag of 60 kilos for mulatinho. Big business was done at this price during the week and enquiry from the United Kingdom continues keen. Black beans ruled 18\$ to 19\$ per bag unaltered and white beans 34\$500 to 35\$ per bag against 34\$ to 35\$ last week. Stocks of mulatinho at Santos are very low.

—Our S. Paulo correspondent reports that a considerable business has been done with the British, Italian and French Governments, but apparently the demand has now stopped and the steamers to load the purchase made are not even advised yet.

Lard. There was some enquiry from France during the week but there is no freight offering, and if there was the goods could not stand for 750, the normal freight now quoted.

MEAT

Shipments of Meat from Rio and Santos during the week ending 25th October were as follows, in tons of 1,000 kilos:—

		Rio	Santos	Total
Amazon, United Kingdom	—	—	5	5
La Blanca, France	611	—	—	611
Desna, United Kingdom	160	—	671	831
Total for week		771	676	1,447
Ditto, October to date		771	5,127	5,898

At £48.457 per ton, f.o.b. value for the week works out at £70,117 and for the month of October to date at £285,799. The Cia Britanica e Brasileira de Carnes were the shippers of the 160 tons by the Desna to the United Kingdom.

MANGANESE

Shipments during the week ending 25th October, in tons:— Per s.s. Rosalia, United States, 8,200 tons; Sorocaba, U.S., 334 tons; total for week, 8,534 tons; total for month of October, 41,037 tons, including 5,135 tons from Bahia.

At £6,461 per ton, f.o.b. value for the week works out at £55,138 and for the month of October to date at £265,140.

SHIPPING

Engagements. Lamport and Holt.—s.s. Socrates will load cargo, chiefly beans, for U.K. in November.

Transportes Maritimes.—s.s. Provence will load 25,000 bags beans at Rio for Marseilles, 1,000 tons tobacco at Bahia, all for French Government. The s.s. Rigel will load 4,000 tons mandioca flour and Indian corn also for Marseilles.

Comercio e Navegação.—For s.s. Pirangy, Rio-Marseilles, this company now quotes Rs. 600\$000 per 1,000 kilos, equivalent to 875 francs in advance! on account of Jessoroun Bros. The s.s. Jaguaribe of same company will take full cargo of coffee for same port on account of same shippers.

—We are informed that the 8 ex-German steamers requisitioned by the Uruguayan Government will sail shortly for Europe and the United States, under the Uruguayan flag, with cargo for the Allies, calling at Rio and Santos en route.

—The Japanese s.s. Wakasa Maru is on the berth for South Africa and East to sail first half December.

—The following steamers of the Wilhelsen Line are on the berth for New York: s.s. Artemis, with capacity for 60/70,000 bags at \$1.75, sailing early December; Trafalgar, capacity for 60,000 bags, at \$1.75, late November; and Jethou, capacity for 80,000 bags in December.

—The Chilean transport Angamos will, we are informed, load coffee at Santos for U.S., to sail in November.

—The Swedish s.s. Anglia will load about 50,000 bags for the United States at \$1.75 early in December.

—The s.s. Arkansan, sailing end November, will load 50/80,000 bags coffee for United States at \$1.75.

—The Spanish s.s. Balmes, sailing early in December for Spanish ports, will load about 20,000 bags coffee at Santos, of which most of space already engaged.

—The Danish s.s. Holmblaud, which was on the European berth, has been transferred to the U.S. route and will load about 50,000 bags at \$1.50, to sail early November. Previous to transfer this steamer had a considerable amount of cargo engaged for Europe.

—The Produce Warrants Co. have following vessels on the berth:—s.s. Angamus (Chilean) loading at Santos about 50,000 bags for U.S., sailing end November; Cardina (British sailer) loading about 50,000 bags for New York at 65c, sailing early in November; B.A.H.W. No. 15 (Argentine) loading 6,000 bags for France early November, and B.A.H.W. No. 16 will load 6,000 bags also for France, to follow No. 15 in November.

Higher Freights. Increased rates of freight, to come into operation immediately, were quoted at the shipping offices to exporters to Australia and New Zealand. In the Australian trade the usual freight for weight cargo has hitherto been £5 per ton and for measurement cargo £6 per ton. The rates have now been raised for both descriptions of cargo to £10 per ton. Similarly in the New Zealand trade the usual rate now becomes £10 per ton, whereas hitherto the ordinary rate for weight cargo has been £4 15s per ton and for measurement cargo £6 per ton. The attitude of merchants seemed to be that some advance in rates was unavoidable. The question of increased rates for both the outward and homeward voyages in the South African trade is still under consideration, but there seems reason to believe that a proposed advance of 33½ per cent may be held to be hardly sufficient. Merchants in the Indian trade appear to be expecting an official announcement directly respecting the proposed advance in the Indian freights by 33 1-3 per cent as from Nov. 1. It is probably desirable again to emphasise the fact that the shipping lines will not themselves derive the benefit of the higher freights. A feature of the present scheme, under which they receive fixed rates of hire from the Government in respect of their vessels, is that they should render voyage accounts to the Ministry of Shipping. Working costs have now risen to such an extent that it has been calculated in some trades, at any rate, that unless freights were raised the companies would have to report to the authorities debit balances instead of profits. The lines are really managing the services for the Government, which receives the profits after allowance has been made for the requisitioned rates of hire paid to the companies, and it is understood that all concerned in the fixing of rates have come to the conclusion that some advance is now imperative.

