

# Wileman's Brazilian Review

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

VOL. 6

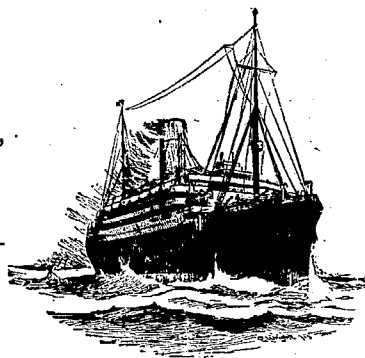
RIO DE JANEIRO, TUESDAY, 6th November, 1917

N. 19

**R. M. S. P. THE ROYAL MAIL STEAM PACKET COMPANY**

**P. S. N. C. THE PACIFIC STEAM NAVIGATION COMPANY**

Frequent service of mail  
steamers between Brazil, Europe,  
The River Plate and Pacific Ports  
All steamers fitted with  
Marconi system of wireless tele-  
graphy.



Regular service  
of cargo boats to and from all the  
principal British  
ports, also serving France, Spain and  
Portugal.

Cabines de luxe -- Staterooms with bath-room, etc., also

a large number of Single berth Cabins

**DATES OF SAILINGS ON APPLICATION.**

FOR FURTHER PARTICULARS, APPLY TO  
THE ROYAL MAIL STEAM PACKET COMPANY

53 and 55, Avenida Rio Branco, 53 and 55

Tel. OMARIUS — RIO — P. O. B. 21

TELEPHONE No. 1189 NORTE.

**SÃO PAULO** RUA QUITANDA  
(Corner of Rua São Bento)

**SANTOS** RUA 15 DE NOVEMBRO 190.

# The Great Western of Brazil Company, Ltd.

## Direct communication between:

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

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

RECIFE (Brum) and Natal  
 PARAHYBA and Natal

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

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

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

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

## Development of the system and its traffic since 1905.

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

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

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

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

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

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

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

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

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

The soil is extremely rich and gives a splendid return—even without manures—for cultivation of Indian corn, beans mandioca, 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, cocoanuts, 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 Triunfo 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 Belinzaghi, Milan; Banca Commerciale Italiana, Genoa; Società Bancaria Italiana, Genoa; Messrs. E. Sainz and Hijos, Madrid and Correspondents in Spain; Crédit Franco-Portugais, Oporto; Banco de Portugal, Lisbon, and Correspondents in Portugal; The Bank of New York, N.B.A., New York; E. Raoul, Duval and Co., Havre.

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

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

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

# THE LEOPOLDINA RAILWAY COMPANY LIMITED.

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

Cable Address: LATESCENCE

**RIO DE JANEIRO**

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

TERMINAL STATIONS: NICTHEROY AND PRAIA FORMOSA.

**TRAINS LEAVE FOR THE INTERIOR:—**

**NICTHEROY.**

- 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.

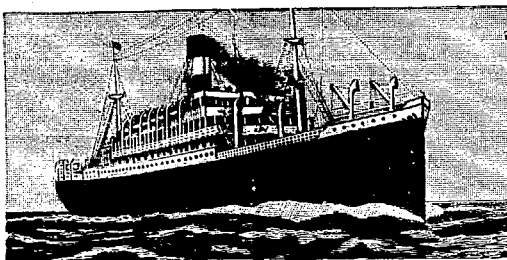
**Friburgo**—2,800 feet above sea level. 3 hours, 25 minutes by passeio train. Fare, 10\$800 1st class return (Saturday or Monday.)

**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

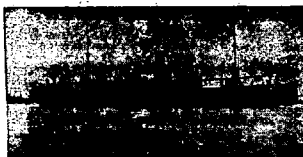
The Agents, **NORTON, MEGAW & Co. Ltd.**, Praça Mauá  
Telephone No. 47 -- RIO DE JANEIRO -- P. O. BOX 34  
Santos.-F. S. HAMPSHIRE & Co. Ltd., P. O. B. 10.-São Paulo-F. S. HAMPSHIRE & Co. Ltd., P. O. B. 32  
Bahia - F. BENN & Co.

## **DEN NORSKE SYD-AMERIKA LINJE**

(The Norwegian South America Line)

REGULAR SERVICE BETWEEN

**NORWAY**====  
==== **BRAZIL**



==== **NORWAY**  
**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 s.s. Thal)—To sail shortly from Sweden.

For further particulars apply to the Agent:—

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

# Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 6

RIO DE JANEIRO, TUESDAY, November 6th, 1917

No. 19

## 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<sup>er</sup> PISO)

ROSARIO. — 660, CALLE SARMIENTO

S. PAULO

4, RUA DA QUITANDA.

### AGENCIES

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

The Mill's marks of flour are—

"NACIONAL"

"SEMOLINA"

"BUDA-NACIONAL"

"BRAZILEIRA"

"GUARANY"

AND FOR SUPERIORITY  
HAVE BEEN AWARDED

Gold Medal Pariz 1889.

First Prize Brazil 1908

First Prize Brazil St. Louis 1904.

First Prize Brussels 1910

First Prize Turin 1911.

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

## BRAZILIAN WARRANT COMPANY LIMITED.

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

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

Branches at: SANTOS, RIO DE JANEIRO and SÃO PAULO.

Agencies at: CAMPINAS, JAHÚ, and SÃO CARLOS DO PINHÁL.

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.<sup>IA</sup> C.<sup>AL</sup> & M.<sup>MA</sup> Succ.<sup>ra</sup> de D'OREY & C.

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

Santos: AGENCE DE GIE. 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.

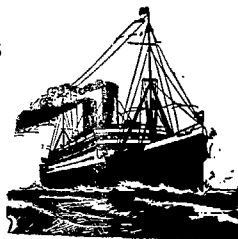
RUA DE S. PEDRO, Nº 77

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.  
PACONE—will sail for United States shortly.

### For the River Plate

SIRIO—will sail shortly for Santos, Paranagua, Antonina, S. Francisco, Itajahy, Florianopolis, Rio Grande and Montevideo.  
SERVULO DOURADO—will sail shortly for Paranagua, Antonina, S. Francisco, Itajahy, Florianopolis, Rio Grande & 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, Maceio, Recife, Ceara and Para.

s.s. CEARA, BAHIA AND MANAOS

WILL SAIL FOR NORTHERN PORTS ON 9th, 16th and 23rd NOVEMBER RESPECTIVELY.

### For Europe

INFORMATION AS TO SAILING FOR EUROPE SUPPLIED ONLY AT THE OFFICES OF THE LLOYD BRASILEIRO.

## 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 &amp; C., Rua do Ouvidor, No. 38.

São Paulo—

Hildebrand &amp; Co., Rua 15 de Novembro.

London—

G. Street &amp; 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. LONGSTRETH, 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....	£3 5 0	£10 0 0	4 0 0	4 7 8	4 15 0	5 0 0
Half Page....	1 12 8	1 15 0	2 0 0	2 5 0	2 7 8	2 10 0
Third Page...	1 2 8	1 5 0	1 7 8	1 10 0	1 12 8	1 15 0
Quarter Page.	17 8	18 8	1 0 8	1 2 8	1 3 9	1 5 0
1" across Page	6 0	7 6	8 0	9 0	10 0	11 0
1/2" x 8".....	9 8	4 0	4 6	5 0	5 8	8 0
1/2" x 4".....	1 9	2 0	2 8	2 6	3 9	8 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 &amp; 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.

*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 convenience for fresh Passports from this office.

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

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

British Consulate General, Rio de Janeiro.

28th April, 1917.



## NOTES

### LADY BURGHCLERE'S PRISONERS OF WAR FUND. Donations received up to 31st October, 1917.

Previously acknowledged .....	14:100\$700
Rio de Janeiro Tramway, Light and Power Co., Ltd., 13th contribution .....	200\$000
The Staff of the British Bank of South America, Ltd., 14th, contribution, £5 about .....	100\$000
F. S. Pryor, 15th contribution .....	50\$000
J. P. Wileman .....	25\$000
F. A. Huntress, 13th contribution .....	20\$000
H. F. Wileman, 12th contribution .....	20\$000

Rs. 14:515\$700

The sum of £18 4s 9d has been remitted to Lady Burghclere, making total remitted £694 9s. 8d.

### Patriotic League of Britons Overseas, Rio de Janeiro Branch.

Statement for October, 1917:—

Warships and General Funds .....	£191 12 10
Prince of Wales National Relief Fund .....	10 14 7

£202 7 5

Rio de Janeiro, 31st October, 1917.—F. S. Pryor, Hon. Treasurer.

**The Declaration of War.** The following telegrams has been received by the President of the Republic, Dr. Wenceslau Braz, from the President of the United States:—

"Speaking in the name of the people and Government of the United States, I express the sincere satisfaction and cordial sympathy with which we salute the association of the great Brazilian Republic with ourselves and the other countries at war with Germany. This act of Brazil in the present crisis draws closer still the bonds of friendship that unite the two countries."

A Message from King George was handed by H.B.M. Minister, Sir Arthur Peel, to Dr. Wenceslau Braz in the following terms:—

"On learning this morning of the declaration of war by Brazil against the common enemy, I desire to offer you, Mr. President, my cordial greetings and congratulations. The adherence of your great country to the cause of right will hasten the day of final victory."

Thanking the King for his message, the President of the Republic asked the British Minister to be interpreter of his sentiments towards his Majesty. "Brazil," he said, "being forced to take part in the war by continued and inhuman attacks on our ships and repeated acts against civilisation, will cooperate with decision with the Allies in the defence of the rights of humanity violated by the German Government."

Copy of telegram sent to Exmo. Sr. Dr. Wenceslau Braz Gamez, M.D. Presidente da Republica, Palacio do Cattete: "A Camara de Commercio Britannica tem a honra de cumprimentar V. Exa. pelo disinteressado e digno proceder collocando o Brasil ao lado das democracias do mundo na luta contra o despotismo e intolerancia reivindicando o direito dos povos livres.—(Sgd.) F. W. Perkins, Presidente; Arthur Abbott, Secretario."

Copy of telegram sent to Dr. Pereira Lima, Presidente Associação Commercial, Rio de Janeiro: "A Camara de Commercio Britannico cumprimenta a sua irmã Brasileira e regosija-se pelo honre acto do Brasil collocando-se ao lado dos defensores da Justica e da Liberdade.—(Sgd.) F. W. Perkins, Presidente; Arthur Abbott, Secretario."

The messages of the King of England and of the President of the United States are full recognition of Brazil's status as an ally and associate in the task of revindication of Liberty and Justice throughout the world.

Though at first there may be doubts and hesitations as to the best course to pursue, they will soon be swept away, and Brazil play its part as an equal amongst allied peers.

The material resources of this country are incalculable and even as regards man power are not to be despised.

All that is wanted is the help of the allies to coordinate them, by putting deficiencies on one side against the other's, for the aspiration of Brazil to be realized.

Besides not inconsiderable man power, Brazil has great possibilities as a provider of foodstuffs, minerals and rubber to the Allies; she has likewise a not inconsiderable Navy and mercantile marine.

On the other hand, her finances are disorganized; she has no real but only paper money and the first step towards coordination must necessarily be a plan for financial reconstitution, more intense production and fixation of prices of produce, as in the United States.

The Sub-Secretary of Foreign Affairs would seem somewhat behind the times as regards war developments in this country, to judge from an interview cabled to the "Jornal do Commercio."

Amongst the measures Sir E. Bunsen seems to advocate are the opening of Brazilian ports to the Allies and making over the patrol of the South Atlantic to the Brazilian Navy. As regards man power, he seems to think it unnecessary to ask for Brazil's assistance.

Since the United States came into the war, Brazilian ports have been open to all Allies alike, but whether the Brazilian Navy, which is short of fast destroyers, could undertake the patrol alone, may be questioned. This is just the time for German raiders to visit these waters, and unless efficient protection be guaranteed to traders on the route between South America and Europe, there might be at any moment a repetition of last year's tragedy.

As regards man power, we cannot agree with Sir E. Bunsen. No one can tell how long this war may last or what reinforcements the Allies may require. Brazil, on her side, is not likely to be satisfied with a sleeping partnership in the war, but assert her right to share in the blood tribute her allies are all paying.

It is a long and dangerous way from here to France or Italy, but not further or more dangerous than from Australia or New Zealand or South Africa, who have already sent 800,000 men to the front. Brazil, we may be sure, will do her duty whatever it may cost!

Sir E. Bunsen seems like everyone else, all at sea with regard to the question of imports of coffee. There is no question of imports in British or allied ships, as he seems to imagine, nor of allied tonnage being affected to the smallest degree, seeing that if coffee were imported at all into Great Britain it would be in purely Brazilian bottoms!

Nor could such imports affect British exchanges, seeing that with such very large stocks already available, there would be no temptation to import more coffee except for re-export. This, naturally, would leave some profit to the British importer and consequently tend to strengthen, not to weaken, British exchanges.

