

1046

# Mailman's Brazilian Review

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

VOL. 7

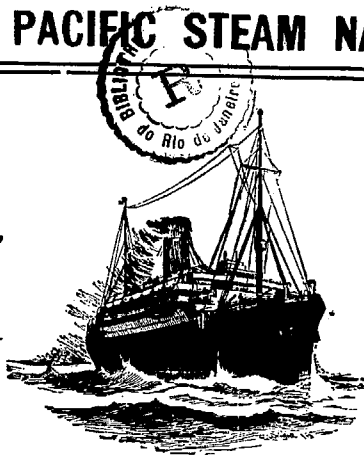
RIO DE JANEIRO, TUESDAY, April 23rd, 1918

N. 17

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

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

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



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

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

==== a large number of Single berth Cabins =====

**DATES OF SAILINGS ON APPLICATION.**

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

⊗ 53 and 55, Avenida Rio Branco, 53 and 55 ⊗

Tel. OMARIUS — RIO — P. O. B. 21

TELEPHONE No. 1189 NORTE.

SÃO PAULO

RUA QUITANDA  
(Corner of Rua São Bento)

SANTOS RUA 15 DE NOVEMBRO 190.

# The Great Western of Brazil Company, Ltd.

## Direct communication between:

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

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

RECIFE (Brum) and Natal  
 PARAHYBA and Natal

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RECIFE—Rua Barão do Triunpho n. 328—Pernambuco.  
 RIO DE JANEIRO—Avenida Rio Branco n. 117, 2º andar.  
 LONDON—River Plate House, Finsbury Circus, E. C.

# LONDON AND BRAZILIAN BANK, LIMITED.

ESTABLISHED 1862

|                       |            |
|-----------------------|------------|
| Capital .....         | £2,500,000 |
| Capital paid up ..... | £1,250,000 |
| Reserve Fund .....    | £1,400,000 |

HEAD OFFICE ..... 7, TOKENHOUSE YARD, LONDON, E.C.  
 BRANCH OFFICE IN RIO DE JANEIRO ..... 19, RUA DA ALFANDECA  
 PARIS BRANCH ..... 5, RUE SCRIBE, PARIS

Draws on Head Offices and the following Branches:—Lisbon, Oporto, Manáos, Pará, Ceará, Pernambuco, Bahia, Santos, S. Paulo, Curitiba, Rio Grande do Sul, Porto Alegre, Pelotas, Montevideo, Buenos Aires, Rosario de Santa Fé Paris and New York (Agency.)

Also on the following Bankers:—Messrs. Glyn, Mills, Currie and Co., London; Société Générale, Paris and Branches; Credito Italiano, Italy; Hongkong and Shanghai Banking Corporation, India, China and Japan; Crédit Lyonnais and Anglo-South American Bank, Ltd., Spain; Branches of the Banco de Portugal, Portugal.

**CORRESPONDENTS.**

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

## THE BRITISH BANK OF SOUTH AMERICA, LTD.

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

|                    |            |
|--------------------|------------|
| CAPITAL .....      | £2,000,000 |
| IDEM PAID UP ..... | 1,000,000  |
| RESERVE FUND ..... | 1,000,000  |

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

Branches at:—MANCHESTER, 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 Italiana di Sconto, 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; R. 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 office 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:—**

(Summer) From 1st November to 30th April.

- 6.00 Express—Petropolis, Entre Rios, Ubá, Ponte Nova, Porto Novo, Cataguazes, Santa Luzia and branch lines, daily.
- 7.30 Express—Petropolis, Sundays and Holidays only.
- 8.30 Express—Petropolis, daily.
- 10.25 Express—Petropolis, Sundays and Holidays only.
- 13.35 Express—Petropolis, daily, except Sundays and Holidays.
- 15.50 Express—Petropolis and Entre Rios, daily.
- 16.20 Express—Petropolis, daily, except Sundays and Holidays.
- 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, Nicttheroy, Friburgo, Campos and Petropolis is maintained by the Company, by which parcels may be despatched direct from any address in one of the above mentioned cities to any of the others with the minimum of trouble and at moderate rates. For further information vide "Guia Geral e Horarios" issued by the Company twice a year or apply to any Agency or station in Rio or in the Interior.

# **LAMPORT & HOLT LINE**

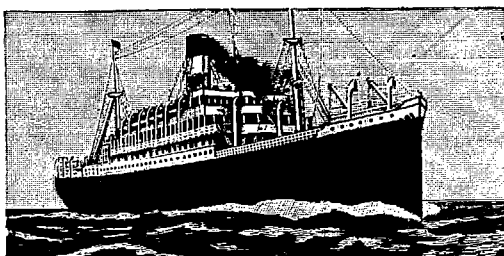
Mail and Passenger Service Between  
**NEW YORK, BRAZIL AND RIVER PLATE**

SAILINGS FROM RIO TO

TRINIDAD

BARBADOS AND

NEW YORK



SAILINGS FROM RIO TO

SANTOS

MONTEVIDEO AND

BUENOS AIRES

Cabins de Luxe and Staterooms with one, two or three beds and bath-room.

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

FOR FURTHER PARTICULARS, APPLY TO

The Agents, **NORTON, MEGAW & Co. Ltd.**, Praça Mauá

Telephone No. 47 -- RIO DE JANEIRO -- P. O. BOX 34

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

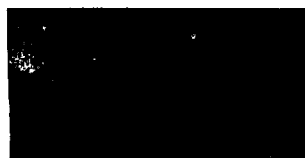
## **DEN NORSKE SYD-AMERIKA LINJE**

(The Norwegian South America Line)

REGULAR SERVICE BETWEEN

NORWAY

BRAZIL



NORWAY

RIVER PLATE

FOR EUROPE :—

FOR RIVER PLATE :—

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.

SAILING FOR RIVER PLATE.

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. 7

RIO DE JANEIRO, TUESDAY, April 23rd, 1918

No. 17.



## THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

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

Flour Mills: Rua da Gambôa No. 1

DAILY PRODUCTION: 15.000 BAGS.

Cotton Mill - Rua da Gambôa No 2. -

450 LOOMS.

DAILY PRODUCTION 27.000 METRES.

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

### BRANCHES

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

ROSARIO. — 660, CALLE SARMIENTO

S. PAULO

RUA BOA VISTA, 13.

### AGENCIES

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

The Mill's marks of flour are:-

"NACIONAL"

"BUDA-NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"GUARANY"

AND FOR SUPERIORITY  
HAVE BEEN AWARDED

Gold Medal Pariz 1889.

First Prize Brazil 1908

First Prize Brazil St. Louis 1904.

First Prize Brussels 1910

First Prize Turin 1911.

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

## BRAZILIAN WARRANT COMPANY LIMITED.

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

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

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

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

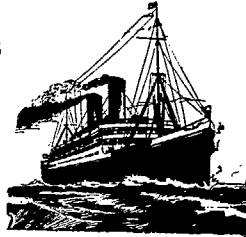
Conducts a general consignment and commission business. Makes a speciality  
of advances against Coffee, Sugar, Cereals & general merchandize.

Custom-House Clearing Agents.

# 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

CUYABA and CAXIAS—shortly.

#### For the River Plate

SIRIO—will sail on 30th April for Santos, Paranagua, Antonina, S. Francisco, Itajahy and Montevideo.  
RIO DE JANEIRO—will sail on 25th April for Santos, Paranagua, Antonina, S. Francisco, Itajahy, and Montevideo.

#### For North of Brazil

s.s. MANAOS, CEARA, and OLINDA,

WILL SAIL FOR NORTHERN PORTS ON 26th APRIL, 3rd and 10th MAY RESPECTIVELY.

MINAS CERAES—will sail on 1st May for Bahia, Maceio, Recife, Ceara and Para.

#### For Europe

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

### ARRIVALS

#### From United States

POCONE—on 22nd March.

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 OUVIDOR & ROSARIO) RIO DE JANEIRO

CABLE ADDRESS:—“LLOYD”

DIRECTORIA—RIO

AGENCIES:—“BRASILOY D’

CODES USED:—

A.B.C. 5th Ed., STANDARD,  
UNION, SCOTT'S, WATKINS,  
RIO, ATEBEIR PRIV

# 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:**

|                   |         |       |      |
|-------------------|---------|-------|------|
| t.s.s. Europa     | .....dw | 6,000 | tons |
| t.s.s. Asia       | .....dw | 6,000 | „    |
| s.s. Belem        | .....dw | 4,500 | „    |
| t.s.s. Campeiro   | .....dw | 4,000 | „    |
| t.s.s. Campinas   | .....dw | 2,800 | „    |
| s.s. Rio Amazonas | .....dw | 2,200 | „    |
| s.s. Victoria     | .....dw | 2,600 | „    |

**UNDER RECONSTRUCTION:**

|                        |         |       |      |
|------------------------|---------|-------|------|
| Natal (marine engines) | .....dw | 3,500 | tons |
| 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 :— **SOCIEDADE ANONYMA MARTINELLI**  
 " " " U. S. A. :— **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:—

s.s. HAWAII MARU, due in Rio APRIL 24th.

SEATTLE MARU—About 25th June.

s.s. TACOMA MARU, due in Rio MAY 11th.

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

**WILSON SONS & CO., LIMITED.**

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

## ANGLO-SOUTH-AMERICAN CENTRAL DEPOT AND CLUB

(Including Central America and Mexico)

Nº 1, QUEEN'S GATE, LONDON, S. W., ENGLAND.

Established for the welfare of Anglo-South Americans who have joined H.M.'s Forces. Red Cross gifts, bandages, etc., received and distributed. Names and addresses solicited. Anglo-South Americans are earnestly requested to contribute.

Remittances to A. E. Steel, Hon. Treasurer.

Note.—Running in sympathetic co-operation with The Committee for the River Plate Contingent.

## Why are you DEAF

“ COMPLETELY CURED.” Age 76.

Mr. Thomas Winslade, of Borden, Hants, writes: “I am delighted I tried the new ‘Orlene,’ for the head-noises, I am pleased to tell you, ARE GONE, and I can hear as well as ever I could in my life. I think it wonderful, as I am seventy-six years old, and the people here are surprised to think I can hear so well again at my age.”

Many other wonderful cures reported. Send \$1.00 to-day for a supply of “TRENCH ORLENE.” There is really nothing better at any price. Write The “ORLENE CO.,” 12, Railway Crescent, W. CROYDON, Eng. (Kindly mention this paper.)

# IMPRESA INGLEZA

PRINTING OF EVERY DESCRIPTION.

ACCOUNT BOOKS RULED AND PRINTED TO ANY DESIGN.

SPECIALISTS IN LOOSE-LEAF LEDGERS, ETC

OUR REPRESENTATIVE WILL CALL ON RECEIPT OF REQUEST.

## 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.

## 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<br>per ins. | 26 inserts<br>per ins. | 13 inserts<br>per ins. | 6 inserts<br>per ins. | 4 inserts<br>per ins. | Single<br>per ins. |
| One Page.....  | £5 5 0                 | 3 10 0                 | 4 0 0                  | 4 7 8                 | 4 15 0                | 5 0 0              |
| Half Page....  | 1 12 6                 | 1 15 0                 | 2 0 0                  | 2 5 0                 | 2 7 6                 | 2 10 0             |
| Third Page..   | 1 2 6                  | 1 5 0                  | 1 7 6                  | 1 10 0                | 1 12 6                | 1 15 0             |
| Quarter Page.  | 17 6                   | 18 6                   | 1 0 0                  | 1 2 6                 | 1 5 9                 | 1 5 0              |
| 1" across Page | 6 0                    | 7 6                    | 8 0                    | 9 0                   | 10 0                  | 11 0               |
| 1/2"x3".....   | 3 6                    | 4 0                    | 4 6                    | 5 0                   | 5 6                   | 6 0                |
| 1/2"x4".....   | 1 9                    | 2 0                    | 2 3                    | 2 6                   | 2 9                   | 3 0                |

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

## LAVOURA E CRIAÇÃO

A WEEKLY REVIEW OF AGRICULTURE IN BRAZIL.