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		(British Merchant Vessels unsuccessfully attacked by Submarines)	Barrage, French, etc.	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	
Oct. 21 ...	2,648	2,689	17	8	7	—	

WAIMANE, British s.s. 5009 tons, from United Kingdom
 JAVARY, Brazilian s.s. 793 tons, from Brazilian ports
 ITAMARACA, Brazilian s.s. 1233 tons, from Brazilian ports
 ITAPUOA, Brazilian s.s. 978 tons, from Brazilian ports
 OYAPOCK, Brazilian s.s. 439 tons, from Brazilian ports
 MONTE MORENO, Brazilian s.s. 542 tons, from Brazilian ports
 DESNA, British s.s. 7255 tons, from Argentina
 RUY BARBOSA, Brazilian s.s. 984 tons, from Uruguay
 IBIAPABA, Brazilian s.s. 1082 tons, from Argentina
 EUCLIDES, Brazilian yacht, 93 tons, from Brazilian ports
 TUPY, Brazilian s.s. 1786 tons, from United Kingdom
 ALFENAS, Brazilian s.s. 3041 tons, from Brazilian ports
 CRASTER HALL, American s.s. 2758 tons, from United States
 ARKANSAS, Danish s.s. 2351 tons, from United States
 ITABERA, Brazilian s.s. 1201 tons, from Brazilian ports
 PARA, Brazilian s.s. 2097 tons, from Brazilian ports
 GOYAZ, Brazilian s.s. 981 tons, from France
 VASARI, British s.s. 6352 tons, from Argentina

VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending October 25th, 1917.

BRASIL, Brazilian s.s. 1260 tons, for Brazilian ports
 T. DI SAVOIA, Italian s.s. 4895 tons, for Argentina
 MAROM, Brazilian s.s. 925 tons, for Brazilian ports
 PURUS, Brazilian s.s. 2495 tons, for France
 ATLANTICO, Brazilian s.s. 161 tons, for Brazilian ports
 SANTA ROSALIA, American s.s. 3488 tons, for United States
 GURUPY, Brazilian s.s. 1221 tons, for Brazilian ports
 LA BLANCA, British s.s. 5549 tons, for France
 ITAPERUNA, Brazilian s.s. 713 tons, for Brazilian ports
 ITAGIBA, Brazilian s.s. 1221 tons, for Brazilian ports
 IRIS, Brazilian s.s. 899 tons, for Brazilian ports
 MUCURY, Brazilian s.s. 1402 tons, for France
 ITACOLOMY, Brazilian s.s. 569 tons, for Brazilian ports
 AMERICANA, Brazilian barque, 138 tons, for Brazilian ports
 ITAPURA, Brazilian s.s. 1179 tons, for Brazilian ports
 ITAQUI, Brazilian s.s. 512 tons, for Brazilian ports
 FLORIANOPOLIS, Brazilian s.s. 9178 tons, for Uruguay
 BRAGANCA, Brazilian s.s. 751 tons, for Brazilian ports
 DESNA, British s.s. 7255 tons, for Britain
 PIATY, Brazilian s.s. 644 tons, for Brazilian ports
 AD. SEEBREE, American s.s. 2329 tons, for Brazilian ports
 WAINMANA, British s.s. 5009 tons, for Argentina
 RIGEL, French s.s. 2191 tons, for France
 ITAPOAN, Brazilian s.s. 512 tons, for Brazilian ports
 ANNA, Brazilian s.s. 364 tons, for Brazilian ports
 BOBOREMA, Brazilian s.s. 1082 tons, for Argentina
 MACAPA, Brazilian s.s. 1569 tons, for Brazilian ports
 ITAMARACA, Brazilian s.s. 1233 tons, for Brazilian ports
 JAVARY, Brazilian s.s. 793 tons, for Brazilian ports
 VASARI, British s.s. 6352 tons, for United States
 DUBLEIX, French s.s. 4651 tons, for Argentina
 TEIXEIRINHA, Brazilian s.s. 257 tons, for Brazilian ports
 CAMPOS NOVOS, Brazilian yacht, 32 tons, for Brazilian ports
 LAGES, Brazilian s.s. 3523 tons, for Brazilian ports
 MARANHAO, Brazilian s.s. 1303 tons, for Brazilian ports
 SATELLITE, Brazilian s.s. 892 tons, for Brazilian ports

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending October 25th, 1917.