As a matter of fact, in spite of stocks in the United Kingdom amounting to 800,000 bags, equivalent to over three years' supply, prices have risen from 50s to 60s per cwt, which may be a sign of larger home consumption, but to our mind is significant of a profitable business in re-exports to France, where stocks of coffee are small and prices very high!

The military, economic and financial position of this country are inextricably related, and only by coordination can they be utilized to full advantage of the Allies.

**Local** Rumour is busier than ever with shipping, and not content with the Acary and Guahyba, has sunk the Cabedello off the coast of England and heaven knows how many more Lloyd steamers. The rumour, however, was promptly contradicted by the Minister of Foreign Affairs.

As was to be expected, the news of the sinking of two more Brazilian steamers caused great excitement and several German houses were attacked. With the exception of some German cafés and restaurants, thanks to efficient police protection, damage was mostly confined to breaking windows and tearing off door-plates. There were no attacks on individual Germans with one exception, that the alien himself provoked by calling for "vivas" for Germany.

The temper of this never over-patient populace is up and for their own protection it is to be hoped that enemy subjects will be interned in concentration camps.

**Then and Now.** The following extract from a telegram addressed to the Presidents and Governors of the different States of the Union, shows the length to which determination to uphold the honourable tradition of this country must ultimately lead:

Peace is the enduring aspiration of the country and in all times the ideal of this Nation brought up in the pursuits of peaceful labour, progress, order and respect for the rights of others."

But, continues the President:—

"On entering in this war in which other peoples have given freely the best of their blood and their treasure, Brazil recognizes the immensity of the sacrifices she is called upon to make and will face them without vacillation."

So history repeats itself! As fifty or so years ago this country counted no cost in blood or treasure too great to rid South America of the Paraguayan tyrant Lopez, to-day, in spite of pacific characteristics, no less marked than fifty years ago, she will stick at no sacrifice to play a worthy part in the tragedy that vaulting ambition has forced upon her!

#### ANOTHER MESSAGE FROM THE PRESIDENT OF THE REPUBLIC TO CONGRESS.

I submit to the high consideration of Members of Congress the communication Government has just received of two further Brazilian vessels having been torpedoed by German submarines in the waters of St. Vincent.

By telegram, we hear that in consequence of this fresh outrage of enemy naval forces, two of our sailors have been killed and four wounded. The ships in question are the "Acary," belonging to the Lloyd Brasileiro, and the "Guahyba," of the Cia. Commercio e Navegação, both en route for Havre with cargoes of coffee, hides, meat and cereals from Rio de Janeiro and Santos.

If, as you see, Germany continues to decimate our mercantile marine and interrupt by force of arms commercial relations with the rest of the world, it is no longer to be tolerated that that country's commercial, banking, industrial and colonizing representation and initiatives should fail to undergo such limitation the sense of patriotism in poses or that we should fail to take such exceptional measures in her respect as legitimate defence renders necessary.

Without sacrifice of the liberal spirit of our laws, it would be simple imprudence on our part to permit our resources to be withdrawn for use of the German Empire, or juridic relations of German subjects with Public Powers of this country to continue unaltered during the state of war.

It, therefore, seems advisable—(1) to decree all contracts celebrated with Germans, individually or associated, for public works of any character, to be null and void; (2) to forbid the realization of any fresh concession of lands to German subjects or German undertakings, without prejudice, however, of those on which families have already been located; (3) to fiscalize the operations of German banks and other companies and, if necessary, suspend or cancel authorization for operating in this country, and to ex-

tend fiscalisation or other acts of repression to business houses or other establishments of German nationality; (4) to adopt measures to frustrate the transfer of German property in time of war, and fix a period for the exercise of these prerogatives; (5) to intern at some point not common prisons, persons and German subjects who prove refractory or come under suspicion.

These and any other measures that Congress in its wisdom may adopt should be clearly determined in the respective law, in order to prevent abuse by either the populace or the authorities.

It is possible that objections may be raised in the investigation by Congress of the measure now proposed, such as interference with the right of concession of public lands for colonization, a prerogative of each State; but at this critical moment Brazil is one and no single entity of the Federation will fail to respect and obey the sovereign authority of the Union.

Submitting these suggestions to the judgment and consideration of the Representatives of the Nation, I take the opportunity of advising you that I have already authorized the Ministers of State of War and Marine to put into practice the reforms and measures that military efficiency of the Republic impose.

(Signed) **Wenceslao Braz P. Gomes.**

3rd November, 1917.

#### TWO MORE BRAZILIAN STEAMERS SUNK BY THE HUNS.

The Lloyd Brasileiro s.s. Acary, ex-Hamburg America. Ebernburg, was torpedoed in the Bay of S. Vicent, apparently on 2nd November or morning of 3rd and the s.s. Guahyba, belonging to the Cia. Commercio e Navegação, at 2 p.m. on 3rd ult.

Neither of the steamers were sunk, the Acary, after being torpedoed, having been beached in a position that gives hopes of its being refloated. The Guahyba was also beached, but her captain reports little hopes of saving anything but the cargo.

The captains and crews of both boats seem to have behaved with courage and sang froid, as was to be expected of Brazilian seamen, and to have done their best to save their ships. Fortunately no lives were lost on the Acary and only two on the Guahyba, probably because the submarine was under fire from the fort and had no opportunity of using her deck guns and murdering the crew as is their wont.

This is the seventh steamer Brazil has lost during the war: two in the North Sea, sunk or seized by cruisers; one in the Mediterranean, two off the coast of France and finally three—two of them ex-German—off the coast of Spain and at S. Vicente.

At this rate the Brazilian oversea marine stands a good chance of being completely eliminated and its services lost entirely to both Brazilians and their Allies alike.

For a long time no submarines had been heard of off the Azores, and their sudden appearance at S. Vicente, just in the nick of time to catch these two Brazilian steamers, points to their having been specially commissioned for the job and kept thoroughly posted as to the arrival of the two steamers by spies on this side.

The lesson of this disaster is dual—the necessity, on the one side, of much more drastic precautions against traitors in this country, and of much more efficacious protection to merchant vessels trading between South America and Europe, on the other.

Beyond the stoppage of code telegrams or cables relating to departures, few precautions seem to have been taken to prevent the enemy from obtaining information of the movement of Brazilian shipping, the names and even the dates of departure being posted up daily at some offices.

This submarine must have been advised long before and have been lurking in the neighbourhood of S. Vicente in wait for her predestined victims.

How it comes about that Brazilian steamers should choose so unprotected a port like S. Vicente for coaling with the British base at Sierra Leone and French at Dakar available, is hard to understand, but in all probability because of coaling facilities. As a matter of fact the distance between Rio and Dakar is slightly less than to S. Vicente, and if arrangements could be made for bunkers at Dakar, there seems no reason why Brazilian steamers should not call there in preference.

It is high time that the three Government made agreements for the adequate protection of not only

Brazilian, but all merchantmen engaged in trade between this country and Europe, such as for some time back have ruled in the North Atlantic trade.

It is to the interest of the Allies, no less than Brazil's, that the question of protection and convoy of merchantmen should be settled at once. Otherwise it is to be feared that Brazilian owners will refuse to run such risks and that their tonnage will be withdrawn from the European route for employment in trade with the United States.

The s.s. *Acary*, ex-*Eberburg*, was of 4,275 tons gross register and 2,732 tons net. She measured 337ft in length and was built of steel at Fleasburger in Germany, in 1905; her engines developed 447 h.p.

This steamer was badly damaged by the German crew while lying in Rio harbour, but repairs including those to both cylinders were promptly executed at the workshops of the Lloyd Brasileiro and this was her first voyage after repairs. She was commanded by Pedro Viloso Silveira, who has a long and honourable record in the service of the Lloyd Brasileiro. The hull was insured by a firm of London underwriters for £100,000.

The *Acary* was bound from Rio de Janeiro to Havre and Liverpool, with 23,850 bags coffee for private account, 43,105 hides for Liverpool, 2,550 bags tapioca, 5,000 bags mandioca flour, 2 barrels sugar, 1 of rice, 50 barrels of oil and 30 parcels of leather.

The s.s. *Guahyba* belonged to the Brazilian Comercio e Navegação Co. and this was her first voyage after being turned over by the Brazilian Government. She counted 2,600 tons deadweight and capacity for 34,000 bags coffee. She measured 263ft in length and was insured for £80,000 by English underwriters. Her captain was Paulo Nunes Garcia, who seems to have acted with courage and promptitude and in spite of two stokers being killed by the explosion, succeeded in beaching his steamer.

The *Guahyba* cleared from Santos for Havre about 12 Oct., from Pernambuco on 20th for S. Vicent, taking 11 days between the two ports. Her cargo consisted of 37,000 bags coffee for Havre, for French Government account, of which 13,500 bags consigned by Sr. Prado Chaves and 80 barrels fats and 14 pipes of meat products, consigned from this port by the Brazilian Meat Co.

This is the third of this company's steamers to be torpedoed, exclusive of the *Parana*, 6,000 tons deadweight; *Tijuca*, 3,100 tons and *Guahyba*, 2,600 tons.

The withdrawal of tonnage from the European routes would be a disaster for Brazil and the Entente alike. At least 30 per cent of Brazil's foreign trade is still with Europe and the withdrawal of Brazilian tonnage from the European route would signify a loss to Brazil's foreign trade of many millions sterling the country cannot afford.

It is with exports alone that Brazil can meet foreign engagements. We were always of the opinion that, even before her declaration of war, Brazil was not in a position to renew the service of the foreign debt, and that if renewed would be re-suspended shortly after. The declaration of war has only precipitated the inevitable, and unless arrangements of some kind are quickly made with Rothschilds, suspension in some shape or form cannot, in our opinion, be long delayed.

It is not so much that this country has nothing to pay with, but that the coffee and other products on which she relied to supply resources to meet her engagements, in consequence of the war, are unrealizable.

This, however, is only a phase of the general financial situation, which should be envisaged as a whole, and the whole economic, financial and military situation be investigated in situ by the joint commission, which, it is to be presumed, will shortly be sent here to arrange Brazil's participation in the war.

**The Lloyd Brasileiro.** Taking advantage of Commandante Muller dos Reis touching at Montevideo on his return voyage in the s.s. *Cuyaba* from Chile, Dr. Osorio de Almeida, the indefatigable president of the "Lloyd," invited him to take charge of the organisation of this company's line from Montevideo to New York,

touching, of course, at this and other intermediate ports. To such an appeal to his patriotism Commandante Muller dos Reis could not, of course, turn a deaf ear, however disappointed he might feel of the great reception awaiting him from what is termed here the "maritime classes", anglicé, stevedores and beachcombers.

—The distance between Rio and S. Vicent is 2,682 miles and between Rio and Dakar 2,600 miles. As far as distance goes the later should, *ceteris paribus*, be preferable for Brazilian steamers clearing from Santos, Rio or Bahia.

What we fail to understand is, in the first place, why, under such circumstances, Brazilian steamers should not have made arrangements for coaling at the port of Dakar, where ample protection is afforded by the French Fleet.

Unfortunately, typhus is very prevalent at Dakar; one French, one British and several Italian steamers having arrived with fever aboard. The s.s. *Rigel* lost several men on the voyage, inclusive of the chief engineer. The Italian s.s. *Atlanta* arrived with 14 cases. The *Rigel* has been handed over to the health authorities of this port for thorough disinfection.

**End of the Railway Strike in Rio Grande.** A telegram from the President of Rio Grande do Sul states that the following terms have been accepted by both sides:—Increase of 10 to 15 per cent in wages; 8½ hours day and payment of 50 per cent extra for overtime; re-establishment of head offices at S. Maria da Bocca do Monte; free passes for discharged men.

The rise in wages signifies increase of Rs. 800,000\$ per annum in expenditure, to meet which it is presumed the company will be authorised to raise its tariff.

**National Susceptibilities.** At a moment like this, when feeling is tense, a single hasty word, that at other times would be regarded simply as but a proof of ill-breeding, may cause deep resentment. No one should understand that better than the Portuguese themselves, who a few years ago burnt Mr. Bright and Lord Salisbury in effigy in the streets of Lisbon for much less than the editors of a certain Portuguese paper indulged in in this city.

How anyone with the interests of the Allies really at heart, as seems the case with Sr. Taborda, or desirous of cultivating friendly relations with the people of this country, could be so inconsiderate as to permit Brazilian society to be insulted in the columns he is responsible for, passes understanding!

We cannot believe, in this instance, that German intrigue had anything to do with the case, but all the same no sign of disagreement between allies but will be eagerly seized upon and exploited by the enemy.

Unfortunately, incidents like this have been lamentably frequent of late. The Allies have a hard row yet to hoe. Only by avoiding bickerings in private as well as public life and standing shoulder to shoulder can they win through.

But if some allied journalists have been outrageously stupid, what is to be thought of the letter published in the "Diario Allemão" of S. Paulo, in which not content with calling Brazilians "Indians," like Luxburg, the writer piles on the agony in a style that would provoke the mildest of angels!

The letter was dated 24th Oct., i.e., two days before war was actually declared, and the doors of the "Diario" closed for ever!