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

Annual Subscription—10\$000

Which must commence in January or July.  
Advertisements accepted.

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

RIO DE JANEIRO, BRAZIL.

## RUBBER AND METAL PRINTING STAMPS.

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

S. T. LONGSTRÉTH, Rua Quitanda, 110.

Telephone: Norte 704. ... Caixa do Correio, 906.

## 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

## SOUTH AFRICA

The undersigned, who formerly represented a Hamburg Coffee  
House in South Africa, are anxious to obtain the sole representa-  
tion of a leading Coffee House in Rio de Janeiro, for the sale of  
Cape Types throughout South, East and West Africa.

We have a very large connection from the cape to the Zambesi  
with all leading merchants.

Address:—

CAMPBELL &amp; THISELTON,

Box 985, JOHANNESBURG.

References:—The Banco Nacional Ultramarino, Rio de Janeiro.

National Bank of South Africa, London and Johannesburg.

## REMEMBER!

The only MANUFACTURERS of Loose Leaf Ledgers in Brazil  
are the Imprensa Inglesa, Camerino 61, Rio de Janeiro.

Caixa do Correio 1521.

Telephone: Norte 1966.

Brochure with full particulars and prices on request.

## MAIL FIXTURES

FOR EUROPE.

GARONNA, Sud Atlantique, shortly.  
DESNA, Royal Mail, shortly.  
DESEADO, Royal Mail, shortly.

FOR RIVER PLATE AND PACIFIC.

SIRIO, Lloyd Brasileiro, 30th April.  
RIO DE JANEIRO, Lloyd Brasileiro, 25th April.

FOR THE UNITED STATES.

CUYABA and CAXIAS, Lloyd Brasileiro, shortly.

## NOTICE

PASSPORT REGULATIONS.

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

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

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

British Consulate General, Rio de Janeiro.

28th April, 1917.

SUBSCRIPTIONS TO WILEMAN'S BRAZILIAN REVIEW  
can be paid to the credit of J. P. Wileman with any of the follow-  
ing banks:—British Bank of South America, London; National  
City Bank of New York, New York; British Bank of South  
America, S. Paulo; London and Brazilian Bank, Santos.



## RESTAURANT CASA HEIM

WILL BE OPEN ON SUNDAYS FROM 9 TO 12 A.M.

RUA DA ASSEMBLEA 119.

### NOTES

#### THE PATRIOTIC LEAGUE AND THE PATRIOTIC ENDEAVOUR OF RIO DE JANEIRO

The third annual general meeting of the Rio de Janeiro Branch of the Patriotic League of Britons Overseas was held at the Club Central at 5 p.m. on Tuesday, 5th March, 1918.

The objects of the meeting were: To receive Treasurer's report; to receive Executive Committee's report; to elect Executive Committee for 1918 and to offer an opportunity to discuss the work done by the Rio Branch of the League.

Receipts and Payments Account for period from 1st January, 1917, to 31st December, 1917:—

| Receipts.  |             |
|--|-------------|
| To Subscriptions .....   | £1,872 18 0 |
| „ Donations .....  | 45 13 6     |
|  | £1,918 11 6 |
| Payments.  |             |
| By Remittances to Central Committee .....                                      | £1,907 5 6  |
| „ Administration expenses, postages, receipt stamps, flag and stationery ..... | 11 6 0      |
|  | £1,918 11 6 |

The following amounts were received from members and remitted without any deduction as follows:—Prince of Wales' National Relief Fund, £105 18s 11d; British Red Cross, £23 9s 3d; St. Dunstons Hostel for the Blind, £42 4s 9d; total £171 12s 11d.

Examined with the books and vouchers and found correct.—David Bell, Hon Auditor.

Rio de Janeiro, 28 January, 1918.—F. S. Pryor, Hon. Treas.

#### To Subscribers to the Rio de Janeiro Branch of the Patriotic League of Britons Overseas.

Ladies and Gentlemen.—For the year ending 31st Dec., 1917, the Hon. Treasurer's report shows that members of the Rio Branch of the Patriotic League of Britons Overseas sent home £2,078 18s 5d, as against £1,846 8s 5d in 1916. The financial statement gives the necessary details. Some members of the Colony having expressed the opinion that the collection of all funds for war work should be more centralized, the committee decided to draw up and distribute the circular issued in November. Every member was also asked to allocate the destination of his or her subscription, either under the head of Home Defence or War Charities and Hospitals, the former under the control of the Home Committee of the League, the latter giving the local committee the choosing each month of the destination of receipts under this head. About 600 circulars were sent out and judging by results very little interest was taken in the matter, members considering their part done with when their subscriptions were paid, more or less regularly. 237 have replied, of these 52 being new members. A further 44 have continued to send in their subscriptions leaving the Committee to decide where the funds go to. At 31st December there were the names of 84 monthly and 94 annual subscribers still to enter on the new register. Of the 84 not up to date, 58 may still come in. 18 of the annual subscriptions for 1917 have not come in, but probably the 94 are all good. This gives a total membership of 433.

Some members have suggested that the money should be collected every month, as it is so easy to forget and gives trouble. If members who feel that way will send in their names, arrangements will be made to collect their subscriptions.

The Committee have had several letters addressed to them on the subject of available funds towards assisting in paying passages for registered men desirous of going home to serve and unable to defray their expenses. As the circular sent out does not cover this ground, the committee considered it advisable to bring the matter before this meeting.

A special committee was elected by the Colony in answer to the appeal made through the British Minister for "Our Day." The results give ample proof of how their work was ably carried out. There are besides the Patriotic League, organisations which have, since the beginning of the war, sent funds home regularly for war work. The Committee with the idea of embodying all in one report, asked those known to them to kindly furnish particulars. The figures for 1917 are given below as far as we know them:—

Our Day 1917 Red Cross Committee.—British Red Cross and Order of St. John of Jerusalem, £10,700; British Ambulance Committee working in France, £2,800.

Rio Cricket and Athletic Association.—Proceeds of football match, collections and soirees, to Joint Finance Committee of the Red Cross, £511 4s 10d.

Rio Cricket and Athletic Association and Paysandu Club.—Royal Flying Corps Hospital, £762 12s.

The British Red Cross Depot Fund.—From America Fabril Social Club, 5:250\$; Theatrical Entertainment by S. Paulo Amateurs, 4:120\$; Entertainment at Petropolis, 1:850\$; sundry donations and depot collections, 2:072\$200; July to December guarantee subscriptions, 10:813\$200; total, 24:105\$400 (£1,200).

Rio and Nictheroy Womens' Fund for Red Cross.—Total receipts, 1917, 20:729\$500; to support 7 beds at Rouen, £840; ditto 5 beds in Egypt, £250; special Xmas gift, £74 2s 9d.

Alto Boa Vista Bed Fund.—1 bed at Rouen, £120; St. Dunstons' Hostel, £21 9s 6d.

British Ambulance Committee.—£34 7s 4d.

Lady Burghclere's Prisoners of War Fund.—£433 0s 8d.

America Fabril Social Club.—"Daily Mail" Tobacco Fund, 1:454\$; Disabled Soldiers, 100\$ St. Dunstons' Hostel, 1:030\$300; British Flying Corps Hospital, 538\$200; total, 3:122\$500 (£156). Also 5:250\$ included in Work Depot Fund.

Mrs. E. B. Pullen, collections for Prince of Wales' National Relief Fund, £197 16s 11d.

Rio Staff of the Western Telegraph Co., Ltd.—The Moseley Road Military Hospital, £41 1s 9d; King George's Hospital, £50 11s 9d; British Womens' Hospital, £43 16s 11d; L'Hospital Militaire de Cette, £47 18s 9d; Lord Roberts' Workshops, £92 1s 11d; Queen Mary's Auxiliary Hospital, £47 11s 9d; Recuperation Hostel, £45 10s 8d; The Queen's Hospital, Frogmol, £32 10s 10d; Royal Flying Corps Hospital, £50 5s 5d; Royal Savoy Association, £57 15s 9d; Xmas Hamper Overseas Club, £37 14s 8d; Cigarette Subscriptions, £5 14s 10d; St. Dunstons' Hostel, £6 10s; Queen Mary's Convalescent Hospital, £64 8s 10d; total, £643 13s 10d. Also Patriotic League £13.

Mrs. Finlay (Nictheroy).—Red Cross, £15; Church Army Huts £10; Y.M.C.A. Huts, £35; Charing Cross Hospital, £15; Parcels for prisoners in Germany, £25; Union Jack Club, £5; St. Dunstons' Hostel, £20; Xmas presents, Tanks Corps, £10; total, £135.

Mr. Norman Mullard's Concert Party "The Sirens".—St. Dunstons' Hostel for blinded soldiers and sailors, £163 8s 8d.

British Church, collection on 24 June.—One half to St. Dunstons' Hostel, £23 11s 6d. (One half towards American War Fund.)

Miss Grace de Rosario.—Concert in benefit of St. Dunstons', £56 1s 3d.

Miss Cecil Peek.—St. Dunstons', £5 12s 6d; British Red Cross £5 12s 6d; total £11 5s.

The Leopoldina Railway British Staff.—Relief fund in benefit of men of staff serving in the war, £490 3s 8d; British Red Cross, £25; Royal Savoy Association for relief of prisoners in Germany, £25; St. Dunstons' Hostel, £25; Lady Burghclere's Prisoners Fund, £25; total £590 3s. 8d.

Total, £19,728 17s 11d, with Patriotic League Fund, £2,078 18s 5d, brings total forwarded to £21,802 16s 4d.

At the beginning of the war we were very generously helped by our Brazilian and American Allies, but we must remember that they have their own war relief work now. We must not allow the Rio record to fall off, but rather make every effort to show better results to meet increased requirements at home. The men at the front have stuck it for over three years and don't grumble, surely there is room for more self-sacrifice under our easy conditions here.

Rio de Janeiro, 15th February, 1918.

D. D. Keay,  
Hon. Secretary, Rio de Janeiro Branch.

Mr. Hood, who was invited to take the chair, began by reviewing the history of the League and its objects which had of necessity been modified during the course of the war. In his opinion the scope, as far as Rio at any rate is concerned, should be still further increased. We should endeavour to centralise in the League all efforts to raise funds for war relief making our first object the increase in the amounts collected direct. In his opinion this was not the time to encourage the raising of funds by giving entertainments, incurring expenses, general and individual. This naturally led to people giving less direct as they knew that many calls would be made on them during the course of the year. He also spoke of the young men of military age, registered and waiting to be called, and strongly felt that the League should take some action in the matter.

Mr. Wheatley supported Mr. Hood's remarks and spoke particularly of the men of military age, and the lack of interest shown in the matter by the home authorities, and considered that if necessary the League should pay passages of men ready to go. The Secretary read correspondence exchanged with H.B.M. Minister on the subject and gave some figures obtained at H.B.M. Consulate showing that in February, 1917, when registration was invited, there were 109 men available at short notice and medically fit. Of these some have already gone on their own account.