ARACATY, Brazilian s.s. 531 tons, from Brazilian ports
 ITAPEMA, Brazilian s.s. 825 tons, from Brazilian ports
 ANNA, Brazilian s.s. 247 tons, from Brazilian ports
 ITAITUBA, Brazilian s.s. 613 tons, from Brazilian ports
 L. P. HOLMBLAD, Danish s.s. 1314 tons, from United States
 BELOS, Swedish s.s. 1896 tons, from Argentina
 T. DI SAVOIA, Italian s.s. 4895 tons, from Italy
 OYAPOCK, Brazilian s.s. 143 tons, from Brazilian ports
 MOSSORO, Brazilian s.s. 727 tons, from Brazilian ports
 DESNA, British s.s. 7255 tons, from Argentina
 ITAPUOA, Brazilian s.s. 869 tons, from Brazilian ports
 NILS, Norwegian s.s. 1101 tons, from Brazilian ports
 MUCURY, Brazilian s.s. 585 tons, from Brazilian ports
 RUY BARBOSA, Brazilian s.s. 567 tons, from Uruguay
 PLANETA, Brazilian s.s. 253 tons, from Brazilian ports
 ITAPURA, Brazilian s.s. 926 tons, from Brazilian ports
 ITABERA, Brazilian s.s. 927 tons, from Brazilian ports
 VALBANERA, Spanish s.s. 3300 tons, from Spain
 ITACOLOMY, Brazilian s.s. 467 tons, from Brazilian ports
 ITAPACY, Brazilian s.s. 510 tons, from Brazilian ports
 FLORIANOPOLIS, Brazilian s.s. 918 tons, from Brazilian ports
 ANNA, Brazilian s.s. 247 tons, from Brazilian ports
 WAIMANA, British s.s. 6737 tons, from United Kingdom

VESSELS SAILING FROM THE PORT OF SANTOS.

During the week ending October 25th, 1917.

ITAPEMA, Brazilian s.s. 825 tons, for Brazilian ports
 ITAITUBA, Brazilian s.s. 613 tons, for Brazilian ports
 ANNA, Brazilian s.s. 247 tons, for Brazilian ports
 D. GUILHERMA, Brazilian lugger, 178 tons, for Brazilian ports
 JOANNA, Brazilian yacht, 71 tons, for Brazilian ports
 TAPAJOZ, Brazilian s.s. 2442 tons, for Argentina
 T. DI SAVOIA, Italian s.s. 4895 tons, for Argentina
 OYAPOCK, Brazilian s.s. 143 tons, for Brazilian ports
 DOYLITE, American s.s. 1601 tons, for United States
 DESNA, British s.s. 7255 tons, for United Kingdom
 ITAPUOA, Brazilian s.s. 869 tons, for Brazilian ports
 RUY BARBOSA, Brazilian s.s. 567 tons, for Brazilian ports
 JACUHY, Brazilian s.s. 654 tons, for France
 NILS, Norwegian s.s. 1101 tons, for United States
 ITABERA, Brazilian s.s. 927 tons, for Brazilian ports
 ITAPURA, Brazilian s.s. 926 tons, for Brazilian ports
 PLANETA, Brazilian s.s. 253 tons, for Brazilian ports
 MARANGUAPE, Brazilian s.s. 1913 tons, for Brazilian ports
 VALBANERA, Spanish s.s. 3300 tons, for Argentina
 ITACOLOMY, Brazilian s.s. 467 tons, for Brazilian ports
 FLORIANOPOLIS, Brazilian s.s. 467 tons, for Brazilian ports
 ITAPACY, Brazilian s.s. 510 tons, for Brazilian ports
 ANNA, Brazilian s.s. 247 tons, for Brazilian ports
 BELOS, Swedish s.s. 1896 tons, for United States

Vessels Arriving at the Ports of Rio and Santos during week ending 25th October, 1917.

Flag	Rio		Santos		Total	
	No.	Tons	No.	Tons	No.	Tons
British	4	21,374	2	13,992	6	35,366
French	2	5,051	—	—	2	5,051
Italian	—	—	1	4,895	1	4,895
American	2	3,012	—	—	2	3,012
Braz., overseas	4	4,833	1	567	5	5,400
Scandinavian	1	2,351	3	4,311	4	6,662
Spanish	—	—	1	3,300	1	3,300
Total overseas	13	36,621	8	27,065	21	63,686
Braz., coastwise	15	13,424	15	8,766	30	22,190
Total for week	28	50,045	33	35,831	51	85,876
Ditto, 18 October	30	60,814	25	39,604	55	100,418

Overseas arrivals at the two ports during the week ending 25 October were 21 vessels aggregating 63,686 tons, against 30 boats of 80,724 tons for previous week, showing a decrease of 9 vessels. The British flag once more tops the list with 6 vessels aggregating 35,366 tons, following by the Brazilian overseas flag with 5, Scandinavian with 4, French and American with 2 and Italian and Spanish last with 1 vessel each.