German mentality is unfathomable! How in the critical position of the German colony at S. Paulo, where special precautions had to be taken to prevent attacks on German property, anyone in his senses could go out of his way to threaten Brazilians in the following style, is, to the normal mind, incomprehensible:—

"Only let Germany win and truly terrible your punishment will be; but pity on you should you fall under the claws of perfidious Albion and Uncle Sam, who for years has had his eye on the great riches of this land, of which you are unworthy!"

Ecco!

Kaiser, Bernhardt, Bernhart, Luxburg and Co.: they are all just crazy with ambition and fear!

To sow dissensions amongst the Allies is a favourite German stratagem. Let Brazilians beware they do not fall into the trap by indulging in bickerings among themselves.

**More Luxburg Cables.** If anything could be more significant of the bad faith of Germans, it is the amazing incident of the telegrams despatched by Luxburg to Berlin:—

The first, dated 1 July, reads as follows:—

"Our attitude towards Brazil created the impression that complacency and good nature could be relied on. This is dangerous for South America, with its population half Indian with a superficial varnish. The situation might be remedied were you to give me full powers and send a squadron of submarines. Instruct if on rupture of relations I should proceed to Germany, Paraguay or Chile. The naval attaché will no doubt go to Santiago de Chile."

The second cable, dated 4 August, was as follows:—

"I am convinced we can realize our main political designs in South America of maintenance of free markets in Argentina and reorganisation of South Brazil with or without Argentina and cultivation of relations with Chile. The news of the visit of a squadron of submarines to salute the President at this moment would exercise a decisive influence on South American situation. Harvest prospects for December excellent."

If anything was wanted to open the eyes of South America to the real character of German intrigues in this Continent, these two cables would suffice.

Luxburg only repeated in Argentina the manoeuvres of his colleagues in the United States, Mexico, and everywhere else.

Happily the intrigues to upset good relations between this country and Argentina failed and only served to knit South America closer together in its determination to resist German intrigue, the first fruits of which were the suspension of relations by Uruguay and declaration of war of this country with Germany.

**German Employees in Government Offices.** The first fruits of the stupid abuse of Brazilians and Brazilian institutions by the "Diario Allemão" is the dismissal by the S. Paulo Government of all German employees, that, as soon as the regulations for treatment of enemy subjects now being drawn up are ready, may be expected to be repeated in every Federal, State and Municipal establishment throughout the country. In the telegraph and post offices there are said to be a large number of Germans employed; indeed, the sub-director of telegraphs is, or was, an Austrian subject.

**Amenities of Politic Society.** Not satisfied with making a "colossal" ass of himself, ex-Minister Luxburg cannot let bad alone, but makes it worse by appealing to neutral powers against his treatment by a police officer in the Province of Buenos Aires. The ex-Minister, it must be remembered, has no official standing since he ceased to be "persona gratæ." When arrested he threatened resistance and called his captors "Indians," against which the police officers are said to have retaliated by threatening to kick the life out of the "gringo" if he attempted to resist!

—What, after all, have Germans got by their incessant intrigue and senseless propaganda? They have spent millions in France only to find the spirit of that heroic people more deter-

mined than ever to exterminate a foe that stoops to acts so underhand.

In Russia they have been more successful because the seed fell on fruitful ground. But here and in the States and Argentina what have they gained by the expenditure of millions, except the contempt and hatred of those they thought to corrupt?

It is not by such means that wars are won and the knowledge that England has never lent herself to such vile methods nor, in this country, at least, expended one vintem, directly or indirectly, for corruption of the Press, must always be a satisfaction to loyal Britishers.

**More Dealings with the Enemy.** Say what they may, firms that continue to keep Germans in their employ are dealing with the enemy just as much as those who sell or buy from them direct.

The Crown Cork Co. has already lost two managers who resigned because they objected to rub elbows with a German employee, who now aspires to the management, and, we hear, has now applied to the British Government for special license to retain him in the company's service. The person in question is said to be aggressively German and incompatibilized on account of openly expressed pro-German proclivities with the rest of the staff.

Germans are not only spies by nature and inclination, but are bound by allegiance to the Kaiser to spy on all Allies here and everywhere else, whether they like it or not.

Already Germans are being sacked wholesale in the States and, now that a commencement has been made by Brazilian firms, all that is wanted to generalize it is one more Teuto-Brazilian outrage.

Most American firms here set an example that British slackers would do well to follow, by sacking right off all German employees immediately war was declared against Germany by the United States, two American coffee firms not hesitating to dismiss even employees like graders that Naumann Gepp found "indispensable."

The case of the Crown Cork Co. is aggravated by the fact that their offices overlook the harbour and would enable a spy to keep an eye on every ship that came into or left the harbour.

The explosion on the Tennyson, yet unavenged, is symptomatic of what may happen here any day if Germans are left free to spy and plot; so the sooner they are discharged from all ally employment and locked up out of harm's way the better for them and everyone else.

With regard to Naumann Gepp & Co., we are told that one of the Germans "is no longer in the firm," and that the other, whose wife has the misfortune to be an Englishwoman, will likewise leave, both of which we shall believe when we see it.

Ostensibly the former employee may have left the firm, though buying beans for the Allies up-country would scarcely seem to confirm it.

How can we British expect Brazilians to expel Germans from their employ or to close German banks and houses unless we set the example?

Some of the Germans in question may be harmless and inoffensive persons, but experience shows that they as a people are not to be trusted and, moreover, by retaining them in the service of British houses they are helping to defeat the policy of our own Government.

Look at what has happened in the United States. Munition and armament factories and docks are burnt down day by day. But factories do not blow up of themselves and, to put a stop to it, all German operatives at the munition factories of Baltimore and New York have not only been discharged, but put under lock and key.

Only 86 Germans, according to "A Razão," registered up to Friday last. That Brazil will escape the bitter experience of other countries that relied on the gratitude of Germans for hospitality seems, in the light of history, to be improbable. Nowhere were Germans better received or better treated than in England and the United States, even after war was declared; but nowhere has abuse of hospitality been more flagrant.

**The Empire Solid for Freedom.** If anyone doubts the loyalty of Ireland, let him ponder on Redmond's words: "The heart of every single member of this Parliament, be he English, Scotch, Welsh, or Irish, beats in unison with those of all his own compatriots in admiration of the valient combatants for the cause of civilisation and liberty. Only a fraction of our own (Irish) countrymen repudiate the ideal for which Europe is fighting; but if my voice could reach the combatants, I would bid them have no fear, because the conclusion of the conflict will show that in combating for the civilisation and liberty of Europe, they are fighting for the liberty of their own country."

**Troops of the Empire.** The Colonies have sent the following troops to the front:—Canada 350,000, Australia 300,000, New Zealand 120,000, South Africa 60,000, Newfoundland 4,000 or 850,000 in all, exclusive of Crown Colonies and India.

**No More Banquets; No More Entertainments!** President Wilson seems to do just the right thing at the right moment! Feeling that this is not the moment for self-indulgence or amusements, with Italy at grips with the enemy and thousands of our own kith and kin falling daily on the battlefield or engulfed in dark waters, he has set an example that we here would all do well to follow.

**New Tonnage.** At the rate ships are being sunk, on an average for the last four weeks of 20 per week, of which 14 are over 1,600 tons and 6 under. Taking the former at an average of 4,000 tons each and the latter at 1,000 tons, the total British tonnage sunk weekly would be 62,000 tons; or about 248,000 tons on an average per month or, say, 2,976,000 tons per annum, which must be either stopped or made good by fresh buildings.

According to a cable just received from Washington, North American shipyards expect to launch 7,500,000 tons by end of 1918, of which 1,000,000 tons is ready. Besides England is working feverishly and will do another 2 to 3 millions more, so that if the Allies hold out, as they undoubtedly will, there is no more chance of their being starved of either foodstuffs or munitions than of the Kaiser entering London except as a prisoner.

The total tonnage engaged in the Atlantic trade in September was 25,500,000 gross tons, of which England alone accounted for 11,000,000 or nearly 53 per cent and the United States 2,000,000 or 8 per cent. The Shipping Board anticipates that the United States will be operating nearly 10,000,000 tons by this time next year.

The U.S. Shipping Board estimates that there are 48,000,000 gross tons of merchant shipping in the world, inclusive of 31,000,000 tons overseas ships, 6,000,000 inland and Baltic ships, 6,000,000 coasting ships and 5,000,000 enemy ships. The Atlantic shipping includes 13,400,000 British, 3,350,000 Scandinavian, 2,000,000 American, 1,600,000 French, 1,250,000 Italian, 1,200,000 Dutch and 2,270,000 other flags.

Pacific shipping is estimated at 5,500,000, inclusive of 2,000,000 British, 1,900,000 Japanese, and 1,500,000 other flags, including 400,000 United States.

With the passing of the pending bill, Congress will have authorized \$1,799,000,000 for the Shipping Board and Emergency Fleet Corporation and the President has realised his aspiration in his roundabout way of making the United States the second greatest maritime power in every sense.

**Cereal Supplies.** The economist, Mr. Thierry, is responsible for the statement that the shortage in the food supply of the Allies will be made good by the production of Allied and neutral countries, exclusive of Australia and Argentina.

**The Submarine Campaign.** Though now and then there is a recrudescence of German activity, surely if slowly German submarines are being accounted for. From 40 to 50 per cent the First Lord of the Admiralty calculates have been sunk already, probably the less efficient and smaller boats, as those still in

commission seem to have lost none of their efficiency, seeing that out of every hundred attacked, 74 were on the average for October sent to the bottom.

During the last 3 weeks of October 82.4 per cent of attacked were sent to the bottom, as against only 64.1 per cent during the three weeks of April, when the campaign was at its highest.

	British Ships No. Attacked	No. Sunk	Ratio Sunk to Attacked	Sunk over 1600 Tons No.	Ratio of Sunk No.	Under 1600 Tons No.	Ratio of Sunk
3 weeks April..	237	152	64.1	100	65.9	52	34.1
3 weeks Sept..	88	56	63.6	32	57.2	24	42.8
3 weeks Oct...	70	58	82.8	43	70.5	15	24.6

Increase or decrease:

April/Sept.....	-149	-96	-0.5	-68	-8.7	-28	8.7
April/Oct.....	-167	-91	+14.4	-57	+4.6	-37	-9.5

Increase or decrease per cent:

April/Sept.....	-62.8	-63.8	—	68	—	53.8	—
April/Oct.....	-70.8	-59.9	—	57	—	71.1	—

Compared with the three weeks in April the last three weeks of September show a decrease of 149 or 62.8 per cent in the number of ships attacked and for the three weeks' October of 167 ships or 70.8 per cent.

In October the submarines seem to have paid more attention to the larger than the smaller boats and in consequence compared with the three weeks of April those over 1,600 tons show decrease of only 57 per cent as against 68 per cent for September and those under 1,600 tons increase from 53.8 per cent to 71.1 per cent respectively.

**Neutral Ship Seizure Justified by Law.** "The Analyst," of Sept. 24th quotes the opinion of a number of eminent lawyers to prove what was a foregone conclusion that, within what the jurist term its "eminent domain" the United States or any other country has the indisputable right of taking over any kind of property whatsoever, national or alien, in time of public peril. There are a number of Austrian ships lying idle here that on these grounds might and should be utilized.

"The Price the U.S. is Glad to Pay," is the title of an article in the "Analyst" of 21 Sept, showing that, in consequence, partly of the shortage of bottoms, but chiefly of the restriction of exports to the countries bordering on and trading with Germany, the falling off of U.S. exports in July amounts to 33 per cent or approximately \$575,000,000 in one month, and is the measure of the decline of the trade which has so long enabled Germany to maintain a strong front against all opponents.

—Gorizia has gone to the Germans but Beersheba has passed to the British, and Turks and Germans, even if they wished to wash, will trouble its waters no more. Before long we will be in Jerusalem and meanwhile Allied hosts are hastening to the assistance of Italy and, when they get there, there may be a turn in the tide as at the Marne. In addition, the States are doing all in their power to help by keeping Italy supplied with all she wants or asks for in the shape of money, foodstuffs and munitions.

**Spare a Little Sugar for France!** Mr. Hoover's appeal to the American public to economise in the use of sugar for two months should meet with a ready response. The French people have been on a ration of 21 pounds a year, or one ounce a day. Unless we, who use four and a half times that, give them a little they will be entirely without it until the new supply comes in, about the last of December. In all her agony France has never uttered one word of complaint, but has bent her back to the burden which Fate imposed upon her. We shudder at the horrors of Lille, and know that they have been duplicated in every part of the occupied area. Yet France complains not. We admire the brilliant victory of the Marne, and the steadfastness of Verdun. And we know all that France has done, the blood she has shed and the agony she

has silently endured is a fall of defence that will assure the women and girls of America from the fate of their sisters at Lille. Who are we, that we should not help her in her need? A soldier of France who had been brought from the operating room, when he could speak, said: "I offered everything to France, and all she took was my two arms." Not France, but humanity, civilization, Christianity, took those two arms. Cannot the American people who eat four ounces of sugar a day, eat a little less candy, a little less sugar at the table in order that the daily ration of one ounce may be continued to those who so freely offer humanity everything and are surprised when it only takes both arms? "Arms and the Man I sing." God helping us, cannot we learn to sing it, too?—"Wall Street Journal."