No one else wishing to speak, the election of the Committee was proceeded with, it being understood that those accepting would help as far as possible to make the League an active factor in the collection of war relief funds:—Sir Arthur Peel, K.C.M.G., Hon. President; F. E. Drummond-Hay, Esq., M.V.O., Vice-President; Mr. T. M. Hood, Chairman; Mr. H. E. Gwyther, Vice-Chairman; Mr. F. S. Pryor, Treasurer; Mr. D. D. Keay, Secretary.

Mr. Pryor stated that he regretted he could not accept, as owing to the "big stick" policy, it was evidently the desire of the new Committee to adopt in their efforts to embrace all the various war relief organisations at present extant in Rio, it would be impossible to look after his business and take an active part. He was quite ready and willing to continue as hitherto to receive subscriptions and remit the funds, but not run after subscribers or do any outside work. On the assurance of the meeting that more would not be expected of him than what he at present so ably carried out, Mr. Pryor accepted the post of Treasurer. He also pointed out that if the Chairman's ideas were carried out fully, it would be useless to call ourselves a branch of the Patriotic League. This League continued to make one of its objects the supply of flying machines, ambulances, etc., to which we contributed under the head of home defence. Many members had expressly signed the circular giving all or part of their subscriptions to this, and unless we continued to recognise and support the League, we could not in reason continue to use the name.

Mr. Hood explained that he had no intention to interfere in any way with organisations as they at present exist and that it would be no part of the committee's scheme to do away with the support given under home defence, controlled by the League at home.

Mr. Wheatley again referred to the necessary money for passages for men, which Archdeacon Harris-Rivett supported.

A definite proposal was then made by Mr. Tarver, seconded by Mr. Wheatley, that the control of war funds and any other matters in which the British Community is combined in carrying through in aid of the country be placed in the hands of the Committee of the Rio Branch of the Patriotic League. This was unanimously agreed to.

The election of the Committee was then proceeded with, at the suggestion of Mr. T. G. Cross, a "chapa" being drawn up.

With scope to increase if desirable, the following were elected:—Archdeacon Harris-Rivett, Messrs. D. M. McNeil, F. W. Abbott, P. G. Cross, N. E. Estill, H. E. Wheatley, C. H. Lloyd, F. C. H. Tarver, L. E. Sanceau, E. E. Saunders, L. R. Cayley, C. L. Coxwell. Mr. David Bell was re-elected hon. auditor.

Mr. T. G. Cross, bearing in mind the suggestion that all entertainments should be done away with, asked the Chairman if the new Committee, acting alone, would be expected to get together an amount not less than that raised last year, say, about £19,000. He suggested that the gentlemen who had charge of the subscriptions list last year should be elected to the new Committee and reminded the meeting that members of the Patriotic League had also contributed largely to the other patriotic funds.

It was suggested that a separate Ladies Committee be elected, but after some discussion it was decided to leave this to the Committee for subsequent decision.

With a vote of thanks to Mr. Hood for presiding, the meeting then closed.

#### Notes of Meeting held at The Seamen's Mission, 18 March, 1918.

There were some 35 members of the British community present. Mr. Hood opened by stating that Mr. Hambloch had kindly consented to take the chair.

Mr. Ernest Hambloch then opened the meeting with the following remarks:—I should like briefly to tell you what I understand are the constitution and objects of this meeting at which I have been asked to preside. The idea has been to get together the various committees, existing and past, who are interested in war-work and charities on behalf of the British community. The initiative was taken by the Committee of the Patriotic League of Britons Overseas, but I think I am right in saying that this is not intended in any sense to be an official meeting of their committee with other committees, but is essentially a non-committee meeting of men who have in various organisations worked for British war charities. What was aimed at was at getting as representative a meeting as possible of men who had been or were connected with patriotic work in the community since the war. This cannot, therefore, in any sense be considered an official meeting, but as an informal gathering for the discussion of various points of interest which I shall now detail as briefly as possible. It is, however, likely that the activities and possibilities of the Patriotic League of Britons Overseas, of which I believe most of us are members, and its policy will be some of the main objects of discussion. But I believe I am right in saying that the Committee of the League do not wish to appear here in their official capacity as the committee. Such members of the committee as are present are here merely as individuals.

It appears that various questions have been raised which interest us all, as to the policy we should, as loyal British subjects of His Majesty in Brazil, adopt in the future in regard to patriotic work, war charity and Red Cross organisation. With such aims the Patriotic League of Britons Overseas should, I imagine, be intimately concerned. Apparently there is a good deal of misunderstanding as to how these questions should be handled and as to what has been suggested by various members of the community in connection therewith. This meeting should, I think, give an opportunity of full and frank discussion of all such questions, and if we approach matters of difference in a calm and unbiassed frame of mind, free from all personal prejudices, I feel sure we shall be able to clear the air and dispel all misconceptions that may have arisen. I will sum up as follows the points that have been brought to my notice and which we are here to discuss:—

(1) It is suggested that the Patriotic League of Britons Overseas should widen its scope to deal with all matters in which both our national interests and our duty as a community are concerned. It is suggested that the League should do more than merely war work and organisation, and should begin to consider such questions as the conditions under which men who have gone home to the war from Brazil will be employed here on their return.

(2) It is suggested that the interest of members in the work and possibilities of the League has not been as keen as it might be, and it is urged in support of that argument that in 1917 the

League raised only £2,000 out of £22,000 in Rio de Janeiro by British war work organisations generally.

(3) It is pointed out that although the most splendid Red Cross work has been done in the community, there is no real permanent Red Cross organisation beyond, I believe, the Women's Working Depot.

While we all owe a debt of gratitude to the enthusiastic way the Red Cross Committees have worked, it is felt that much would be gained by putting Red Cross work on a permanent footing, and it is suggested that the Patriotic League of Britons Overseas would constitute a body by which such permanent organisation would be possible. If we take the large view, I am sure we shall all agree in principle that centralised and combined effort is what we should aim at.

(4) It is suggested that the system of raising money for charitable purposes connected with the war by means of what we call "festas" should be entirely discontinued, or else greatly curtailed, and that in place of this system a scheme of periodical subscriptions should be adopted. It is not, I believe, suggested that all social gatherings should be discontinued, or that entertainments to our sailors should be discontinued; nor is the suggestion as to the abolition of "festas" in any way meant as a criticism of what has been done in this way in the past. I believe I am right in interpreting the ideas of those who hold these views, when I state that their contention is that the relative value of the sums of money raised by "festas" has been small compared with the amounts raised by donations, and that much of the valuable time and trouble spent in organising these "festas" could be employed to even better purpose under a more austere form of contribution to war charities. It has further been suggested that a more austere form of such contribution would be more in keeping with the stern realities of this terrible war.

(5) Other points on which it is suggested that this meeting may like to express itself are: (a) the question of recruiting Britons of military age in Brazil, who are eligible for service with His Majesty's forces. I might say, I consider that this is a subject that requires handling with great caution and tact. (b) to what extent help can be given to men desirous of joining the Colours who have not the means necessary to permit them to go home and offer their services; and (c) whether it is desired to place before the proper authorities at home any aspect of the recruiting question as it affects Brazil.

These are the points which you are asked to consider, and in stating them I should like to make it quite clear that I do so in virtue of my functions as chairman of this informal meeting, and not because I hold any views either for or against any of the suggestions made. I shall be pleased, if the question is discussed, to give you what I believe is the official view on the question of recruiting of Britons from this country. In the meantime, what we want to arrive at, if we can, is this: Whether these points should be brought before the community as a whole. In no sense is it the idea that this meeting should pledge the community to any course of action as to the points raised. I would ask you to discuss these points in no acrimonious spirit, and with the idea that as so much goodwill has been shown and excellent work done for charities connected with the war, it behoves us to see how we can most efficiently carry on and improve that work.

Mr. Hood said that a great amount of misapprehension seemed to exist in the minds of many with regard to the object of the meeting. He said he had verified that there were in Rio 109 men of military age, not indispensable to British commerce, and who were consequently able to go to the front. It seems to me that these men are shirking their responsibilities. As regards war work and funds collected, we admit the splendid work that has been done in the past, and hope it will continue in the future. Since the "festa" on October 18, with the exception of a few small "festas", nothing has been done for war funds. I therefore think that periodical subscriptions should be organised. It has been said that the cessation of the "festas" was due to the weather, but this of course could in no way interfere with periodical subscriptions. No great sacrifice is asked, but I consider the "festas" should be abolished; public appeal should be able to raise as much money as "festas." This, I think, is proved by the fact that a private subscription raised at the Central Club for prisoners in

Germany raised as much as £180 in two days. Other similar examples were cited by Mr. Hood. Mr. Lloyd George had called for our best efforts, and it is our duty to answer this appeal, but not in the manner we have been doing so far.

The Chairman referred to the question of the Patriotic League widening its scope and in this connection Mr. Keay explained the original object of the League. The Chairman also read an extract from the first financial report of the League.

The Chairman: Would it be a good thing to centralise the Red Cross and Patriotic League, and make them a permanent object, or should they be kept quite separate?

Mr. Ashlin suggested that an association, for which he thought the "British Association" a suitable name, should be formed.

Mr. Faulds suggested that everything be worked jointly, but not under the Patriotic League; all funds to be sent through the Patriotic League.

Mr. Keay: Let the community elect a committee to look after the whole thing.

The Archdeacon: Let the Patriotic League be the centre of gravity, with sub-committees for special occasions.

Mr. Wheatley: An appeal is bound to be made for "Our Day."

The Chairman: Is the Red Cross to be run with the Patriotic League, or separately?

Carried that it should be run together.

The Chairman: The question now is: Should "festas" be abolished; should they be curtailed; should they not be abolished?

Mr. Cross spoke in favour of their abolishment.

Mr. Keay suggested that those of a frivolous nature be done away with.

The Chairman: Is it the opinion of the meeting that the Patriotic League should see if it is not possible to raise money for war charities by periodical subscriptions?

Mr. Keay approved of the idea, but said that "Our Day" should not be neglected.

Mr. Ashlin referred to the expense, time and energy taken up by the organisation of "festas."

Mr. Findlay said he thought the Rio Cricket Club should continue its activities in favour of war funds. That should be quite sufficient.

It was agreed to discontinue the large festas.

The Chairman, after mentioning that this was a subject to be attacked with great caution, on account of the danger of personal feeling; that no meeting of Englishmen should allow such attacks; that there was the danger of anything that a person might say coming back to him in quite a different shape to that in which it was issued—proceeded to give the official view on the subject.

Mr. Wheatley: It seems to me unjust that hundreds of men from Rio and S. Paulo should have gone home unasked and uncalled for, while others remain here simply because they have not been called. The Patriotic League should make it its duty to find out such men.

Mr. Findlay: I suggest that the Patriotic League should take up the matter, and send home such men as can be spared. I beg to move that British firms be urged to do all possible in dispensing with employees not really indispensable. Representations should be made to the British Minister to call up all those who are in a position to join the colours.

Mr. Keay: I might say that recently I applied to Sir Arthur Peel for information with regard to the views of the British Government and the reply was that there was no change since January, 1917.

Mr. Wheatley: I suggest that the British Minister be asked again, by the Patriotic League, what is the present position.

The Chairman: Should we not call a meeting of the Community to discuss all the points we have gone over?

Passed unanimously.

The Archdeacon: Including ladies?

The Chairman: A meeting of the Community. I suggest a delegation of three be appointed to make a précis of this meeting, so that we can have the points cut and dried to put before the Community.