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO

During the week ending October 25th, 1917.

ADMIRAL SEEBREE, American s.s. 2329 tons, from United States
 ITAPOAN, Brazilian s.s. 512 tons, from Brazilian ports
 GURUPY, Brazilian s.s. 1221 tons, from Brazilian ports
 FLORENCE HOWARD, American s.s. 683 tons, from United States
 ROSARIO, French s.s. 400 tons, from Argentina
 TEIXEIRINHA, Brazilian s.s. 257 tons, from Brazilian ports
 ITAQUI, Brazilian s.s. 512 tons, from Brazilian ports
 ANNA, Brazilian s.s. 512 tons, from Brazilian ports
 URANO, Brazilian s.s. 141 tons, from Brazilian ports
 DUBLEIX, French s.s. 4651 tons, from France

BOATS LOADING OR EXPECTED TO LOAD COFFEE.

FOR THE UNITED STATES.

	Capacity	Engagements			Rate of freight
		Rio	Santos	Total	
Talisman (Swedish) November	50,000	—	—	—	\$1.40 & 5%
Avaré (Braz.) November	70,000	—	—	—	
Poconé (Braz.) November	100,000	—	—	—	
Holmblad (Danish) November	50,000	—	—	—	\$1.50
Artemis (Norw.) December	70,000	—	—	—	\$1.75
Trafalgar (Norw.) November	60,000	—	—	—	\$1.75
Jethou (Norw.) December	80,000	—	—	—	New Orleans
Angamos (Chilean) November	50,000	—	—	—	
Anglia (Swedish) December	50,000	—	—	—	\$1.75
Arkansan (Danish) November	65,000	—	—	—	65 cents
Cardina (British) s.v. Nov., Produce Warrants	50,000	—	—	—	

FOR SOUTH AFRICA AND EAST.

	Capacity	Rio	Santos	Total	Rate of freight
Tacoma Maru (Japanese) November	120,000	—	—	—	180s.
Taubaté (Brazilian) November	100,000	40,000	—	40,000	
Wakasa Maru (Japanese) December	100,000	—	—	—	

FOR EUROPE.

	Capacity	Rio	Santos	Total	Rate of freight
San José (Norã.) November	45,000	—	—	—	750/800f.1,000kM.orG. Ditto, Genoa only. 750fcs per 900 kilos.
Rio Amazonas (Braz.) November	736,000	—	—	—	
Neuquem (Braz.) October	30,000	—	—	—	
Taquary (Braz.) October	*33,000	—	—	—	605f10% coffee, 555f10% cereals
B.A.H.W. No. 15 (Argent.) Nov. Produce War.	6,000	6,000	—	6,000	
B.A.H.W. No. 16 (Argent.) Nov. Produce War.	6,000	6,000	—	6,000	
Helena (Braz.) Produce Warrants November	6,000	6,000	—	6,000	
Hollandia (Dutch) November	30,000	—	—	—	
Valbanera (Spanish) November	20,000	—	—	—	
Catalina (Spanish) November	20,000	—	—	—	*120,000
Lages (Brazilian) November	*120,000	—	*120,000	120,000	
Benevente (Braz.) November	*80,000	—	—	—	Rs. 600\$ Rs. 600\$
Balmes (Spanish) December	20,000	—	—	—	
Socrates (British) November	*60,000	—	—	—	
Pirangy (Braz.) November	25,000	25,000	—	25,000	
Jaguaribe (Brazilian) November	25,000	—	—	—	

Capacity by Flag.

*Coffee and/or Cereals.

Note.—The s.s. Holmblad has been transferred to the U.S. berth

Capacity.	Capacity by Flag.			
	Oct.	Nov.	Dec.	Total
For United States	—	495,000	200,000	695,000
For Europe	108,000	434,000	20,000	562,000
S. Africa & East	—	220,000	100,000	320,000
	108,000	1,149,000	320,000	1,577,000
	For United States—			
	—	50,000	—	50,000
	—	170,000	—	170,000
	—	275,000	200,000	475,000
	—	495,000	200,000	695,000
	For Europe—			
	60,000	—	—	60,000
	63,000	292,000	—	355,000
	45,000	82,000	20,000	147,000
	168,000	380,000	20,000	562,000
	For South Africa and East—			
	—	120,000	100,000	220,000
	—	100,000	—	100,000
	—	220,000	100,000	320,000