**Coffee Confiscated.** The President of the British Prize Court has now delivered his considered judgment in the case of the various parcels of coffee ex the s.s. Posteiro, and other vessels in reference to which he gave an indication of his decision on July 30. The judgment is exhaustive and therefore necessarily long. To go into all the facts would not be possible within the limits of a "Syren and Shipping" article, nor would it be desirable to do so. Those who want them can go to the judgment itself. The main interest of the case is the light it throws on the unholy activities of the enemy firm of G. Trinks and Co., which has houses at Hamburg, the great European centre for the receipt of coffee; and at Santos, the principal port for the shipment of this commodity from Brazil. The learned judge showed how important was the German trade in these goods, and how carefully it had been secured. With the internal demand for coffee by the armed forces of the Kaiser, and by the civil population, it was highly desirable—quite apart from the financial opportunities which the situation offered—for coffee to be brought into Germany when the British had come down and closed the German ports and driven the German flag from the seven seas. And Trinks, in Hamburg, were quite sure they had the situation well in hand, and that they were the people to supply German needs, at the same time, of course, filling German pockets—the pockets in this case being their own. They devised most elaborate schemes to defeat the blockade of the stupid English. Shipments were no longer to be made in the name of Trinks—that has a bit of a Teutonic ring about it. The name of Luiz Franço do Amaral, Junior, appealed to them. But there were others, such as the Cia. Central de Armazens, Pierre Pradez and the Cia. Nacional de Café. The Brazil house was told from Hamburg that it must ship by liner, and, if possible, by motor vessels; that it must secure space in advance, so as to make sure that the harvest would be reaped. Consignees were provided at this end. Serle, of Amsterdam, Metz, of Copenhagen, as more frequent names, but Schaltz, Hansen and Gewalt were all to come in their turn. A little later on, though Carlsson, of Stockholm, had refused to act as nominal consignee, a fine list of people who would lend their names for the trifling address commission of 5 per cent, appeared in one of the letters from the Hamburg house which had been intercepted and were produced in evidence. Not satisfied with this arrangement, it was even suggested that a joint stock company should be formed for the purpose of being used as a cover. Such a company would have its advantages, as it would seem to make it clear that the goods sent over really and truly were the property of an unimpeachable neutral concern, having been actually paid for by it. Oh, those brutal English to intercept these letters, and to lay the whole cultured scheme bare before an unfeeling judge! But even the erection of a special company, and the use of the names of Scandinavian firms as consignees, was not enough. The Hamburg house considered it advisable that, for every shipment, the shipper should make out a contract, as if the coffee had been sold to the consignee on the bill of lading. . . . "You will send us"—so they instructed their Santos house—"this contract and an invoice made out in due form. You will also send us all the bills of lading. We desire to have in our hands the invoice, the contract and the bill of lading, so as to be able to present the documents regularly for payment through the respective Swedish bank, whereby the neutral consignee actually receives a voucher that the coffee has been paid for by him." Nothing was to be said about the Hamburg firm, or about anything German in the papers. And they desired

that various blank contracts and invoice forms, with the signature of the various shippers "in blanco," should be sent to them. This course, however, does not seem to have appealed with any great force to the shippers. And even their Santos house saw difficulties in the way of fulfilling all their demands. But these intercepted letters assuredly gave the game completely away. Trinks never condescended to put any documentary evidence before the Court. And some of the claimants had played their hands badly enough. One cover company, for example, was only founded on Dec. 3. Yet a letter purporting to have been written by it to a consignee was dated two days before its inception. A document purporting to have been posted at Santos on Dec. 3, 1915, was found in an envelope bound from Sweden to Santos with a postmark of Oct. 27, 1916. When the keen intelligence of the President was brought to bear on the various cases put forward for the claimants, extraordinary discrepancies and misstatements appeared in practically every case. In applying the law to the case, Sir Samuel Evans pointed out that though one of the partners in the Trinks firm resided in a neutral country, i.e., Brazil, his share in the enemy trade of a commercial house in an enemy country is still liable to confiscation. If the transaction before the Court were part of the trade of the Hamburg house, the goods shipped by the Santos house would be deemed in the Prize Court to be enemy property. And this is of importance in the present series of cases, because of the fact that enemy property in transit to a neutral remains, for the purpose of the Prize Court, enemy property until delivery to that neutral actually takes place. In the same way, goods which are intended for the enemy, and which would become his property immediately upon arrival, are treated as enemy property, if seized during the voyage. These points seem to be nothing more than various aspects of the principle that Prize Courts will not recognize paper transfers of property when it is afloat. When once a cargo comes under the maritime law by shipment, it can only effectively change its ownership by actual delivery. Otherwise, of course, paper transfers would be a useful device indeed, and effective seizure of enemy property would be almost impossible. In the end a great many important parcels of coffee were condemned by the President, the grounds for his decision varying as the details of their cases differed. But the main things were the same throughout, false consignors and false consignees, but above all the steady determination to get the goods through to Trinks at Hamburg. Steady determination, however, is not enough, even if coupled with a certain amount of low cunning. Discretion was needed, too, and the firm of Trinks was singularly indiscreet. The intercepted letters spoke and to their written word there could be no answer save condemnation.—"Syren and Shipping."

## REPORTS OF COMPANIES

**State of Bahia South Western Railway.** The eighth annual general meeting of shareholders of the State of Bahia South Western Railway Company, Ltd., was held at 3 Arthur Street, King William Street, London, Mr. A. C. W. Dermer presiding. The Acting Secretary (Mr. Gerald Youatt) having read the notice calling the meeting and the auditors' report,

The Chairman, in moving the adoption of the report, and accounts, said: For many years past the late chairman, the Hon. A. G. Brand, has presided at the annual general meeting of the company, and I know that all present will share the very deep regret felt by the directors at his absence to-day and deplore the loss which we have sustained by his death. The accounts which we have to submit to you show, we are pleased to say, a substantial improvement on the results of previous years, the total gross receipts in 1916 amounting to 1,225,694 milreis, an increase of nearly 164,000 milreis, or 17.3 per cent over 1915. The working expenses show an increase of about 105,600 milreis, the ratio of expenses to earnings being 49.77 per cent, or 2.26 per cent more than last year, but in view of the greatly increased cost of stores and material of all kinds, this is not a large figure. As you will see from the table of working results on page 13, the gross and net receipts have shown a steady increase for each of the past five years since the first portion of the line was open for traffic. The net balance from railway revenue account was £30,782 11s 2d.



an increase of £2,919 8s 10d as compared with 1915, and after payment of all expenses and providing the amount required for amortisation on Jan. 1, 1917, there remains a balance of £3,451 10s 10d to the credit of the appropriation account, thus reducing the debit balance of £12,200 15s 4d at the end of 1914 to £8,754 9s 3d. The year 1916 was an extremely anxious one for the board, in addition to the difficulties of working consequent upon the existing conditions, the increased cost of and difficulty in obtaining stores of all kinds, various changes in the local management became necessary. As you were informed at the last meeting, early in the year Mr. F. H. Felton was appointed general manager, but owing to severe illness he was obliged to relinquish the position, and the board was fortunate in securing the services of Mr. P. R. Hull, who is an experienced railway manager and engineer. Mr. Hull took over the management at the end of 1916. I wish particularly to refer to the splendid assistance which we received from our local director, Sr. B. B. de Oliveira, especially during the period immediately before and whilst such changes were being effected, when, but for his help, our difficulties in dealing with the situation would have been much increased. Sr. Oliveira devoted a very great deal of time over and above what he would under normal circumstances have given to the company's business, making many extra journeys to Ilheus for the purpose of superintending, overlooking and reorganising the general working of the line, with most beneficial results to the company. The Board feel that they are extremely indebted to him for his great help and it is desired to record our full appreciation of such services and to tender him our sincere thanks for all he has done in the company's interest. During last year a considerable amount of work was carried out with a view to improving the company's property and facilitating the efficient working of the line, which, together with the various reforms instituted, has resulted in a most satisfactory improvement in working, whilst the general condition of the property may be considered satisfactory. The tonnage of cocoa handled during the year 1916 was 21,075 tons, or 3,364 tons more than in the previous year, whilst, as stated in the directors' report, there were also very satisfactory increases both in the up-country goods and passenger traffics. The earlier reports as to the cocoa crop for 1917-18 were extremely favourable, but I regret to say that, owing to the recent appearance of disease and insect pests in some of the plantations, it is feared that the yield will not prove so large as had been anticipated. It is too early at present to give a reliable estimate of the damage caused, but in a recent letter the manager stated that he thought a reduction up to 20 per cent in the yield may be looked for as the result of these troubles. I am glad to say that vigorous steps are being taken in connection with the matter. A local growers' association has been formed and has been fortunate in securing the services of an eminent Swiss botanist, who has made a special study of cocoa and of the various diseases to which it is liable, and he is on the spot devoting himself to a study of the best method of dealing with the outbreak and preventing its spread. The company's manager is rendering all possible assistance, as, of course, the future prosperity of the cocoa industry is of very vital interest to this company. Relations with the State Government and local authorities continue to be very satisfactory. The board wish to record their appreciation of the services rendered by the staff generally during the period under review. Mr. F. M. Crisp seconded the resolution, which was carried unanimously. The retiring directors and auditors were re-elected.

## MONEY

Official Quotations, Exchange Camara Syndical and Vales:—				
	90 days	Sight	Sovs.	Vales
Monday, 29 Oct. ....	13 1-16	12 15-16	20\$500	2\$118
Tuesday, 30 Oct. ....	12 31-32	12 27-32	20\$050	2\$118
Wednesday, 31 Oct. ...	12 1-32	12 29-32	20\$850	2\$118
Thursday, 1 Nov. ....	Holiday			
Friday, 2 Nov. ....	Holiday			
Saturday, 3 Nov. ....	Holiday			
Average .....	13 1-32	12 29-32	20\$470	2\$118

Monday, 29th October. All banks opened at 13 1-16d, offering to take at 13 5-32d; rates declined to 13d bank and there were takers at 13 1-16d. At close neither money nor bills offered.

Tuesday, 30th October. All banks opened at 13d, offering to take at 13 3-32d. Some money offered in early part of the day but no bills, banks consequently retired to 12 15-16d and 12 31-32d; no money offered at these rates, but repassed pretty freely at 13d and 13 1-32d; market closed with banks drawing at 13 1-32d, no money and offering to take at 13 3-32d, no bills.

Wednesday, 31st October. All banks opened at 13 1-32d, offering to take at 13 5-32d; during day 13 1-16d became general and at close money was offered for future delivery at this rate and there were takers of commercial at 13 1-8d, no ready money offering and no bills.

Thursday, Friday and Saturday. Banks closed.

Monday, 5th November. Banks opened at 13d, offering to take at 13 1-8d; rates declined to 12 15-16d and 12 31-32d, with takers at 13d; fair amount of bills.

### Revenue Collected at the Rio de Janeiro Customs House during the month of October, 1917.

	In Contos of Reis.			
	Collected in gold	Equiv. in paper at prem. 114.5 per cent	Collected in paper	Total in paper
Derived from Imports—				
Duties .....	1,932	2,212	1,746	5,890
5 per cent for Guarante Fund.	194	222	—	416
2 per cent Port Improvements	251	287	—	538
Registration dues, duty free ...	6	7	5	18
1 Real discharge dues .....	—	—	31	31
Lighthouse dues .....	5	6	—	11
Capitazes .....	—	—	4	4
Warehouse charges .....	—	—	17	17
Statistic dues .....	—	—	8	8
10 per cent additional .....	—	—	1	1
Hospitals .....	—	—	14	14
Intendencia .....	—	—	3	3
Mesa de Rendas, Macahe .....	—	—	19	19
Total, Imports & marit. charges	2,388	2,734	1,848	6,970
Deposits .....	29	33	61	123
Consumption dues .....	—	—	410	410
Income Tax .....	—	—	22	22
Industrial Tax .....	—	—	7	7
Extraordinary .....	—	—	4	4
Eventual .....	—	—	13	13
Total, month of October, 1917	2,417	2,767	2,365	7,549
Total, Sept., 1917 .....	1,958	1,937	2,110	6,005
Total August, 1917 .....	1,987	2,121	2,108	6,216
Ditto, July, 1917 .....	2,241	2,290	2,319	6,850
Total, June .....	2,277	2,361	2,337	6,975
Ditto, May .....	2,158	2,350	2,175	6,683
Ditto, April .....	1,856	1,420	1,940	5,216
Ditto, March .....	2,102	2,780	2,205	7,087
Ditto, February .....	1,672	2,200	1,743	5,615
Ditto January .....	2,020	2,605	2,782	7,407
Total, 10 months, 1917 .....	20,688	22,831	22,084	65,603
Ditto, 1916 .....	—	—	—	75,107
Ditto, 1915 .....	—	—	—	59,524
Ditto, 1914 .....	—	—	—	73,516

**Approximate Value of Five Leading Exports, Rio and Santos—  
In £1,000.**

No. days	Coffee	Meat	Manga- nese	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	109
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
4-14 Oct. ...	416	—	26	2	—	444	111
7-11 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
6-26-30 Oct. .	334	154	13	14	9	524	87
Oct. to date .	2,124	440	245	50	27	2,886	96

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.** The market closed to-day (Monday) steady at 6\$900 to 7\$000, as against valorisation offers of 6\$500. The sinking of the s.s. Acary entails repurchase of 28,500 bags coffee and probably accounts for the momentary liveness of the market.