Mr. Wheatley: It would help the meeting if it be announced that Mr. Hambloch had presided this evening.

The following names were proposed: Messrs. Keay, Cross,

Hood, Findlay, Faulds, Wheatley and Brooking.

Mr. Findlay said he would be leaving Rio shortly, and it was decided that the other gentlemen proposed should attend to the matter.

#### BRITISH PATRIOTIC ENDEAVOUR IN RIO DE JANEIRO.

Circular issued:—

An informal gathering composed of members of the respective committees of the Patriotic League of Britons Overseas, the Rio Cricket and Athletic Association, the British Red Cross for 1917, the Paysandú Athletic Club and the Andarahy Social Club met on the 18th of March, 1918, to exchange ideas as to British War-relief work in Rio de Janeiro.

The meeting arose out of the desire of the present Committee of the Patriotic League to increase the activities of the League, coupled with diffidence on their part to extend the scope of its work without first consulting the wishes of the British community.

Mr. Ernest Hambloch, who presided, addressed the meeting and a general discussion followed.

The sense of the meeting may be expressed in this way:—

While everybody recognised the splendid results achieved for war-relief through the efforts of the 1917 and the preceding Committees, yet there was a general feeling, to which several gentlemen gave expression, that in future public balls and entertainments should be dispensed with, such entertainments being thought to be out of harmony with the horrors of the war, and the terrible sufferings of our countrymen at the front.

Apart from that side of the question it was pointed out that the enormous amount of work and expense involved in the preparation of such entertainments could be well saved.

It was suggested that a thoroughly organised system should be adopted:

(1) to ascertain what amount each bank, firm and individual would be willing to contribute annually for war-relief (in yearly, half-yearly, quarterly and monthly subscriptions), and

(2) to collect such amounts.

While the meeting did not pretend to express any views as to private entertainments and efforts for war-relief, yet it was felt that much would be gained by every subscriber knowing the amount of his or her liability during the year, and by such subscribers not being called on for more.

The opinion was expressed that our Brazilian and other friends would not give any less to British war-relief funds under a system of personal collection.

It was agreed that in any case some permanent form of organisation for war-relief work and for patriotic endeavour was most desirable.

It was also felt by some of those present that pecuniary assistance should be given out of patriotic funds to such men as were desirous of joining the Colours, but who were without the necessary means to pay their passage home, etc.

The question of our attitude in regard to the conditions under which maimed and disabled men, who have left Brazil to serve their country, would return to Brazil was one which it was thought should be seriously considered by the community.

The feeling was unanimous, however, that no innovations should be introduced which might in any way imperil the successful realisation of the object in view as regards War-relief, viz., that we should not raise anything less than the magnificent amount sent home in 1917, and for this reason it was resolved to call a General Meeting at which all these questions could be discussed and the wishes of the Community at large—men and women—could be ascertained.

A small Committee, composed of Messrs. Brooking, Cross (T. G.), Hambloch (Chairman), Hood, Keay and Wheatley, was elected to summarise the proceedings of the Meeting and to call together the whole Community as decided above.

This Committee, in discussing all the points raised, have come to the conclusion that perhaps all the various issues would be better able to be coped with if a British Association for the whole of Brazil were established.

Their idea is that such an Association, with headquarters in Rio de Janeiro, of which all British subjects in Brazil were mem-

bers, would be in a better position to represent combined British feeling than any other single society; and that much would be gained by having patriotic efforts for war-relief and eventually for the fostering of all British interests—national and local—centralised in a British Association with autonomous powers in this country.

If the idea of the formation of a strong and comprehensive British Association meet with favour, the natural corollary may be that there might then be no room for the Patriotic League, the objects of which could possibly be included in the work of the British Association.

The following questions would, in that case, require to be decided by the community:—

- (1)—Whether the Patriotic League should continue to exist in addition to the British Association;
- (2)—Whether, in either case, the community agrees to the principle of periodical and direct war-contributions;
- (3)—Whether, in either case, the community is of opinion that the system of collecting funds for war-relief by means of public entertainments should be discountenanced.

It has been decided, therefore, to hold a Meeting of the British Community on Monday, the 8th April, 1918, at 8.30 p.m., in the Salão Nobre of the "Jornal do Commercio" (Avenida Rio Branco, Rio de Janeiro).

In view of the importance of the points to be discussed and decided, it is hoped that you and all other British subjects will be present, and will come prepared to give your views on these matters.

Mr. Hambloch has promised to preside.

#### Report of the Meeting of the British Community, held in the "Salão Nobre" of the Jornal do Commercio Building, on Monday, April 8th, 1918.

The meeting was called to order at 8.45 p.m., Mr. Hambloch acting as Chairman and Mr. Hood as Vice-Chairman.

Before formally opening the proceedings, Mr. Hambloch read the draft of a proposed congratulatory telegram to Sir Douglas Haig as a mark of appreciation of the loyal and heroic manner in which our soldiers were comporting themselves through these terrible times. Upon being put to the vote it was carried unanimously by acclamation.

The following are the terms of the telegram:—"At a patriotic meeting of the British Community in Rio de Janeiro, Brazil, held on April the eighth, it was resolved by acclamation to express to you and to the heroic troops under your command our warmest admiration for the self sacrifice, courage and supreme devotion displayed by our fellow countrymen at the front. We cannot read unmoved the accounts of the recent severe fighting. We beg to assure you that, inspired by their noble example, we shall redouble our humble endeavours loyally and strenuously to play our part in supporting our gallant armies in the field."

Mr. Hambloch then proceeded to read his opening address, as follows:—Ladies and Gentlemen: The objects and origin of this meeting have been briefly stated in the Circular convening it. I wish at the outset to make it very clear that initial move which has resulted in bringing you here to-night was made by the Patriotic League of Britons Overseas. I think the whole position will be quite clear if you will allow me to repeat to you some of the remarks I addressed to the informal gathering of several members of the Community on March 18 last, at which I was invited to preside. The gist of what took place at that gathering is contained in the small Circular inviting you here this evening.

Mr. Hambloch then repeated the proposals and suggestions contained in his previous address.

I now wish to make a few remarks as to the suggestion that a British Association in Brazil should be formed. And I would once again remind you that it is due to the energetic action of the new Committee of the Patriotic League of Britons Overseas that this meeting has taken place at all. It has always struck me that what was very much lacking in Rio de Janeiro—and indeed in Brazil generally—was a permanent organisation to deal with national and local questions as they affect our life as a community. The Briton is, by nature, an individualist and I dare say that con-

ditions in this respect are very similar in many other parts of the world. We have in Rio de Janeiro a number of British institutions, social and benevolent, the inception of which was due to individual effort. It has always seemed to me that such institutions would immensely benefit if a permanent organisation were in existence which would foster their objects. My idea is that a strong and autonomous body should exist, entrusted with all matters of interest to the community. In other words, what I think we want is the social counterpart to the British Chamber of Commerce in Brazil. There is no British 'centre' or 'circle' such as other colonies have here. There is no common meeting-ground. Our burial funds, benevolent societies, British libraries and so on are run independently of each other, and are kept alive by the generosity and work of a few individuals. The generosity of the community as a whole cannot be called in question for one moment, as I have myself had occasion to witness in the contributions which have always been so readily forthcoming towards Coronation festivities, entertainments to His Majesty's ships and so forth in peace time, and towards patriotic funds in war time.

But what we need, I think, is—if I may call it such—a clearing house for all national, social and benevolent work undertaken by the community as a whole. The first consideration at this moment must, of course, be war work and whatever is resolved we must aim at doing even more than has already been done. My own idea was, however, that this was a good opportunity of making an effort to get the views of the community as to the formation of some permanent comprehensive body such as I have suggested.

It has, however, with some reason, been pointed out that as the Patriotic League of Britons Overseas already exists, it would be a pity to attempt to set a foot on entirely fresh organisation and that the simplest plan would be to ask for a wholehearted support of the League, which has its headquarters in England. It is claimed that a British Association would not have the same possibilities of linking together Britons in Brazil itself and with those in other foreign countries as the Patriotic League of Britons Overseas, which already exists all over the world. It is suggested that a British Association, administered here, would be an isolated body and that local administration would hardly be so successful as administration from London as is the case in the Patriotic League of Britons Overseas. These are questions we must face squarely. I should like to say, however, that I think there would be no danger of a strong British Association being an isolated body and there should not be any difficulty in its becoming affiliated to all similar bodies throughout the world. My one idea was that a strong British Association could fuse all our manifold interests in this country apart from commerce. If we want to maintain—not to say improve—our standing in this country we must aim at combined action. The Chamber of Commerce does not smother individual enterprise in business and a social counterpart of the Chamber would not destroy any of the freedom we hold so dear. Some permanent organisation should, I am convinced, exist and it seems to me that now is the occasion, when the need for unity has been brought home to us all, to co-operate in this sense. We ought not to forget we must make our plans not merely for the present but for the future. I must confess that I am personally in favour of a British Association which should combine all our interests, patriotic and social; but there is, of course, much to be said in favour of using the existing machinery in the shape of the Patriotic League of Britons Overseas. I shall, therefore, ask Mr. Hood to address you now as Chairman of the Committee of the Patriotic League and when he has finished I shall venture to add a few more remarks.

I propose to ask the meeting to come to a decision on the following points:—(1) What are the views of the community in regard to public entertainments and "festas" in aid of the Red Cross? (2) What are the views of the community in regard to the collection of funds for the Red Cross? Should such collections be made by means of periodical and direct war contributions? (3) Should the Red Cross organisation in Rio de Janeiro be a permanent organization? (4) Does the community agree that Red Cross work in Rio de Janeiro should be carried on through some permanent institution such as the Patriotic League of Britons Overseas or the suggested British Association? or (5) Is the community in favour of the idea of forming a British Association in Brazil,

with headquarters at Rio de Janeiro? or (6) Is the community in favour of widening the scope of the Patriotic League, thereby rendering the formation of a British Association unnecessary?

Two other points we shall have to discuss, viz.: (1) That of giving pecuniary assistance out of patriotic funds to such men as are desirous of joining the Colours, but who are without the necessary means to pay their passage home, etc., and (2) Our attitude in regard to the conditions under which maimed and disabled men, who have left Brazil to serve their country, would return to Brazil.

I will ask you to consider all these points in the order named. I take it that the fact that you are here is sufficient indication that it is not desired to leave things quite as they are. My own view is that the method of achieving good results is just as important as getting the results achieved. May I in conclusion express the hope that, whatever resolutions may be passed this evening, those who find they have voted in the minority will as far as possible loyally help in eventually carrying out the resolutions voted by the majority. What I mean is this: I take it that the essence of this meeting is to arrive at some plan of united action, and it would be as disastrous as I hope it will be impossible, for us to disintegrate into hostile factions. At whatever sacrifice to personal views we must all agree to pull together. I feel confident that, animated by the heroic example of stern abnegation displayed during these recent terrible days by our kinsmen and allies at the front, we shall be able to take a long and large minded view of the points to be decided.

Mr. Hood was then asked to take the chair, and gave the following address:—Mr. Hambloch has spoken to you about the objects of this meeting, and I want to ask your kind indulgence for a few minutes while I put before you the views of the Patriotic League Committee, which I have been asked to do.