The Guahyba cleared from Santos and the loss of 37,000 bags will not affect this market but only Santos.

Very little enquiry for the States or even for France, where imports are now hampered by the necessity of obtaining permits.

**The Weather at S. Paulo** was good, with only half a day's rain during the week.

**The Flowering.** We confirm our report in last number.

**Clearances Overseas** at the two ports for the week ending Nov. 1 amounted to only 168,826 bags, of which 18 per cent went to the States, 57.8 per cent to France, 22.3 per cent to Italy and the rest to the Plate and Portugal.

For the crop to same date clearances oversea show shrinkage of 616,621 bags or 15 per cent, but coastwise increase of 26,177 bags or 31.4 per cent compared with same period last year. To the

United States clearances fell off again and for the crop to 1st November show shrinkage of 134,354 bags or 5.9 per cent and indeed to every other destination with the exception of Italy, Scandinavia, the Plate, Russia and Japan.

—The advantage of good crops as far as the British planting interests in this country are concerned has been largely neutralised by the refusal of H.B.M. Government to reconsider the embargo on imports of coffee, in consequence of which the Dumont, S. Paulo and other estates are deprived of their usual markets and forced to dispose of their wares at low prices in others, where their superiority is not known or recognized. Neither they nor any other British concern would complain were the embargo any real help or advantage to their country, but seeing that these coffees could only be imported in Brazilian bottoms and largely for re-export to France and Belgium, it is difficult to understand why our Government should insist on maintaining the embargo now that Brazil has come into the war.

As regards the Dumont group, we hear that selling is getting increasingly difficult, and not only are freights enormous, but peculiar difficulty seems to be encountered in getting their coffees to port by the S. Paulo Northern (Araraquara) and Sorocabana Railways.

There has been only one flowering so far this year, during the last week of September. Since then the weather has been favourable and the blossom seems to have taken. The next crop, says our correspondent, will be much smaller than the present one; in the Araraquara and Sorocabana zones the current crop is a big one, and the trees, in consequence there look more exhausted than in some parts of the Paulista and Mogyana districts. The young trees now coming into bearing will, however, have to be reckoned with. No one knows exactly how many new trees were planted in the State of S. Paulo, though estimated by experts at 150 million!

There has been a tremendous exodus of colonists from the older districts to new lands along the extensions of the Araraquara, Goyaz and North Western railways. Colonists are crazy to get off to the new lands to plant, maize, beans and rice, which all realise very high prices. In normal times a bag of beans was worth 7\$ to 10\$, but now sells at 30\$ and rice in same proportion. Colonists make much more money growing cereals than they can on plantations and for planters in general the position is serious. At the Dumont, we hear, there is little or no shortage of labour as, owing to punctual payments to their men, labour for next year has already been secured by contracts with their colonists.

**Tonnage.** Quite a number of neutral steamers are offering for the States, but as enquiry is still poor, rates remain much as before. There are a number of sailers in the port that came out with coal, but will mostly take manganese ores if available for prompt loading, as exporters are shy of shipping coffee in sailers because of the loss of time a voyage of 50 to 60 days entails.

### COFFEE CLEARANCES, RIO AND SANTOS, 1st JULY TO 1st NOVEMBER, 1917.

	1916-17		1917-18		Inc. or Dec.	%	Crop		Week ending Nov. 1.
	1916-17	1917-18	1916-17	1917-18			1916-17	1917-18	
United States .....	2,281,384	2,147,030	—	134,354	5.9	6,837,718	5,896,114	30,352	
France .....	995,415	661,582	—	333,833	33.5	2,474,868	2,391,320	97,507	
Italy .....	287,050	323,565	+	36,515	12.7	724,335	1,119,225	37,692	
Holland .....	111,147	55,028	—	56,119	50.5	157,757	618,582	—	
Scandinavia .....	52,182	97,483	+	45,301	86.8	135,442	3,260,947	—	
Great Britain .....	119,512	2,500	—	117,012	97.9	596,259	392,066	—	
Spain .....	46,565	28,204	—	18,361	39.4	150,530	130,293	—	
Portugal .....	4,937	1,278	—	3,659	74.1	11,373	12,450	178	
Egypt .....	21,000	—	—	21,000	100.0	21,000	94,473	—	
Plate and Pacific .....	108,850	117,978	+	9,128	8.4	324,856	328,431	3,097	
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	—	
<b>Total</b> .....	<b>4,119,217</b>	<b>3,502,596</b>	<b>—</b>	<b>616,621</b>	<b>15.0</b>	<b>11,693,461</b>	<b>14,473,008</b>	<b>168,826</b>	
<b>Coastwise</b> .....	<b>83,299</b>	<b>109,476</b>	<b>+</b>	<b>26,177</b>	<b>31.4</b>	<b>319,307</b>	<b>257,707</b>	<b>7,642</b>	
<b>Grand total</b> .....	<b>4,202,516</b>	<b>3,612,072</b>	<b>—</b>	<b>590,444</b>	<b>—</b>	<b>12,012,768</b>	<b>14,730,800</b>	<b>176,468</b>	



Shipments by Flag to 1st November, 1917:—

	Bags	%	Bags	%	Week to Nov. 1
British to U.S.	87,905	47.7			—
To Europe	3,778	2.1			178
To The Cape	55,554	30.2			—
East & Pacific	36,863	20.0			675
<hr/>					
Total British	184,100	5.3			853
Other Flags—French	232,560	6.6			1,172
Italian	157,710	4.5			—
Dutch	57,561	2.6			—
Japanese	127,456	3.6			—
American	553,349	15.8			—
Spanish	34,504	1.0			—
Scandinavian	1,300,024	37.1			30,352
Brazilian	814,220	23.3			136,449
Cuban	41,112	1.2			—
<hr/>					
Total	3,502,596	100.0			168,826

Referring to the French Note that amongst other matters decided that "thenceforth, excepting for requisitions by the State, shipments of coffee intended for general consumption would continue to be effected unconditionally solely on the guarantee of the coffee being of Brazilian origin." Commenting on this, the "Bulletin de Correspondance" of Havre, of 11 Sept, comes to the strange conclusion that the French Government reserves the right to requisition any tonnage, inclusive of Brazilian, requisite for its own transport. Seeing, however, that a good deal of Brazilian coffee is directly or indirectly owned by Germans, there may be some difficulty in proving origin.

A later edition, 20th September, of the same journal, seems to contradict the renewal of all restrictions to import coffee referred to above, if the statement to the effect that licences for import on the basis of imports in 1916 of each separate house are now requisite is correct.

Circular of Minford Lueder and Co., 21 Sept.—The demand for spot coffee has shown a moderate improvement, especially for old crop Santos. The fact that the danger from frost damage is now over, together with the breaking up of the dry weather by five days of rain, are both features in favour of the growing crop. There have been no reports so far received regarding the flowering, which should be now well advanced. The purchases by the Brazil authorities, said to be about 30,000 bags a day, have so far not prevented the market from declining, so that sales this week have been on a basis of the lowest made so far during this crop. Freight rates are unchanged. The tax on coffee is still unsettled. The chances favour no tax, but the question should be decided within a few days. The visible supply for the United States is large, being 818,389 bags in excess of last year. The present price of coffee is not high, compared with that of a year ago. For spot coffee prices are from 1.1-4c to 1½c lower on Santos, about 1c lower on Rio and from 1.3-8c to 1½c lower for cost and freight.

A fair amount of cost and freight sales has been made during the week and at prices as low as any time during the present crop.

Deliveries of Brazil coffee in the United States are good and will probably increase, as there have been large arrivals, of which many ex shipments may be made. For the 20 days of September they amount to 290,933 bags, against 269,706 bags in August and 290,061 bags for the same time in September last year.

The spot demand for milds is indifferent. Spot stocks have decreased about 20,000 bags owing to small arrivals. Exports to Europe are practically nil. With the present large stocks and storage facilities very difficult to secure, it looks as if when the receipts of new crop begin to arrive in November and gradually increasing each month up to June next, there may ensue a pressure to sell and under the circumstances, unless there should be peace, we see little chance of an advance, excepting on some of the very choice grades.

Trading in coffee futures has been moderate, averaging small changes. In comparison with a year ago, September and October are about 2c lower and other months about 1.1-4c lower. While there is nothing in evidence, pointing to wards an advance, and

there was a moderate amount of coffee sold to cost on the basis of the December futures price, there is a large amount of coffee hedged against on the exchange, and if a good demand for spot coffee should occur, the market is so narrow, the buying of hedges might bring about at least a temporary advance. The market closed quiet, at from 12 to 13 points decline from last Friday's close.

Coffee Statistics

ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending November 1st, 1917.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Nov. 1 1917	Oct. 25 1917	Nov. 2 1916	Nov. 1 1917	Nov. 2 1916
Central and Leopoldina					
By.....	38,789	72,760	39,480	1,081,706	311,234
Inland.....	351	1,242	—	17,927	12,685
Crastwise, discharged ..	—	220	221	17,527	41,049
Total.....	39,140	74,222	39,701	1,117,160	364,968
Transferred from Rio to Nietheroy.....	—	—	—	—	12,615
Net Entries at Rio.....	39,140	74,222	39,701	1,117,160	352,353
Nietheroy from Rio & Leopoldina.....	—	—	—	—	38,205
Total Rio, including Nietheroy & transit.	39,140	74,222	39,701	1,117,160	350,558
Total Santos:	198,497	313,358	214,880	5,028,411	5,279,027
Total Rio & Santos.	237,637	383,080	254,581	6,145,571	6,259,585

The total entries by the different S. Paulo Railways for the Crop to Nov. 1 1917 were as follows:

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1917/1916	4,443,275	590,763	5,034,038	5,028,411	—
1916/1917	4,399,354	854,092	5,253,446	5,279,027	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	Nov. 1 1917.	Oct. 25 1917.	Nov. 2 1916.
United States Ports	1,981,000	1,987,000	1,126,000
Havre.....	1,695,000	1,718,000	2,217,000
Both.....	3,676,000	3,655,000	3,343,000
Deliveries United States Visible Supply at United States ports.....	129,000	107,000	186,000
Total	2,641,000	2,663,000	2,192,000

SALES OF COFFEE.

During the week ending November 1st, 1917.

	Nov. 1 1917.	Oct. 25 1917.	Nov. 1 1916.
Rio.....	31,898	28,762	19,239
Santos.....	144,000	122,000	—
Total.....	175,896	150,762	19,239

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.

	DURING WEEK ENDED			FOR THE CROP TO	
	1917 Nov. 1	1917 Oct. 25	1916 Nov. 2	1917 Nov. 1	1916 Nov. 2
Rio.....	41,927	18,380	23,289	821,021	768,913
Nietheroy.....	—	—	—	—	39,145
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit	41,927	18,380	23,289	821,021	818,058
Santos at 11.....	196,954	196,789	165,952	2,746,643	3,281,062
Total Rio & Santos.....	238,881	215,169	189,241	3,567,664	4,107,120

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

	Nov. 1	Oct. 25	Nov. 1	Oct. 25	Crop to Nov. 1 /1917	
	Bags	Bags	£	£	Bags	£
Rio.....	1 450	14,052	2,297	21,980	750,186	1,288,970
Santos.....	167,576	171,816	331,706	339,574	2,752,566	5,491,406
Total 1917/1918..	168,826	185,868	334,003	361,554	3,502,752	6,780,376
do 1916/1917..	282,769	238,416	637,938	563,982	4,118,217	9,782,188

**OUR OWN STOCK.**  
IN BAGS OF 60 KILOS.

RIO Stock on Oct. 25th, 1917 .....	448,636
Entries during week ended Nov. 1st, 1917.....	39,140
Loaded «Embarques», for the week Nov. 1st, 1917...	482,766
	41,927
STOCK IN RIO ON Nov. 1st 1917.....	440,839
Stock at Nictheroy and Porto da Madama on Ilha do Vianna Oct. 25th 1917.....	35,854
Afloat on Oct. 25th, 1917.....	886
Entries at Nictheroy plus total embarques including transit.....	41,927
	78,117
Deduct : embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week Nov. 1st, 1917.....	6,982
STOCK IN NICTHEROY AND AFLOAT ON Nov. 1st, 1917.....	69,185
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON Nov. 1st, 1917.....	509,974
SANTOS Stock on Oct. 25th 1917 .....	3 110,189
Entries for week ended Nov. 1st 1917.....	195,487
Loaded (embarques) during same week.....	3,306,676
	136,984
STOCK IN SANTOS ON Nov. 1st, 1917..	3,171,692
Stock in Rio and Santos on Nov. 1st, 1917..	3,631,666
do do on Oct. 25th, 1917...	3,590,005
do do on Nov. 2nd, 1916.	3,084,202

**COFFEE PRICE CURRENT.**

During the week ending November 1st, 1917.

	Oct. 26	Oct. 27	Oct. 29	Oct. 30	Oct. 31	Nov. 1	Average	Closing Nov. 3
<b>RIO—</b>								
Market N. 6 10k..	4.630	4.630	4.630	4.630	4.630		4.664	
• N. 7	4.425	4.425	4.425	4.425	4.425		4.523	
• N. 8	4.353	4.353	4.353	4.353	4.353		4.392	
• N. 9	4.222	4.222	4.222	4.222	4.222		4.256	
<b>SANTOS—</b>								
Superior per 10 k..	4.900	4.900	4.900	4.900	4.900		4.900	
Good Average .....	4.100	4.100	4.100	4.100	4.100		4.100	4.900
Base N. 4								
<b>N. YORK, per lb..</b>								
Spot Rio N. 7 cent.								
• 6								
• Santos 7								
• 4								
<b>Options—</b>								
• Dec.....	7.12	7.11	7.11	7.12	7.10	7.17	7.13	7.20
• Mar.....	7.34	7.32	7.35	7.35	7.35	7.40	7.35	7.44
• May.....	7.54	7.52	7.51	7.53	7.54	7.59	7.53	7.62
<b>HAVRE per 50 kilos</b>								
Options..... francs								
• Dec.....			103.50				103.50	
• Mar.....	102.25	103.25	102.00				102.50	
• May.....		102.50	101.50				102.00	
<b>HAMBURG per 1/2 k</b>								
Options..... pfennig								
• Dec.....								
• Mar.....								
• May.....								
<b>LONDON cwt.</b>								
Options..... shillings								
• Dec.....	60/8	60/8	60/8	61/-	61/-		60/8	
• Mar.....								
• May.....	62/0	62/-	62/8	62/8	62/8		62/8	

**COFFEE SAILED.**

During the week ending Nov. 1st, 1917, were consigned to the following destinations:—  
IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	GAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	—	—	7,532	1,450	—	—	8,982	848,149
Santos.....	30,352	135,377	110	1,647	—	—	167,486	2,765,058
1917/1918..	30,352	135,377	7,642	3,097	—	—	176,468	3,613,246
1916/1917..	222,456	56,034	2,116	4,299	—	—	284,875	4,201,336

**MANIFESTS OF COFFEE.**

**RIO DE JANEIRO.**

During the week ending November 1st, 1917.

<b>FLOBIANOPOLIS—Uruguay</b> .....	Sequeira & Co .....	350	
Ditto .....	Norton Megaw & Co .....	600	
Ditto .....	Arthur Garcia & Co .....	300	2,151
<b>DUPLEIX—Argentina</b> .....	Louis Boher & Co .....	100	
Ditto .....	Jessouroun Irmaos .....	100	20)
Total overseas .....			1,459

**RIO—COASTWISE.**

<b>BRASIL—North Brazil</b> .....	Hard. Band & Co .....	50	
Ditto .....	Sequeira & Co .....	60	
Ditto .....	F. Ramos .....	30	
Ditto .....	Norton Megaw & Co .....	100	
Ditto .....	Pinheiro & Ladeira .....	40	
Ditto .....	Theodor Wille & Co .....	100	38)
<b>PURUS—North Brazil</b> .....	Sequeira & Co .....	50	
Ditto .....	De Lamare Faria .....	100	
Ditto .....	Ornstein & Co .....	300	
Ditto .....	Jesouroun Irmaos .....	100	
Ditto .....	Theodor Wille & Co .....	95	645
<b>BRAGANCA—North Brazil</b> .....	Louis Boher & Co .....	200	
Ditto .....	Jessouroun Irmaos .....	55	
Ditto .....	Castro Silva & Co .....	360	
Ditto .....	Theodor Wille & Co .....	780	1,395
<b>IRIS—North Brazil</b> .....	Hard. Band & Co .....	100	
Ditto .....	Castro Silva & Co .....	180	
Ditto .....	Avellar & Co .....	2	
Ditto .....	Jessouroun Irmaos .....	80	
Ditto .....	Grace & Co .....	100	
Ditto .....	Kastrup & Co .....	100	
Ditto .....	Theodor Wille & Co .....	100	
Ditto .....	Pinheiro & Ladeira .....	100	76)
<b>MACAPA—North Brazil</b> .....	Theodor Wille & Co .....	600	
Ditto .....	Ornstein & Co .....	1,585	
Ditto .....	Sequeira & Co .....	140	2,325
<b>JAVARY—North Brazil</b> .....	Zenha Ramos & Co .....		60
<b>SATELLITE—North Brazil</b> .....	Castro Silva & Co .....	150	
Ditto .....	Theodor Wille & Co .....	35	
Ditto .....	Arthur Garcia & Co .....	170	
Ditto .....	Ornstein & Co .....	225	58)
<b>FLOBIANOPOLIS—South Brazil</b> .....	Sequeira & Co .....		25)
<b>MARANHAO—North Brazil</b> .....	Arthur Garcia & Co .....	150	
Ditto .....	Ornstein & Co .....	150	
Ditto .....	Sequeira & Co .....	125	
Ditto .....	Norton Megaw & Co .....	130	
Ditto .....	De Lamare Faria .....	240	
Ditto .....	Zenha Ramos & Co .....	100	
Ditto .....	Theodor Wille & Co .....	100	
Ditto .....	Kastrup & Co .....	100	
Ditto .....	Pinheiro & Ladeira .....	20	1,115
Total coastwise .....			7,532

**SANTOS**

During the week ending November 1st, 1917.

<b>WAIMANA—Argentina</b> .....	Société F. Bresilienne... 354	
Ditto .....	J. de Almeida Cardia. 162	
Ditto .....	Société F. Bresilienne... 179	675
<b>DUPLEIX—Argentina</b> .....	Raphael Sampaio A. C. 495	
Ditto .....	J. O. Mello & Co .....	250

# COMPANHIA COMMERCIAL DE SÃO PAULO

O. BOX 1113.

CABLE ADDRESS "WYSARD"

## SÃO PAULO

Codes Used : A.B.C. 5th Edition, Liebers, Bentleys, Brasileira Universal.

IMPORT. EXPORT. COMMISSIONS. CONSIGNMENTS.

Catalogues & Correspondence Invited.

AGENTS FOR THE EXPORT DEPARTMENT LONDON MERCHANT BANK LIMITED. LONDON.

SOLE AGENTS FOR THE STATE OF S. PAULO OF THE HAGEMeyer TRADING COMPANY OF NEW YORK.

Ditto	"	Société F. Bresilienne...	103	
Ditto	"	Jessouroun Irmaos...	100	
Ditto	"	Cia. Com. e Maritima...	24	972
<b>CAMPEIRO—Italy</b>				
		R. Alves Toledo & Co.	24,750	
Ditto	"	Enea Malazetti & Co.	6,000	
Ditto	"	Cia. Prado Chaves	3,000	
Ditto	"	Leite Santos & Co.	2,000	
Ditto	"	Atteleo Zelante & Co.	510	
Ditto	"	Whitaker Brotero & Co.	500	
Ditto	"	Nioac & Co.	500	
Ditto	"	Orlandi Sobrinho & Co.	500	
Ditto	"	G. Fiorentini	125	37,692
<b>MUCURY—France</b>				
		R. Alves Toledo & Co.	8,000	
Ditto	"	Levy & Co.	4,000	
Ditto	"	Cia. Prado Chaves	3,000	
Ditto	"	Whitaker Brotero & Co.	3,000	
Ditto	"	Naumann Gepp & Co.	3,000	
Ditto	"	M. Wright & Co.	3,000	
Ditto	"	Grace & Co.	2,000	
Ditto	"	J. C. Mello & Co.	2,000	
Ditto	"	Nioac & Co.	1,000	
Ditto	"	Jessouroun Irmaos	1,000	
Ditto	"	Malta & Co.	1,000	
Ditto	"	Santos Coffee Co.	1,000	
Ditto	"	Ed. Johnston & Co.	1,000	
Ditto	"	Freitas L. Nogueira	1,000	
Ditto	"	Silva, Ferreira & Co.	1,000	
Ditto	"	Leite, Santos & Co.	1,000	
Ditto	"	Picone & Co.	1,000	
Ditto	"	Souza Queiroz Lins	500	
Ditto	"	Baccarat & Co.	500	
Ditto—Consumption		Cia. Com. e Naveg.	2	38,002
<b>ARACATY—France</b>				
		Raphael Sampaio & Co.	6,000	
Ditto	"	Cia. Prado Chaves	4,000	
Ditto	"	Levy & Co.	2,000	
Ditto	"	J. Aron & Co.	2,000	
Ditto	"	Nioac & Co.	2,000	
Ditto	"	S. A. C. M. Wright	2,000	
Ditto	"	Malta & Co.	1,500	
Ditto	"	Whitaker Brotero & Co.	1,000	
Ditto	"	Toledo Assumpcao & Co.	1,000	
Ditto	"	Naumann Gepp & Co.	1,000	
Ditto	"	J. C. Mello & Co.	1,000	
Ditto	"	J. Almeida Cardia	1,000	
Ditto	"	Souza Queiroz Lins	500	
Ditto	"	Consumption	2	25,002
<b>AMAZON—Portugal</b>				
		Comm. Pro Patria		178
<b>L. P. HOLMBLAD—United States.</b>				
		Cia. Atlantica de Café	16,500	
Ditto	"	Picone & Co.	5,000	
Ditto	"	Naumann Gepp & Co.	4,500	
Ditto	"	S. A. M. Wright	3,100	
Ditto	"	Levy & Co.	750	
Ditto	"	Cia. Prado Chaves	500	
Ditto—Consumption		M. P. Overgaard	2	30,352
<b>TAGUARY—France</b>				
		Whitaker Brotero & Co.	8,000	
Ditto	"	Nioac & Co.	6,250	
Ditto	"	Cia. Prado Chaves	6,000	
Ditto	"	J. C. Mello & Co.	5,000	
Ditto	"	Levy & Co.	3,000	
Ditto	"	J. Aron & Co.	1,750	
Ditto	"	Malta & Co.	1,500	
Ditto	"	Toledo Assumpcao & Co.	1,000	
Ditto	"	Naumann Gepp & Co.	1,000	
Ditto	"	Raphael Sampaio & Co.	1,000	
Ditto—Consumption		Sundry	3	34,503
<b>Total overseas</b>				
			167,376	

### PERNAMBUCO MARKET REPORT.

Pernambuco, 26th October, 1917.

**Sugar.** Entries increasing rapidly and to 24th have been 229,262 bags compared with 291,831 bags for same time last year. Prices paid to planters during the week have not varied much, but instead of being weak, as closed last week, the market has been quite firm and all entries found ready buyers, which shows considerable change in sentiments of dealers, and this although the consuming markets South and in the Plate are still apparently holding off and sending no offers at present. In the meantime for steamers in port and shortly expected 45,000 bags have been despatched, which would seem to indicate that more stuff was sold for the Plate than generally known. For the States there seems to be some enquiry and for the s.s. Thelma about 4,400 bags have been despatched for New York. The only clearance since my last has been per s.s. Tungos 5,130 bags for U.S.

**Cotton.** Entry to 24th only 14,406 bags compared with 25,817 bags for same date last year. The week has been animated and on 22nd a shipper paid 42\$ for 200 bags and a mill here same day took 1,200 bags at same price. Buyers then retired and only spoke of 41\$ as value, but next day a Bahia shipper requiring prompt stuff paid 42\$ for 200 bags and later one of the mills here again offered this figure but only succeeded in getting 50 bags, but market closed weak and next day sellers were in evidence in the morning at 41\$ but could not interest shippers; late in the afternoon another mill came into the market but found sellers then retired and no longer willing to entertain 41\$ and at close of day this mill bought about 1,200 bags at 42\$, partly prompt and partly for 30 days delivery, but shippers continued to refuse to follow and the market once more became weak and all day yesterday there were sellers at 41\$ without finding a buyer and to-day market opened still weaker with buyers only indicating 40\$ as probable, whilst sellers are once more asking 42\$, but no doubt something could be bought at 41\$ were this price judiciously offered; but if more than one buyer were to appear, sellers would probably again shy off and stick out for 42\$. It causes much comment that with the fine weather prevailing now the entries should keep so small, but reports are that in Parahyba the entries have greatly improved this week and the southern mills are reported as having been able to buy cheaper than they could do here and this no doubt accounts for the withdrawal of shippers here during the week. There continues to be great talk about the damage done by the pink weevil and many planters now affirm that quite half of their crop is rendered useless; in any case there can be no doubt that the receipts from the sertão districts have so far been disappointingly small for the time of the year.