First of all, I also would remind this meeting that the present is due entirely to the initiative of the actual Committee of the League, from members of which emanate the various suggestions which this meeting is asked to discuss. This being so, I think you will agree that we have a right to place our views before you, and to ask for them serious and attentive consideration. The Patriotic League recognises that there is a desire on the part of many members of the community to see established in Rio a strong and representative British national society, and by representative we mean a society to which every British subject would feel it a duty to belong, whether banker, merchant, factory foreman, or office boy, or anyone else. We know, also, that there is a very strong feeling amongst many members of this community that the British Patriotic League should be this society, and we feel that if the idea is insisted on of forming a new society, separate and apart from the existing Patriotic League, a very grave risk will be run of splitting the community into factions, and arriving at no other result. The League is desirous of increasing its activities, and it is because it desires to do this, with the help and approval of the community, that the present movement has been started. The League was formed on the outbreak of war. Its Patron is the King. Its objects are: To form a bond of union between British subjects residing outside the King's Dominions and to promote the interests and welfare of the Empire. No other national society could have better, or indeed, other objects.

Many people think that the only object of the League is to help to buy warships for the Government, but this scheme was dropped long ago, and if some of the money raised has been used to buy aeroplanes, the greater portion has been given to war relief funds. This branch of the League has been in existence for nearly four years, and that it has not achieved more has been due, we admit, partly to the absence of propaganda on its own part, but also and chiefly to the apathy of the community. Last year the committee issued a circular calling for more support from its members, and we know that a great many people did not take the trouble to read this circular, nor did they read the last annual report, issued recently, and also in the form of a circular. Consequently many people, entirely through their own fault, know nothing about the League. They do not know, for instance, that their subscriptions can be applied to any fund they may choose to indicate, nor, if this matter is left to the committee, that they are sent not only to the Anglo-French Red Cross, but also to many

other war activities. The monies received up to the end of last month are already on their way home, part to the Mine Sweepers' Fund, part to the Red Cross, and part to the Seamen's (Merchant) Relief Fund. I have said that the first object of this League is to form a bond of union between Britons resident outside the King's Dominions, and inasmuch as at the end of 1915, 153 branches were in existence, you will find fellow leaguers in no matter which of such countries you may happen to be, and you will find ten branches in this country, all the members of which are pledged to the same objects, and all of whom have the welfare of the nation at heart. Thus the machinery for a powerful organisation already exists and does not require to be created, as does that of any new society. It remains for us to properly use that machinery and to see that it keeps us in touch, as it were, with our fellowcountrymen not only in Brazil, but in London—the heart of the Empire, and in other parts of the world as well. If the idea of a new society is insisted on, you will not be in fellowship with British subjects elsewhere, and you are not sure of the reception the scheme will meet with in other cities of Brazil. Manaus or Porto Alegre may say, and are likely to say, "Why should we drop a society which suits us and is working well, for one which has to be created and is therefore untried?" and if they do say this and agree to continue their existing society, refusing the new scheme, the result will simply be that you will split the community into two camps, the very thing the League is so carefully trying to avoid. Many people think that the League is governed from London, and find in this an objection. This branch is entirely self governing. A good deal of criticism of the League has been made and it has become a custom in some quarters to speak of it in terms of disparagement and disdain. I think I am right in saying that those who have not been in sympathy with the League, have never offered it any friendly advice, or tried to help it in any other way, which to my mind would have been more useful and more patriotic. To sum up. This committee are as desirous as anyone else of seeing a strong national society working here, but they think that the Patriotic League should be that society. It can do everything that any new body can do. It already has over 400 members, so that the organisation and the machinery exists. A great many of the 400 members are in sympathy with the Committee and only want to be roused out of their apathy to take an active interest in the new proposals. They will have every opportunity of helping given them. The League will want district collectors, secretaries and treasurers and probably help on the committee. The present committee is quite willing to retire in favour of any other that the community may prefer to elect.

I have said that the League wants to enlarge its activities and the work which it feels called upon to undertake immediately is war relief work. After the war it will try to deal with the many problems which are sure to exist here, the nature of some of which cannot be anticipated. We are anxious to see a scheme started of direct periodical contributions to war funds, and we want this done without public dances and other entertainments. We are not proposing to abolish social gatherings, or entertainments for our sailors or for children, nor do we wish to interfere with those who send home regularly, and quite privately, a fixed part of their income to war relief. What we refer to is what I may call public money. This in the past has been largely raised by dances and other similar affairs, and by subscription lists in connection with these entertainments. It is always said that without dances, concerts, etc., you will not get enough money. Of course, you will not, unless you ask for it. How many tickets for the dances and concerts, etc., would have been sold if people had not been pressed to buy them, if they had not been thrust upon them? This committee feels that it is mere hypocrisy to pretend that we are obliged to give dances in order to raise money, and the view that money will not come in unless some attraction is offered is not supported by the available evidence. The Y.M.C.A. in Rio raised 500 contos in three weeks by public appeal. The Portuguese Red Cross got all the money they wanted by public appeal, while two years since £180 was raised in the Central Club—a limited field—by merely asking for it. Turn to "Our Day" balance sheet of last year and what do you find? That of a total of 270 contos, 180 were raised by direct subscriptions. The dance at the Club dos Diarios gave 10 contos; the concert at the Municipal Theatre 14. Many people would have given more by direct subscription had

they not known that they would be expected to buy tickets for these affairs to pay for carriages, new clothes, suppers and what not. It is said that entertainments afford an opportunity for Americans and Brazilians to contribute. But it is not reasonable to expect much help from Americans now that they have their own national work to do. And as regards Brazilians, how much Brazilian money can there have been in the 24 contos realized by the two entertainments just mentioned. I think it is a libel on our Brazilian friends to assert that they will not give money without some attraction, and it does not accord with my own experience. They will give if they are asked. Do you know that the Women's War Work Depots here receive a great deal of their material as free gifts from native houses; that every button they use is given free, that every shop they buy at gives them a special discount, that even the man who makes their packing cases gives them a discount of 20 per cent, because they have been asked to do this? If you will ask your Brazilian friends, you will find them as I have found them, respond generously.

A colossal amount of work was dedicated to arranging these entertainments, and if those men and women who so generously undertook that work, will devote the same amount of energy to a personal canvass of the community, we feel sure that results will be still better. Further we shall probably be called on in the near future for more money and still more money and we have been told by our Government that if we do not give enough means will be found to compel us, so that it behoves us to study the best permanent way to raise this money. After the "Our Day" events of last year, a series of small entertainments was held, since which, that is for over three months, nothing has been done, and our war relief work has been stopped. If the scheme now proposed is carried through, there will be no stoppage, funds will be always coming in and can be remitted weekly. As "he gives twice who gives quickly" this is an incalculable advantage. Instead of waiting for the usual "Our Day" appeal, we should anticipate it.

There is a society in Switzerland which looks after British soldiers who are missing or prisoners. It has done an immense amount of good and it is right to say that without its intervention the fate of many hundreds of British soldiers would be in doubt, as there appears to be no other channel for obtaining this information. This concern is in great want of money. In a letter from an officer of the Gordon Highlanders, just received, I am told that 800 men of that regiment are prisoners in Germany; that they get nothing to eat except what goes in parcels sent them, and that it costs £2,600 to feed them each month. Here again the funds are very low. While we are waiting for our entertainments to raise money, organisations such as these may be compelled to curtail their work for want of money. Let us raise our money as suggested and help these societies to keep on doing their work. Some people argue that entertainments still go on at home, but there people are face to face with the terrible problems caused by the war and need relaxation, while London is full of soldiers on leave who want their thoughts turned away from the war for a brief time. In concluding, I will say that this committee feels that the continuance of public entertainments as an influence for raising money for war relief is unseemly, in view of the appalling suffering that our nation and our allies are undergoing; of the fact that there is hardly a family in Great Britain which is not mourning the loss of a husband, son or brother, and in view of the terrible hardships that our troops are daily called upon to bear. As a member of the committee put it at a recent meeting: "When I hear of people dancing in war time, I feel that I should like to see all the lights go out suddenly and a film appear on the wall showing our men in France and what they are undergoing." There are people here, I am afraid, who have not yet realised what this war means to many. Let such go any night of the week to the Seamen's Mission in the Saude, where there is hardly a man to be met with who has not been mined or torpedoed. They will tell you what it means to them. The committee of the League believes you will find these views sound and reasonable and leaves the verdict to your judgment. I thank you for the kind way you have listened to them.

Mr. Hambloch then put the questions previously enumerated to the meeting.

Mr. Lynch remarked that during the last few days a question had cropped up which he would like to have cleared and upon

which there was a lack of unity. Are men of eligible military age to be permitted to serve on the committee of the Patriotic League or any other such body?

The Chairman put the matter to the meeting, upon which Mr. Abbott rose and stated that he was the only one on the Committee of an eligible age and that he had heard that there was a scheme before the English House of Parliament to raise the limit to 50 years, which would then bring in the majority of the committee.

The Chairman again put the question to the meeting, upon which Mr. Cross asked if there was any rule existing that such eligible men should not be allowed to serve on the committee, and pointed out that Mr. Lynch had no authority to bring up the question.

The Chairman remarked that there was no rule, but that there seemed to be a deal of misunderstanding and again put the question to the meeting. It was the consensus of opinion that no distinction should be made as regards those of military age or otherwise.

(2) Mr. Lynch drew attention to the fact that large sums of money had been raised during the last three years by means of entertainments and queried whether the manner was a right and proper one. It was a point for free discussion. He further added that such procedure had been the wish of the majority. In regard to the future, he was of the opinion that at least a dance at the Municipal Theatre or any other public place should be held, especially in view of the fact that both Brazil and the U.S. had come into the war during the past year and would be the means of their participating. It appeared to him to be quite a problem whether such entertainments as bazaars, kermesses should be entirely abandoned having in view the admirable results obtained in the past through same, and added that whereas an annual subscription would only be asked for once from any one person, yet that same person could be asked several times to purchase tickets for entertainments and it was problematical whether the results through appeals only would be as large.

Mr. Hood was of the opinion that if the community were assured that they would not be called upon except for their subscription, the net results would be better than by means of entertainments and cited the case of the large fund raised by the Y.M.C.A. for their building fund in a very short period.

After free discussion it was decided that there should be but one formal gathering, viz., a large festival to take place at the Municipal Theatre once a year. Further that any entertainments or social gatherings that may be promoted informally by such as the Andarahy Club, Rio Cricket Club, etc., should not be considered as being under the auspices of the Patriotic League and may be carried out under the name of their respective clubs.

(3) Carried by acclamation.

(4) It was decided that the Patriotic League was still to continue to exist as such.

(5) Mr. Whichello pointed out that he had had for some time passages at the disposal of any six men willing to proceed to England to enlist but who did not possess the necessary funds. The question was allowed to stand over to be dealt with at a meeting of the Patriotic League.

(6) The Chairman read a letter from the Artists' Rifle Association with reference to discharged soldiers, which pointed out that such men's pecuniary position did not allow of them to wait the time it would take for a letter to come from England and the answer to be received offering them a post, as they were compelled to accept the first offer. The question was referred to the Patriotic League to be dealt with.

Mr. Cross proposed that a telegram should be sent to King Albert wishing him many happy returns of the day from the British community. The Archdeacon proposed that first a telegram should be sent to our King expressing our allegiance and loyalty and then to King Albert.

It was decided to send the above two telegrams.

The meeting closed at 10.25 p.m.

#### MARRIAGE.

**Treacher-Munn.** On 6 April, 1918, at All Saints Church, José Menino, Santos, Richard Moreton Treacher, of S. Paulo, Brazil, formerly of Chatham, Kent, England, to Ethel Munn, daughter of Frederick Munn, of Santos, Brazil.

#### DECREES.

Decree 12,961 of 10 April, 1918, authorises the Cia. Estradas de Ferro Federaes Brasileiras to raise their tariffs by 20 per cent and extends time for construction and inauguration of different branches.

**Cia. Minas e Viação Matto Grosso.** A company, organised to work manganese concessions granted by the Government of Matto Grosso has been organised under the above denomination with a capital of 3,000,000\$, divided into 15,000 shares, of which 13,000 or 2,600,000\$ are allotted to Reo Bennett in consideration of transfer of his rights in said concessions and mineral. Amongst other shareholders figure William Lowry with 250 shares, Antonio Azevedo with 250, Francisco de Castro Silva 500, Miguel Arrojado Lisboa 250 and Eugenio Honold 97.

**Useless Sacrifice!** The loss of the splendid Allan liner Calgarian, whilst employed in convoying cargo ships, brings into sharp relief the anomaly of employing ships with an enormous capacity for cargo and capable of carrying at least 3,000 troops on a service that any small cruiser might have performed just as well if not better. Most of these cruisers are now unfit for action or for patrolling areas frequented by German destroyers; yet in spite of the crying shortage of tonnage large liners like this are withdrawn from useful employment. The list of British liners of corresponding value to the Calgarian which have been destroyed on convoy work since the war began, is, say "Shipping," an appalling one. And it is with satisfaction that we note that recommendations from this side with regard to the Edinburgh Castle and Macedonia have not been unavailing and that henceforth they will be more usefully employed.

**Playing the Game!** The American Government, when it does make up its mind, takes but one bite at a cherry; and so, being badly in want of ships, has requisitioned all the coastwise steamers suited for oversea transport, piers, docks, warehouses, etc., belonging to shipping companies and left traders to manage in their default as best they may.

**Coffee and Speculation.** When the Food Controller put a limit on the price spot-month-option could be sold at, he put the axe at the root of the old established green coffee tree of America, says the "Tea and Coffee Trade Journal."

By eliminating speculation in coffee and control of both tonnage and imports the question of supplies becomes a mere problem of administration and organisation.

There is coffee enough and to spare to satisfy all demands on the part of consumers and prices to-day depend exclusively on the cost of delivery—inclusive of purchase in primary markets, freight and insurance. So long as supply is in excess of demand and freight and insurance is kept within bounds, there seems no reason why the price of coffee in the U.S., at least, should not be fixed at a rate that would leave a fair profit to producers and the intermediate handlers indispensable for distribution.

One of the most vital lessons of the war is that speculation is not nearly so necessary as was imagined for the distribution of supplies and, in fact, that the world can get on very well indeed without it.

It is, however, clear that operations like "valorisation" will not be long permitted and that it would be enough to fix the price of coffee in the U.S. to force producers to sell it at whatever rate was determined so long as it suffices to reimburse producers and pay for transport, handling and, perhaps, taxes.

**Coffee Propaganda.** A contract between the representative of the Sociedade da Defesa de Café and the Joint Coffee Trade Publicity Committee of the U.S. was signed on 4 March and after some

preliminary research, an advertising campaign will be vigorously undertaken.

In 1912 American coffee roasters sent a committee to Brazil to solicit cooperation in a coffee propaganda. It took six years to materialise, but thanks to pertinacity on both sides, and, perhaps, to the stimulus of gigantic stocks in this country, there seems some chance of coffee being at last really "valorised" in the only durable fashion—by intelligent stimulation of consumption.

**The Blacklist in Argentina.** In our last issue we recorded the removal from the British Statutory List of 15 local firms of German nationality or sympathies. We ventured to express some mild surprise at the action of the British authorities responsible for the reinstatement of those fifteen firms. So far as we can ascertain, no explanation is obtainable in this country of the reason for this apparently extraordinary procedure. Speculative comment on the matter is general and vigorous. We have even heard the suggestion that a meeting of the British community should be convoked against this measure. We have reason to believe that the Germans in our midst attribute the removal of these firms from the Blacklist to a desire of the British to curry favour with them in anticipation of the forthcoming victory of Germany over the Allies! Amongst our own community and that of our American friends there are not wanting suggestions of illicit influence in high quarters; this, however, we cannot bring ourselves to believe, but we are very strongly of the opinion that some explanation should be given of an action which, lacking such explanation, appears to be nothing more or less than an insult to our intelligence and our patriotism. Since writing the foregoing we hear with satisfaction, that energetic representations have been made to the British authorities at home, on the subject.—"The Review of the River Plate," 15 April.

—We notice that most of our contemporaries share our indignation with regard to the removal of fifteen absolutely German firms from the British Blacklist. We cannot for the life of us understand on what grounds these firms were eliminated from the List, and given the extraordinary policy of the British Government towards the man on the spot, we imagine we shall never be let into the secret. We are quite convinced that if steps of this nature are to be taken, the British Government and its Blacklist will become a laughing-stock in these climes. Maybe it will be said that we should not criticise in such very plain and hostile language, but our experience is that it is best to speak absolutely clearly and openly in such matters as these. It is plain speaking on the part of the press which has caused all the improvement that has really taken place in British governing circles, and where we find either complete ignorance of local conditions or undue influence at work, it is only our duty to speak vehemently. The local Germans are laughing at the action of the British Government, and they have some right to give vent to their pleasure, mingled with scorn. It has come to our ears that one Teuton, who suddenly found himself off the List, declared, that the only reason he could think of for this spasm on the part of the London authorities was that the British at last realised that they were going to lose the war and were taking steps to get more friendly with German commerce than they have hitherto been. This is certainly the sort of thing that would occur to the German mind, and we may add that it would reasonably occur. To say that the local commercial community has been shocked and surprised is to say little. We are aware that the representations, couched in the strongest possible language, have been made to London, and we sincerely hope that they will cause the sudden removal of the individual or individuals responsible for this action. We can only repeat what we said last week: the reason for the blacklisting and white-washing of every firm should be openly declared at the time the measure is taken. This could give neutrals a clear, and not Teutonised, idea of the scope and aim of the Blacklist and it would keep local Britons easy in their minds.—"Times of Argentina," April 8th.

**Argentine's Neutrality.** "La Nacion's" correspondent at Santiago de Chile, transmitted by telegraph on 5th ult, the substance of some expressions attributed to Dr. Pueyrredon, the Acting Minister for Foreign Affairs, by the Santiago newspaper "La Union" in the course of an interview accorded to one of its representatives. Considerable surprise has been felt and expressed in Argentina at the reply which Dr. Pueyrredon is reported as having made to an enquiry as to whether Argentine neutrality was now definitely established. To this Dr. Pueyrredon is said to have answered smiling: "This is indeed a leading question," and to have added "that the international policy of Argentina was perfectly established in the form in which the Government desired to maintain it. With the triumph of the Radical Party at the recent elections, neutrality will be maintained completely firm." With the question of the 'Ministro Iriondo' still pending, and with the knowledge which all Governments have of German methods of warfare, and the possibility that Argentina may at any moment become again the victim of such methods, it seems incredible that the head of the Argentine Foreign Office can have been correctly reported. Neutrality a outrance is certainly not what the recent acts and words of the Argentine Executive have led the public to expect.—"Review of the River Plate," 12 April.

**American Car and Tyre Production.** In 1916 1,668,679 motor cars were manufactured in America, this output being double that of 1915 and more than all the cars manufactured in England, France and Italy combined. America recognised the utility of the motor car not only for pleasure, but for business purposes, and that a huge demand would set in if cars and vehicles were produced at prices within the reach of the average citizen. 3,512,996 motor cars were registered in the United States in 1916, and allowing four tyres per car per annum a home consumption of nearly 15,000,000 tyres may be safely estimated. Allowing 1½ million cars for this country, the Continent and other lands, another six million tyres may be added to the total; and if we reckon, say, five gallons of motor spirit per car per week we have 25,000,000 gallons of motor spirit as the world's weekly consumption for motor cars only. There are, of course, motor cycles, aeroplanes, motor boats and stationary engines additional, and we should allow liberally for the enormous number of cars and vehicles used in the war.

"*Si non e vero*—" According to the 'South African Mining Review,' several urgent requests for spares required for the Johannesburg Tramway and Lighting Department were steadfastly rejected by our Munitions Department. In reply to a despairing final plea that Johannesburg tramway and lighting systems were threatened with suspension, some Civil Service wit in high authority on this side is credited with the curshing cabled reply: "Walk; candles. War!"

## FOREIGN TRADE

### IMPORTS BY CLASS AND ARTICLE, 1913 TO 1917.

| Class I—Animals ...         | Quantities heterogenous not stated. |                 |                 |                 |                 |
|-----------------------------|-------------------------------------|-----------------|-----------------|-----------------|-----------------|
|                             | Quantity in Tons of 1,000 kilos.    |                 |                 |                 |                 |
|                             | 1913                                | 1914            | 1915            | 1916            | 1917            |
| Class II—Raw Materials—     |                                     |                 |                 |                 |                 |
| Iron and Steel .....        | 79,815                              | 24,661          | 12,670          | 20,312          | 18,321          |
| Jute .....                  | 19,964                              | 10,797          | 19,426          | 20,801          | 20,737          |
| Wool .....                  | 2,455                               | 468             | 135             | 839             | 1,465           |
| Lumber .....                | 169,638                             | 55,461          | 37,366          | 16,612          | 10,252          |
| Perfumes, oils, paints.     | 20,800                              | 12,792          | 13,980          | 13,576          | 10,067          |
| Coal and coke ...           | 2,518,561                           | 1,791,232       | 1,276,287       | 1,091,322       | 825,984         |
| Cement .....                | 465,314                             | 180,785         | 144,855         | 169,838         | 98,591          |
| Hides and Skins ...         | 1,482                               | 663             | 876             | 1,241           | 726             |
| Sundry .....                | 154,237                             | 79,291          | 75,368          | 69,660          | 57,547          |
| <b>Total Class II .....</b> | <b>3432,266</b>                     | <b>2156,150</b> | <b>1580,963</b> | <b>1404,201</b> | <b>1049,690</b> |



**Value in £1,000:—**

| Class                          | 1913          | 1914         | 1915         | 1916          | 1917          |
|--------------------------------|---------------|--------------|--------------|---------------|---------------|
| <b>Class I—Animals</b>         | 357           | 149          | 43           | 106           | 77            |
| <b>Class II—Raw materials—</b> |               |              |              |               |               |
| Iron and Steel                 | 791           | 248          | 141          | 388           | 598           |
| Jute                           | 761           | 496          | 775          | 925           | 1,185         |
| Wool                           | 581           | 130          | 43           | 227           | 505           |
| Lumber                         | 946           | 365          | 228          | 228           | 245           |
| Perfumes, oils, paints.        | 653           | 356          | 450          | 701           | 1,199         |
| Coal and Coke                  | 4,613         | 3,034        | 2,956        | 4,132         | 5,012         |
| Cement                         | 1,467         | 541          | 538          | 900           | 827           |
| Hides and Skins                | 985           | 376          | 562          | 1,030         | 822           |
| Sundry                         | 3,266         | 1,811        | 2,241        | 3,418         | 3,050         |
| <b>Total Class II</b>          | <b>14,063</b> | <b>7,357</b> | <b>7,934</b> | <b>11,949</b> | <b>13,444</b> |