On night of 26th a sale was made at 40\$ and market closed weak and opened on 27th quite nominal at 39\$.

**Coffee** market unchanged and entries still small; quotations are the same as last week, viz., 8\$ for new crop and 8\$500 for old crop.

**Cereals.** A steady demand for local consumption. Milho, 7\$300 to 7\$500 per bag of 60 kilos; beans, 23\$ per bag of 60 kilos for home grown; there have been no arrivals and no sales of imported lots. Farinha has been firmer and quotations are raised to 7\$500 to 9\$500 per bag of 50 kilos for home grown, according to

### SANTOS—COASTWISE

ANNA—South Brazil	Theodor Wille & Co.	100	
Ditto	Casa Tracalanza	10	110

quality and in some cases 10\$ reported as paid for superior quality.

**Freights.** Nothing new; the next boat leaves Liverpool end of present month, and so far agents refuse to entertain any engagements for her and probably only when her arrival here gets nearer will she be berthed.

**Exchange** opened on 22nd at 13d for collection, advancing later to 13 1-32d and 13 1-16d for business; 23rd, collection was at 13 1-16d in foreign banks and 13d in Banco de Recife, but later 13 1-16d became general and a small amount of private paper was done at 13 3-16d; 24th, collection rate 13 1-16d and on Rio news coming to hand 13 1-8d was freely offered for business and at this rate banks found a little money, whilst during the day some private paper was reported done at 13 1-4d; 25th, the collection was at 13 1-16d and there was no better rate all day; 26th, the rate has again become very weak and banks do not offer over 12 15-16d, but at this find no money as those who required to take for next mail no doubt secured what was required at 13 1-8, and market may now be expected to become once more one of stagnation.

Small change as scarce as ever, even 5\$ notes are now at a premium, whilst anyone who has any silver or nickel ask 10 per cent premium!

## 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. 27th.	607,900\$	13 1/16	£ 33,037	£ 1,269,350
1916	" 29 th.	643,000\$	12 1/8	£ 32,455	£ 1,059,277
Increase....	—	—	15/16	£ 552	£ 210,073
Decrease....	—	36,000\$	—	—	—

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

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1917	23st. Oct.	835,253\$200	12 7/8	46,417-4-7	1,236,054-1-6
1916	29nd. Oct.	767,549\$600	12 3/32	35,653-17-4	1,179,968-14-10
Increase..	—	167,703\$600	25/32	14,763-7-8	56,086-6-8
Decrease..	—	—	—	—	—

Comparison with corresponding week last year:—Differences of exchange, increase, £2,303 4s 5d; meat, increase (369\$200) £19 16s 1d; beans, increase, (16:374\$200) £878 8s 2d; other traffic, increase (140:960\$200) £7,561 18s 7d; net increase £10,763 7s 3d.

## BEANS

### MANIFESTS OF BEANS.

During the week ending November 1st, 1917.

Santos.		Bags of 60 kilos
Campeiro, Italy—Favilla Lombardi & Co.	.....	10,000
L. P. Holmblad, U.S.—Levy & Co	.....	2,000, Santos Coffee Co. 250
Dupleix, France—Consumption	.....	6
Amazon, U.K.—Consumption	.....	4

Total overseas		12,260	
Destination	Rio	Santos	Total
Italy	—	10,000	10,000
United States	—	2,250	2,250
France	—	6	6
United Kingdom	—	4	4

Total for week	.....	12,260	12,260
Ditto, month of October	.....	61	41,371
Ditto, 1 Jan. to 31 Oct.	.....	598,095	656,431

At £1.189 per bag, f.o.b. value for the week for the two ports works out at £14,577 and for the month of October at £49,262.

Closing quotations on 31 Oct. at Santos ruled: mulatinho 28\$ per bag of 60 kilos, unaltered; black beans (Rio Grande do Sul) 20\$ to 20\$500 per bag and white beans not quoted. The 1st of November being a holiday the week closes on 31 October.

## RICE

### MANIFESTS OF RICE. SANTOS.

During the week ending November 1st, 1917.

		Bags of 60 kilos.
Campeiro, Italy—Favilla Lombardi & Co	.....	3,200, Cia.
Puglisi, 1,666	.....	4,866
Mucury, France—Baccarat & Co.	.....	250
Amazon, U.K.—Consumption	.....	2

Total overseas		5,118	
Destination	Rio	Santos	Total
Italy	—	4,866	4,866
France	—	250	250
United Kingdom	—	2	2

Total for week	.....	—	5,118	5,118
Ditto, for month of October	.....	4,798	9,975	14,773
Ditto, 1 Jan. to 31 Oct.	.....	50,531	395,558	446,089

At £1.855 per bag, f.o.b. value for the week for the two ports works out at £9,493 and for the month of October at £27,403.

Closing quotations at Santos on 31 October ruled 28\$ to 29\$ per bag of 60 kilos for superior quality. The 1st November being a holiday, the week closes on 31 October.

## MEAT

Shipments of Meat from Rio and Santos during the week ending 31st October were as follows, in tons of 1,000 kilos:—

	Rio	Santos	Total
Meissionier, Italy	.....	2,400	2,400
Meissionier, France	.....	500	500
Amazon, United Kingdom	.....	287	287

Total for week	.....	3,187	3,187
Ditto, month of October	.....	771	8,314

At £48,457 per ton, f.o.b. value for the week works out at £154,432 and for the month of October at £440,132.

## MANGANESE

Shipments of manganese during the week ending 31st October were as follows, in tons:—

Per s.s. Dunham Wheeler, United States, 2,000 tons, being total for the week; total for month of October, 43,037 tons, including 5,135 tons from Bahia.

At £6.461 per ton, f.o.b. value for the week works out at £12,922 and for the month of October at £278,062.

## SUGAR

**Sugar.** One of the two great Havana refineries has stopped, ostensibly for repairs, but it is rumoured really because of shortage of raw material owing to lack of tonnage, throwing 200,000 men out of work.

### EXPORTS OF SUNDRY PRODUCE.

During the week ending 31st October, 1917.

SANTOS.	
Sugar—T. de Savoia, Argentina, Favilla Lombardi & Co., 1,390, Nino Paganetto, 60	.....
Waimana, Argentina—Favilla, Lombardi & Co.	.....

### RIO DE JANEIRO.

Sugar—Borborema, Argentina, Meirelles Zamith & Co.	.....	35,000
Bocaina, Argentina, Meirelles Zamith & Co.	.....	35,000
Total bags	.....	71,650

# RUBBER

Cable Quotations for Hard Fine. London per lb. and Para per

	London	Para
	s. d.	
31st March, 1917	3 2½	5\$400
14th April, 1917	3 1½	5\$200
5th May, 1917	3 0	4\$800
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 3½	4\$650
29th Sept., 1917	3 2	4\$500
6th October, 1917	3 4½	4\$300
27th October, 1917	3 4½	4\$300
3rd November, 1917	3 4½	4\$100

# SHIPPING

**Engagements.** Royal Mail.—7,000 bags coffee engaged for s.s. Orita for Chile.  
Lampport and Holt.—No engagements at all to report for the States.

- The Swedish s.s. Consul Corfitzon is loading about 30,000 bags coffee at Santos for U.S., to sail shortly.
- The British s.s. Meissonier is at Santos loading meat for Europe on account of the British Government.
- The British s.s. Socrates loaded 80,000 bags beans for U.K. for account of the British Government.
- The Norwegian s.s. Talisman will only load at Rio for U.S.
- The s.s. Gogsjo is on the Santos berth for New York at \$1.50 with capacity for about 60,000 bags, to sail end November.
- The Italian s.s. Atlanta will load 63,000 bags coffee at Santos on account of the Italian Government, sailing mid-Nov.
- The Swedish s.s. Arkansaw, not Arkansan as stated in our last issue, will load end this month 50/80,000 bags of coffee for U.S. at \$1.75.
- The Danish s.s. Arkansas is loading 65,000 bags coffee at Santos for U.S. at \$1.50.

**Vessels Arriving at the Ports of Rio and Santos during week ending 1st November, 1917.**

Flag	Rio		Santos		Total	
	No.	Tons	No.	Tons	No.	Tons
British	18	27,353	2	10,732	20	38,085
French	—	—	1	4,646	1	4,646
American	2	6,083	—	—	2	6,083
Braz, overseas	2	1,911	1	554	3	2,465
Scandinavian	2	2,256	1	1,656	3	3,912
Chilean	1	2,737	—	—	1	2,737
<b>Total overseas</b>	<b>25</b>	<b>40,340</b>	<b>5</b>	<b>17,538</b>	<b>30</b>	<b>57,928</b>
Braz, coastwise	15	14,346	11	13,887	26	28,233
<b>Total for week</b>	<b>40</b>	<b>54,686</b>	<b>16</b>	<b>31,475</b>	<b>56</b>	<b>86,161</b>
Ditto, 25th Oct.	28	50,045	33	35,831	51	85,876

In consequence of the 1 and 2 Nov. being holidays and delay in receipts of lists from Santos, arrivals at Santos for 31 Oct. and 1 Nov. are not included in this issue.

Overseas arrivals at the two ports during the week under review, notwithstanding the omission of arrivals at Santos for the two days mentioned above, increased by 9 vessels compared with previous week. The British flag again tops the list with 20 vessels or 66.6 per cent of the total of 30 vessels; the Brazilian over-

seas flag and Scandinavia flags next with 3 each, followed by the American with 2 and French and Chilean with 1 each.

The feature of the last two weeks has been the large increase in arrivals of vessels under the British flag and decrease in Scandinavian.

**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

Week Ending	ARRIVALS (British and Foreign).	SAILINGS (British and Foreign).	BRITISH VESSELS SUNK		(British Merchant Vessels unsuccessfully attacked by Submarines)	BRITISH VESSELS SUNK
			1800 tons gross or over	Under 1800 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	2,639	17	8	7	—
Oct. 28 ...	2,285	2,321	14	1	—	—

**Arrivals of vessels at the port of Rio Grande do Sul during the month of September, 1917:—**

Flag	Coastwise		Overseas		Total	
	No.	Tons	No.	Tons	No.	Tons
Brazilian	22	14,672	5	3,205	27	17,877
Argentine	—	—	3	1,409	3	1,409
Scandinavian	—	—	1	2,526	1	2,526
<b>Total for Sept.</b>	<b>22</b>	<b>14,672</b>	<b>9</b>	<b>7,140</b>	<b>31</b>	<b>21,812</b>
Ditto, August	18	13,081	13	11,384	31	24,465
Ditto, July	23	16,851	10	7,972	33	24,823
(x) Ditto June	19	—	14	—	33	—

(x) Tonnage for June not available.

Early in September the British cruiser Amethyst called at the port of Rio Grande.

**Ship Requisition Rates are Fixed.** (From the "New York Journal of Commerce," 27 Sept.)—Every American merchant vessel of more than 2,500 tons deadweight capacity available for ocean transport will be requisitioned by the Government on Oct 15, the Shipping Board announced to-day in a statement giving the charter rates at which the vessels will be taken over. American ships available for ocean traffic total slightly more than 2,000,000 tons, but some of them have already been taken over for the army

and navy. In most instances, except where required for actual Government service, the ships, it was said, will be turned back to their owners for operation on Government account, subject at all times to any disposition the Shipping Board may direct. The rates announced will cut sharply the present charter and ocean freight rates charged by American vessels. It is the intention, it is understood, to apply them later to any foreign ships chartered in the United States. The chartering will be in the herds of the Shipping Board's chartering commission, which Welding Ring, of New York, has just been named to head. The rates are as follows:—Cargo boats and tankers: over 10,000 tons deadweight capacity, Government form time charter, \$5.75 per deadweight ton; 8,001 to 10,000 tons, \$6; 6,001 to 8,000 tons, \$6.25; 4,001 to 6,000 tons, \$6.50; 3,001 to 4,000 tons, \$6.75; 2,500 to 3,000 tons, \$7. Vessels of speed in excess of 11 knots to be allowed 50 cents per ton deadweight per month for each knot or part of a knot over 11 knots. For passenger steamers the board adopted a twofold basis of classification—class A consisting of steamers with a capacity of over 150 passengers, and class B, consisting of steamers with a capacity of from 75 to 150 passengers. Steamers falling in both classes are further classified according to speed. The rates for passenger steamers are as follows:—Class A: 10 to 11 knots, Government form time charter, \$9 per ton gross register; 12 knots \$9.50; 13 knots, \$10; 14 knots, \$10.50; 15 knots \$11; over 15 knots, \$11.50. Class B: 10 to 11 knots, Government form time charter, \$8 per ton gross register; 12 knots, \$8.50; 13 knots, \$9; 14 knots, \$9.50; 15 knots, \$10; over 15 knots, \$10.50. Bainbridge Colby, of the Shipping Board, in announcing the requisition rates said: The foregoing rates will become operative on Oct. 15, 1917. The vessels embraced in the requisition, except in so far as actually required for Government service, will be left in the hands of the present owners to be operated for Government account, but subject at all times to such disposition as the Board may direct. A certain number of the requisitioned vessels, which are required for the continuing and exclusive service of the navy and army will be taken over on a bare ship basis. The rate of hire on this basis has been fixed by the Board at \$4.15 per deadweight ton for cargo boats and \$5.75 per ton gross for passenger steamers of eleven knots speed, with an additional allowance of 50 cents per ton for each knot in excess of 11, and up to 16 knots. All the foregoing rates are tentative. The Board will carefully examine the results of operation under the requisition rates and from the results, as certified by expert examiners, will determine upon such revisions as fair and equitable treatment of the owners of the requisitioned vessels may require. Revisions will be made, if reason therefor are found to exist, at intervals of not more than 90 days. As to insurance, the Government will assume the war risk and, in some instances, the marine risk as well. In cases in which for any reason it is more convenient for the Government to assume the marine risk, the usual rate for each insurance will be deducted from the charter hire. Within less than six months virtually every one of the 458 American vessels now available for ocean transport, including regular liners, will be either in the service of supplying American troops and warships abroad or in trades considered vital to the conduct of the war. The intention of the Government is to replace ships drawn from regular trade routes and from the coastwise service with neutral tonnage, for which negotiations are now pending with neutral Governments. Foreign ships will be admitted into the coastwise service by suspension of the coastwise shipping laws. A bill to make this suspension possible is before Congress.

#### VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO

During the week ending November 1st, 1917.

ANGANOS, Chilean s.s., 2737 tons, from Chile  
 B. A. H. W. No. 15, British s.s., 316 tons, from Argentina  
 ITAIPAVA, Brazilian s.s., 707 tons, from Brazilian ports  
 ITAPACY, Brazilian s.s., 717 tons, from Brazilian ports  
 AMERICA, Brazilian s.s., 941 tons, from United Kingdom  
 SOBRATES, British s.s., 3173 tons, from United Kingdom  
 SVARTSKOG, Norwegian barque, 2147 tons, from Russia  
 GALLOTI, Brazilian s.s., 151 tons, from Brazilian ports  
 PHIDIAS, British s.s., 3565 tons, from Argentina  
 SIRIO, Brazilian s.s., 554 tons, from Uruguay  
 DESEADO, British s.s., 7285 tons, from Argentina  
 ITAUBA, Brazilian s.s., 826 tons, from Brazilian ports

FIDELENSE, Brazilian s.s., 259 tons, from Brazilian ports  
 ITAJUBU, Brazilian s.s., 180 tons, from Brazilian ports  
 B. A. H. W. No. 16, British s.s., 316 tons, from Argentina  
 AMAZON, British s.s., 6301 tons, from Argentina  
 GOGSJO, Norwegian s.s., 1190 tons, from United States  
 ITAQUI, Brazilian s.s., 512 tons, from Brazilian ports  
 CARANGOLA, Brazilian s.s., 258 tons, from Brazilian ports  
 LAGUNA, Brazilian s.s., 320 tons, from Brazilian ports  
 MOSSORO, Brazilian s.s., 1220 tons, from Brazilian ports  
 GOVERNOR BROOKS, American barque, 2019 tons, from United States  
 IAATINGA, Brazilian s.s., 1181 tons, from Brazilian ports  
 ARACATY, Brazilian s.s., 996 tons, from Brazilian ports  
 TARTARY, British s.s., 2725 tons, from Argentina  
 IOWAN, American s.s., 4064 tons, from United States  
 CAMPOS, Brazilian s.s., 3018 tons, from Brazilian ports  
 UBERABA, Brazilian s.s., 3621 tons, from Brazilian ports  
 PHILADELPHIA, Brazilian s.s., 378 tons, from Brazilian ports  
 DRYDEN, British s.s., 3699 tons, from Argentina

#### VESSELS SAILING FROM THE PORT OF RIO DE JANEIRO.

During the week ending November 1st, 1917.

ANGANOS, Chilean s.s., 2737 tons, for United States  
 DUPLIX, French s.s., 4651 tons, for Argentina  
 TEIXEIRINHA, Brazilian s.s., 257 tons, for Brazilian ports  
 LAGES, Brazilian s.s., 3523 tons, for Brazilian ports  
 SATELLITE, Brazilian s.s., 892 tons, for Brazilian ports  
 MARANHAO, Brazilian s.s., 1203 tons, for Brazilian ports  
 MAYRINK, Brazilian s.s., 375 tons, for Brazilian ports  
 AYMORE, Brazilian s.s., 375 tons, for Brazilian ports  
 ITABERA, Brazilian s.s., 1201 tons, for Brazilian ports  
 ITATIBA, Brazilian s.s., 514 tons, for Brazilian ports  
 BOCAINA, Brazilian s.s., 1044 tons, for Argentina  
 ABARE, Brazilian s.s., 4952 tons, for Brazilian ports  
 ITAIPABA, Brazilian s.s., 707 tons, for Brazilian ports  
 ITAPUHY, Brazilian s.s., 1236 tons, for Brazilian ports  
 DESEADO, British s.s., 7259 tons, for United Kingdom  
 PHIDIAS, British s.s., 3565 tons, for United Kingdom  
 SARGT. ALBUQUERQUE, Brazilian s.s., 1405 tons, for Brazilian ports  
 ROSARIO, French s.s., 400 tons, for Brazilian ports  
 CRASTER HALL, American s.s., 2758 tons, for Brazilian ports  
 MONTE MORENO, Brazilian s.s., 542 tons, for Brazilian ports  
 ITAJUBU, Brazilian s.s., 180 tons, for Brazilian ports  
 ITAPACY, Brazilian s.s., 717 tons, for Brazilian ports  
 GOYAZ, Brazilian s.s., 981 tons, for Argentina  
 EUCLIDES, Brazilian yacht, 93 tons, for Brazilian ports  
 ITATINGA, Brazilian s.s., 1181 tons, for Brazilian ports  
 DUNHAM, WHEELER, American barque, 1926 tons, for United States  
 LAURA, Brazilian barque, 219 tons, for Argentina  
 FIDELENSE, Brazilian s.s., 259 tons, for Brazilian ports  
 ITAUBA, Brazilian s.s., 826 tons, for Brazilian ports

#### VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending November 1st, 1917.

EGEU, Brazilian yacht, 65 tons, from Brazilian ports  
 ITAPUCA, Brazilian s.s., 869 tons, from Brazilian ports  
 SIRIO, Brazilian s.s., 554 tons, from Uruguay  
 ITAUBA, Brazilian s.s., 825 tons, from Brazilian ports  
 TAQUARY, Brazilian s.s., 654 tons, from Brazilian ports  
 MEISSONIER, British s.s., 4432 tons, from Egypt  
 DUPLIX, French s.s., 4646 tons, from France  
 CONSUL ORFITON, Swedish s.s., 1656 tons, from Argentina  
 AMAZON, British s.s., 6300 tons, from Argentina  
 LAGES, Brazilian s.s., 3523 tons, from Brazilian ports  
 AVARE, Brazilian s.s., 4952 tons, from Brazilian ports  
 LAGUNA, Brazilian s.s., 300 tons, from Brazilian ports  
 MAYRINK, Brazilian s.s., 234 tons, from Brazilian ports  
 ITAPUHY, Brazilian s.s., 926 tons, from Brazilian ports  
 ITAIPAVA, Brazilian s.s., 613 tons, from Brazilian ports  
 ITATINGA, Brazilian s.s., 926 tons, from Brazilian ports

#### VESSELS SAILING FROM THE PORT OF SANTOS.

During the week ending November 1st, 1917.

ITAPUCA, Brazilian s.s., 869 tons, for Brazilian ports  
 CAMPEIRO, Brazilian s.s., 1374 tons, for Italy  
 WAIMANA, British s.s., 6737 tons, for Argentina  
 MUCUBY, Brazilian s.s., 585 tons, for France  
 ITAUBA, Brazilian s.s., 825 tons, for Brazilian ports  
 SIRIO, Brazilian s.s., 554 tons, for Brazilian ports  
 DUPLIX, French s.s., 4646 tons, for Brazilian ports  
 AMAZON, British s.s., 6300 tons, for United Kingdom  
 LAGUNA, Brazilian s.s., 300 tons, for Brazilian ports  
 ITAPUHY, Brazilian s.s., 926 tons, for Brazilian ports  
 MOSSORO, Brazilian s.s., 924 tons, for Brazilian ports  
 MAYRINK, Brazilian s.s., 234 tons, for Brazilian ports  
 ITATINGA, Brazilian s.s., 926 tons, for Brazilian ports  
 ITAIPAVA, Brazilian s.s., 613 tons, for Brazilian ports  
 ARACATY, Brazilian s.s., 531 tons, for France  
 L. P. HOLMBLAD, Danish s.s., 1314 tons, for United States

**BOATS LOADING OR EXPECTED TO LOAD COFFEE.**

**FOR THE UNITED STATES.**

	Capacity	Rio	Santos	Engagements		Rate of freight
				Total		
Talisman (Swedish) November	50,000	—	—	—	—	\$1.40 & 5%
Avaré (Braz.) November	70,000	—	—	—	—	
Pocoré (Braz.) November	100,000	—	—	—	—	\$1.75
Artemis (Norw.) December	70,000	—	—	—	—	
Trafalgar (Norw.) November	60,000	—	—	—	—	\$1.75
Jethcu (Norw.) December	80,000	—	—	—	—	
Angamos (Chilean) November	50,000	—	—	—	—	New Orleans
Anglia (Swedish) December	50,000	—	—	—	—	
Arkansas (Danish) November	65,000	—	—	—	—	\$1.75
Cardina (British) s.v. Nov., Produce Warrants	50,000	—	—	—	—	\$1.75
Henrik Ibsen (Norw.) Nov.	80,000	—	—	—	—	65 cents
Consul Cortifzon (Swedish) Nov.	30,000	—	30,000	30,000	—	
Gogsjo (Norw.) Nov.	60,000	—	—	—	—	
Arkansas (Danish) Nov.	65,000	—	65,000	65,000	—	\$1.50

**FOR SOUTH AFRICA AND EAST.**

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

**FOR EUROPE.**

San José (Norw.) November	45,000	—	—	—	—	
Rio Amazonas (Braz.) November	736,000	—	—	—	—	750/800f. 1,000kM. or G.
Neuquem (Braz.) Nov.	30,000	—	—	—	—	Ditto, Genoa only.
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	—	—	—	—	
Lages (Brazilian) November	*120,000	—	*120,000	120,000	—	605f10% coffee, 555f10% cereals
Benevente (Braz.) November	*80,000	—	—	—	—	
Balmes (Spanish) December	20,000	—	—	—	—	
Socrates (British) November	*60,000	—	—	—	—	
Pirangy (Braz.) November	25,000	25,000	—	25,000	—	Rs. 600\$
Jaguaribe (Brazilian) November	25,000	—	—	—	—	Rs. 600\$
Cometa (Norw.) Nov.	45,000	—	—	—	—	
Atlema (Italian) Nov.	63,000	—	—	—	—	

**Capacity by Flag.**

**For United States—**

	Nov.	Dec.	Total
British	50,000	—	50,000
Brazilian	170,000	—	170,000
Neutral	380,000	280,000	660,000
	<u>600,000</u>	<u>280,000</u>	<u>880,000</u>

**For Europe—**

British	60,000	—	60,000
Brazilian	322,000	—	322,000
Neutral	223,000	20,000	243,000
	<u>605,000</u>	<u>20,000</u>	<u>625,000</u>

**For South Africa and East—**

Brazilian	100,000	—	100,000
Japanese	120,000	100,000	220,000
	<u>220,000</u>	<u>100,000</u>	<u>320,000</u>

\*Coffee and/or Cereals.

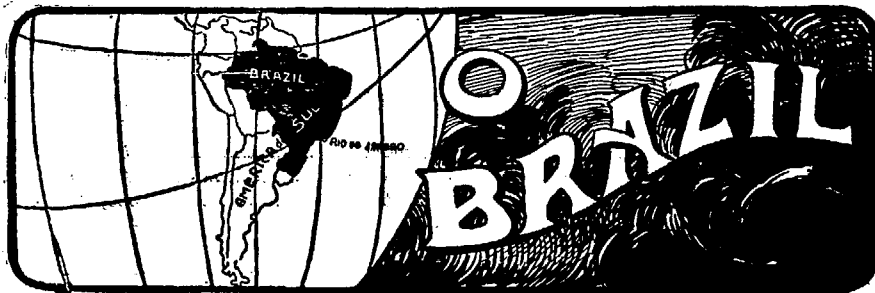
**Capacity.**

	Nov.	Dec.	Total
For United States	680,000	200,000	880,000
For Europe	605,000	20,000	625,000
For S. Africa and East	220,000	100,000	320,000
	<u>1,505,000</u>	<u>320,000</u>	<u>1,825,000</u>

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