**Increase or Decrease:—**

| Class                     | Quantity, Tons     |             | Value, £1,000 |            |
|---------------------------|--------------------|-------------|---------------|------------|
|                           | 1913-17            | %           | 1913-17       | %          |
| <b>Class I—Animals</b>    | —                  | —           | — 280         | 78.4       |
| Iron and Steel            | — 61,494           | 77.0        | — 192         | 24.2       |
| Jute                      | + 773              | 3.9         | + 424         | 55.7       |
| Wool                      | — 990              | 40.3        | — 76          | 13.0       |
| Lumber                    | — 159,386          | 93.9        | — 701         | 73.3       |
| Coal and Coke             | — 1,692,577        | 67.2        | + 399         | 8.5        |
| Perfumes, oils, paints... | — 4,733            | 22.7        | + 546         | 83.6       |
| Cement                    | — 366,723          | 78.7        | — 640         | 43.6       |
| Hides and Skins           | — 756              | 51.0        | — 163         | 16.5       |
| Sundry                    | — 96,690           | 62.6        | — 216         | 6.4        |
| <b>Total Class II</b>     | <b>— 2,382,576</b> | <b>69.4</b> | <b>— 619</b>  | <b>4.4</b> |

**Class III—Manufactured Articles—**

|                        | Quantity in Tons of 1,000 kilos. |                |                |                |                |
|------------------------|----------------------------------|----------------|----------------|----------------|----------------|
|                        | 1913                             | 1914           | 1915           | 1916           | 1917           |
| Cotton                 | 12,711                           | 4,804          | 3,869          | 8,460          | 5,461          |
| Rubber                 | 1,189                            | 626            | 690            | 1,069          | 1,003          |
| Cars and Vehicles      | 76,022                           | 7,938          | 1,713          | 1,605          | 3,773          |
| Copper, etc.           | 6,320                            | 2,380          | 2,078          | 2,132          | 2,205          |
| Iron and Steel         | 575,718                          | 201,661        | 90,249         | 85,404         | 77,856         |
| Woolen Goods           | 1,923                            | 723            | 302            | 482            | 564            |
| Linen Goods            | 1,761                            | 775            | 501            | 655            | 533            |
| Porcelain and Glass    | 27,363                           | 11,425         | 6,926          | 9,570          | 7,210          |
| Machinery              | 119,752                          | 52,741         | 17,833         | 23,205         | 26,861         |
| Paper                  | 51,176                           | 32,368         | 35,962         | 46,010         | 35,157         |
| Chemicals, etc.        | 41,841                           | 25,977         | 25,765         | 25,811         | 23,801         |
| Gazoline               | 28,972                           | 8,804          | 18,049         | 22,415         | 17,717         |
| Kerozene               | 106,669                          | 87,553         | 100,341        | 102,523        | 88,421         |
| Oil Fuel               | 9,689                            | 35,059         | 61,465         | 100,624        | 51,154         |
| Sundry                 | 144,002                          | 46,560         | 29,999         | 34,794         | 33,031         |
| <b>Total Class III</b> | <b>1,205,108</b>                 | <b>519,394</b> | <b>395,792</b> | <b>464,759</b> | <b>374,747</b> |

**Value in £1,000:—**

**Class III—Manufactured Articles:—**

|                         | 1913          | 1914          | 1915          | 1916          | 1917          |
|-------------------------|---------------|---------------|---------------|---------------|---------------|
| Cotton Goods            | 3,914         | 1,510         | 1,300         | 2,461         | 2,795         |
| Rubber Goods            | 365           | 188           | 195           | 328           | 348           |
| Cars and Vehicles       | 3,089         | 530           | 114           | 159           | 384           |
| Copper, etc.            | 795           | 308           | 230           | 353           | 544           |
| Iron and Steel          | 8,046         | 3,024         | 1,715         | 2,554         | 3,604         |
| Woolen Goods            | 735           | 284           | 145           | 311           | 473           |
| Linen Goods             | 428           | 200           | 152           | 233           | 249           |
| Porcelain and Glass     | 1,084         | 461           | 310           | 475           | 503           |
| Machinery               | 7,164         | 3,383         | 1,231         | 1,937         | 2,825         |
| Paper                   | 1,309         | 903           | 960           | 1,657         | 1,799         |
| Chemicals, etc.         | 1,406         | 885           | 1,081         | 1,775         | 1,730         |
| Gazoline                | 515           | 148           | 309           | 544           | 545           |
| Kerozene                | 970           | 761           | 892           | 1,200         | 1,431         |
| Oil Fuel                | 43            | 89            | 215           | 282           | 239           |
| Sundry                  | 7,622         | 4,518         | 1,945         | 2,838         | 3,122         |
| <b>Total, Class III</b> | <b>37,685</b> | <b>17,192</b> | <b>10,749</b> | <b>17,107</b> | <b>20,591</b> |

**Increase or Decrease:—**

**Class III—Manufactured Articles:—**

|                         | Quantity in Tons. |             | Value in £1,000. |             |
|-------------------------|-------------------|-------------|------------------|-------------|
|                         | 1913-17           | %           | 1913-17          | %           |
| Cotton Goods            | — 7,250           | 57.0        | — 1,119          | 28.5        |
| Rubber Goods            | — 186             | 15.6        | — 17             | 4.6         |
| Cars and Vehicles       | — 72,249          | 30.0        | — 2,705          | 87.5        |
| Copper etc.             | — 4,115           | 6.5         | — 251            | 31.5        |
| Iron and Steel          | — 497,862         | 86.4        | — 4,442          | 55.2        |
| Woolen Goods            | — 1,359           | 70.7        | — 262            | 35.5        |
| Linen Goods             | — 1,228           | 69.7        | — 179            | 41.8        |
| Porcelain and Glass     | — 20,153          | 73.6        | — 581            | 15.9        |
| Machinery               | — 92,891          | 77.5        | — 4,339          | 60.5        |
| Paper                   | — 16,019          | 31.3        | + 290            | 12.1        |
| Chemicals, etc.         | — 18,040          | 43.1        | + 324            | 23.0        |
| Gazoline                | — 11,255          | 38.8        | + 30             | 5.8         |
| Kerozene                | — 18,248          | 17.1        | + 461            | 47.5        |
| Oil Fuel                | + 41,465          | 428.0       | + 196            | 455.8       |
| Sundry                  | — 110,971         | 77.0        | — 4,500          | 51.9        |
| <b>Total, Class III</b> | <b>— 830,361</b>  | <b>68.9</b> | <b>— 17,094</b>  | <b>45.3</b> |

**Class IV—Alimentary products and Fodder:—**

|                        | Quantity in Tons of 1,000 kilos. |                  |                  |                  |                  |
|------------------------|----------------------------------|------------------|------------------|------------------|------------------|
|                        | 1913                             | 1914             | 1915             | 1916             | 1917             |
| Wines and Spirits      | 79,833                           | 51,015           | 41,954           | 39,831           | 28,671           |
| Wheaten Flour          | 170,160                          | 133,589          | 123,812          | 118,121          | 110,833          |
| Wheat                  | 438,426                          | 382,295          | 370,745          | 423,872          | 181,935          |
| Salt codfish           | 49,573                           | 36,051           | 33,032           | 23,330           | 20,569           |
| Table Fruits           | 13,961                           | 7,996            | 9,419            | 6,897            | 4,400            |
| Olive Oil              | 3,938                            | 3,623            | 4,100            | 4,019            | 268              |
| Salt                   | 60,806                           | 50,296           | 53,215           | 44,878           | 60,180           |
| Fodder                 | 30,641                           | 18,291           | 11,834           | 9,001            | 5,783            |
| Sundry                 | 103,634                          | 58,113           | 41,142           | 24,075           | 12,998           |
| <b>Total, Class IV</b> | <b>951,022</b>                   | <b>741,269</b>   | <b>694,253</b>   | <b>694,524</b>   | <b>426,487</b>   |
| <b>Grand Total</b>     | <b>5,568,396</b>                 | <b>3,416,813</b> | <b>2,671,008</b> | <b>2,563,484</b> | <b>1,850,924</b> |

**Value in £1,000:—**

**Class IV—Alimentary Products and Fodder:—**

|                       | 1913          | 1914          | 1915          | 1916          | 1917          |
|-----------------------|---------------|---------------|---------------|---------------|---------------|
| Wines and Spirits     | 3,176         | 1,814         | 1,418         | 1,709         | 1,339         |
| Wheaten Flour         | 2,135         | 1,707         | 1,990         | 1,814         | 3,188         |
| Wheat                 | 3,291         | 3,003         | 4,230         | 4,446         | 3,149         |
| Salt Codfish          | 1,681         | 1,333         | 1,269         | 1,045         | 1,117         |
| Table Fruits          | 597           | 334           | 393           | 340           | 262           |
| Olive Oil             | 367           | 331           | 339           | 369           | 96            |
| Salt                  | 157           | 137           | 140           | 155           | 302           |
| Fodder                | 149           | 79            | 62            | 64            | 53            |
| Sundry                | 3,508         | 2,037         | 1,476         | 1,265         | 892           |
| <b>Total Class IV</b> | <b>15,061</b> | <b>10,775</b> | <b>11,317</b> | <b>11,207</b> | <b>10,398</b> |
| <b>Grand Total</b>    | <b>67,166</b> | <b>35,473</b> | <b>30,088</b> | <b>40,369</b> | <b>44,510</b> |

**Increase or Decrease:—**

**Class IV—Alimentary Products and Fodder:—**

|                        | Quantity Tons      |             | Value £1,000    |             |
|------------------------|--------------------|-------------|-----------------|-------------|
|                        | 1913-17            | %           | 1913-17         | %           |
| Wines and Spirits      | — 50,962           | 63.8        | — 1,837         | 58.7        |
| Wheaten Flour          | — 59,277           | 34.8        | + 1,053         | 49.3        |
| Wheat                  | — 256,491          | 58.5        | — 142           | 4.3         |
| Salt Codfish           | — 29,004           | 58.5        | — 564           | 33.5        |
| Table Fruits           | — 9,561            | 48.4        | — 335           | 56.0        |
| Olive Oil              | — 3,070            | 78.0        | — 271           | 73.8        |
| Salt                   | — 626              | 1.0         | + 145           | 80.0        |
| Fodder                 | — 24,858           | 81.1        | — 96            | 64.4        |
| Sundry                 | — 90,686           | 87.4        | — 2,616         | 74.5        |
| <b>Total, Class IV</b> | <b>— 524,535</b>   | <b>55.1</b> | <b>— 4,663</b>  | <b>30.9</b> |
| <b>Grand Total</b>     | <b>— 3,737,472</b> | <b>66.8</b> | <b>— 22,656</b> | <b>33.7</b> |

As there may be some delay in completing the statistics of origin or even the thirty-one sub-classes and articles comprised in the foregoing tables, we have determined to publish them as they are and with the exception of specific articles like coal, cement, flour and wheat, to reserve analysis of origin and destination until complete figures are available.

Discrimination of factors of c.i.f. value of all Imports:—

|                                 | 1913               |              | 1917              |              |
|---------------------------------|--------------------|--------------|-------------------|--------------|
|                                 | £                  | %            | £                 | %            |
| Cost .....                      | £56,170,000        | 83.7         | 33,274,000        | 74.8         |
| Freight and Insurance ..        | 10,996,000         | 16.3         | 11,236,000        | 25.2         |
| <b>Total c.i.f. value .....</b> | <b>£67,166,000</b> | <b>100.0</b> | <b>44,510,000</b> | <b>100.0</b> |
| Deadweight, tons .....          | 5,588,396          |              | 1,850,924         |              |
| Cost, per ton .....             | £10.03             |              | £17.98            |              |
| Freight and Insur. ton ..       | £ 1.97             |              | £ 6.06            |              |
| C.I.F. Total, per ton ...       | £12.02             |              | £24.04            |              |

Compared with the last normal year 1913, the shrinkage in the deadweight of imports amounted to 3,737,472 tons or 66.8 per cent and to £22,656,000 in c.i.f. value, accounted for by shrinkage of £22,896,000 in prime cost, but increase of £240,000 in freight and insurance.

In 1913 prime cost of Imports averaged £10.03 per ton as against £17.98 per ton in 1917, an increase of 79.1 per cent, whilst freight and insurance averaged £1.97 per ton in 1913 against £6.06 in 1917, an increase of 208.1 per cent!

Altogether the cost of delivery of one ton c.i.f. of imports in Brazilian ports rose from £12.02 in 1913 to £24.04 in 1917 or exactly double. In 1913 the f.o.b. value of one ton of exports averaged £47.44 as against only £30.55 in 1917 and, measured in imports, the purchasing power of one ton of exports dropped from £3.93 in 1913 to £1.27 in 1917 or £67.7 per cent!

**Class I, Live Stock.**—Imports attained the maximum c.i.f. value of £379,000 in 1912, since when, owing to the suspension of imports of cattle from Argentina and Uruguay by the xarquedas of Rio Grande do Sul, as also to practical impossibility of importing animals for breeding purposes from Europe, the value of this class of imports dropped to only £77,000 in 1917, a shrinkage of £280,000 or 78.4 per cent.

It is, however, interesting to note that in spite of so large a falling off in imports of live stock, the value of exports of the products derived therefrom shows the very large contemporaneous increase of £5,872,000, of which £237,000 corresponds to dried beef or xarque from the State of Rio Grande do Sul.

Deducting the £77,000 corresponding to imports of live stock, the total increase of £5,872,000 of exports of products of live stock must have been supplied in 1917 by exclusively Brazilian herds. (See Exports, p. 201, 1918, Wileman's Brazilian Review.)

**Class II, Raw Materials** reached their maximum of 3,432,266 tons and £14,063,000 c.i.f. value in 1913.

Since then the deadweight of imports of this class fell off continuously and by the year 1917 registered a shrinkage of 2,382,576 tons or 69.4 per cent in volume.

Meanwhile prices in primary markets rose incessantly, as also freight and insurance charges, so that, after the initial fall in 1914 brought about as much by the financial crisis that followed the Balkan War as by the outbreak of the great War itself, a good deal of the loss was recovered and by close of 1917 the shrinkage in c.i.f. value of this class of imports was reduced to only £619,000 or 4.4 per cent of that of 1913.

Of the nine sub-classes or staples enumerated in above table, only one—raw jute—shows increase in 1917 in both quantity,

3.9 per cent, and c.i.f. value, 55.7 per cent, compared with 1913 all of which came from India.

The coffee and cereal export industries, the most important in the country, are absolutely dependent on jute, imported entirely from India, for which, owing partly to the rise of prices in the primary market and export duties, but particularly to the exorbitant rise in freight and insurance charges, cost in consuming markets has risen to such a point as to suggest the advisability of substituting home grown fibres like Agave Americana or Canhamo Braziliensis for imported jute.

Though, owing to the great disparity between the cost of labour in this country and India, the proposition does not seem very feasible, there is no knowing what enterprise backed up by capital and Government protection may not effect and the Indian Government should be wary not to presume too much on their virtual monopoly and thereby, perhaps, kill the goose that lays the golden eggs.

**Cement** imports reached the maximum of 465,314 tons in 1913, falling off during the first six months of 1914 by 140,560 tons or 52.7 per cent compared with same period of previous year. In 1915 imports fell off again by 35,930 tons or 19.9 per cent, but in 1916 there was a slight reaction and imports increased by 24,983 tons or 17.2 per cent, only to fall off again in 1917 by 71,247 tons or 41.9 per cent, bringing the total decline in quantity since 1913 up to 366,723 tons or 78.7 per cent and of c.i.f. value to £640,000 or 43.6 per cent.

**Cement.**—Origin of Imports:—

|                             | 1913           |                |               | 1916            |              |  | 1917 |  |  | Inc. or Dec. |  |
|-----------------------------|----------------|----------------|---------------|-----------------|--------------|--|------|--|--|--------------|--|
|                             | 1913           | 1916           | 1917          | 1913-17         | %            |  |      |  |  |              |  |
| Allies—U.K. ....            | 130,367        | 65,867         | 32,171        | - 98,196        | 73.3         |  |      |  |  |              |  |
| Belgium .....               | 60,215         | —              | —             | - 60,215        | 100.0        |  |      |  |  |              |  |
| France .....                | 9,743          | 3,076          | 817           | - 8,926         | 91.6         |  |      |  |  |              |  |
| United States .....         | 50,624         | 40,467         | 48,572        | - 2,052         | 4.0          |  |      |  |  |              |  |
| Italy .....                 | 566            | 10,078         | 1,090         | + 424           | 74.9         |  |      |  |  |              |  |
| Japan .....                 | —              | —              | 8             | + 8             | 100.0        |  |      |  |  |              |  |
| Portugal .....              | 9              | 57             | 26            | + 17            | 190.0        |  |      |  |  |              |  |
| <b>Total Allies .....</b>   | <b>251,524</b> | <b>119,545</b> | <b>82,684</b> | <b>-168,840</b> | <b>67.1</b>  |  |      |  |  |              |  |
| Neutrals—Denmk ..           | 7,317          | 36,768         | 10,631        | + 3,314         | 45.3         |  |      |  |  |              |  |
| Norway .....                | 352            | 60             | —             | - 352           | 100.0        |  |      |  |  |              |  |
| Sweden .....                | 4,560          | 10,280         | —             | - 4,560         | 100.0        |  |      |  |  |              |  |
| Holland .....               | 1              | —              | —             | - 1             | 100.0        |  |      |  |  |              |  |
| Spain .....                 | —              | 35             | 38            | + 38            | 100.0        |  |      |  |  |              |  |
| <b>European Neutrals ..</b> | <b>12,230</b>  | <b>47,143</b>  | <b>10,669</b> | <b>- 1,661</b>  | <b>6.8</b>   |  |      |  |  |              |  |
| Argentina .....             | 155            | 272            | 769           | + 614           | 396.1        |  |      |  |  |              |  |
| Paraguay .....              | 179            | 38             | 37            | - 142           | 79.3         |  |      |  |  |              |  |
| Uruguay .....               | 2,097          | 2,840          | 4,432         | + 2,335         | 110.9        |  |      |  |  |              |  |
| <b>Total Neutrals ...</b>   | <b>14,661</b>  | <b>50,293</b>  | <b>15,907</b> | <b>+ 1,246</b>  | <b>8.5</b>   |  |      |  |  |              |  |
| Enemy—Germany ..            | 188,806        | —              | —             | - 188,806       | 100.0        |  |      |  |  |              |  |
| Austria .....               | 10,323         | —              | —             | - 10,323        | 100.0        |  |      |  |  |              |  |
| <b>Total Enemy .....</b>    | <b>199,129</b> | <b>—</b>       | <b>—</b>      | <b>-199,129</b> | <b>100.0</b> |  |      |  |  |              |  |
| <b>Grand Total .....</b>    | <b>465,314</b> | <b>169,838</b> | <b>98,591</b> | <b>-366,723</b> | <b>78.8</b>  |  |      |  |  |              |  |

**Coal**, inclusive of briquettes and coke, imports reached the maximum of 2,518,560 metric tons in 1913. Since then they fell off continuously and by 1917 amounted to only 825,939 tons—a decrease of 1,692,577 tons or 67.2 per cent.

Meanwhile prices in primary markets were mounting daily, as also charges for freight and insurance. So that, in lieu of shrinkage, the much smaller quantity imported in 1917 showed a positive and considerable increase in c.i.f. value of £399,000 or 8.5 per cent!

#### ORIGIN AND DESTINATION OF

|                     | 1913.      |           |        |           |
|---------------------|------------|-----------|--------|-----------|
|                     | Briquettes | Coal      | Coke   | Total     |
| Germany .....       | —          | 3,541     | 2,232  | 5,773     |
| Great Britain ..... | 237,639    | 1,927,387 | 14,861 | 2,179,887 |
| United States ..... | —          | 274,799   | 1      | 274,800   |
| Other countries ... | 1,410      | 56,620    | 70     | 58,100    |
|                     | 289,049    | 2,262,347 | 17,164 | 2,518,560 |

Note.—A detailed analysis of imports of Coal by destination

#### COAL, BRIQUETTES AND COKE.

|       | 1917       |       |         |            | Inc. or Dec. of Total. |       |
|-------|------------|-------|---------|------------|------------------------|-------|
|       | Briquettes | Coal  | Coke    | Total      | Tons                   | %     |
| —     | —          | —     | —       | —          | 5,773                  | 100.0 |
| 5,903 | 172,866    | 185   | 178,954 | -2,000,933 | 91.8                   |       |
| 6     | 642,427    | 1,513 | 643,946 | + 369,146  | 134.3                  |       |
| —     | 3,034      | 5     | 3,039   | - 55,061   | 94.8                   |       |
| 5,909 | 818,327    | 1,703 | 825,939 | -1,692,621 | 67.2                   |       |

will be found on p. 109 of W.B.R. for 1918.

**Class III, Manufactures.** Imports of this class reached the maximum hitherto attained of 1,205,108 tons and £37,685,000 c.i.f. value in 1913. In 1914 came the reaction, in consequence of which the deadweight of manufactured imports fell off by 685,714 tons or 56.9 per cent and c.i.f. value by £20,493,000 or 54.4 per cent, 38.2 per cent of the latter being the exclusive effect of the financial crisis that followed the Balkan War and only 61.8 per cent attributable to the outbreak of the great War.

In 1915 the decline reached its height and in 1916 a reaction set in due to increased activity in trade with the U.S., but in 1917, owing to that country's being involved in the war, the volume of manufactured imports dropped off again, whilst in consequence of the increase in cost, freight and insurance, c.i.f. value improved, aggregating £20,591,000 for the year, only £17,094,000 or 45.3 per cent under the record of 1913, whereas the shrinkage in deadweight was 830,361 tons or 68.9 per cent for same period.

We regret to have been unable to obtain the details of origin or destination of any imports of this important class.

**Class IV, Alimentary Products,** like every class, suffered first from the crisis that followed the Balkan War, but as regards quantities to a much smaller degree than any of the other classes.

In 1914, imports of this description fell off by 209,753 tons or 22 per cent compared with previous year's and in 1915 a further 47,016 or 6.3 per cent. In 1916, however, quantities were stationary with a tendency to increase; but in 1917 every staple lost ground and the year closed with a loss of 524,535 tons or 55.1 per cent compared with 1913.

The course of values was similar, but owing to the rise of cost, freight and insurance, the decline was proportionately smaller, aggregating only £4,663,000 or 30.9 per cent of c.i.f. values 1913.

**Summary.—C.I.F. Value in £:—**

|                 | 1913       | Coeff. | 1917       | Coeff. |
|-----------------|------------|--------|------------|--------|
| Class I .....   | 357,000    | 0.5    | 77,000     | 0.2    |
| Class II .....  | 14,063,000 | 20.9   | 13,444,000 | 30.2   |
| Class III ..... | 37,685,000 | 56.1   | 20,591,000 | 46.3   |
| Class IV .....  | 15,061,000 | 22.5   | 10,398,000 | 23.3   |
|                 | 67,166,000 | 100.0  | 44,510,000 | 100.0  |

|                     | Tons      | %    | £          | %    |
|---------------------|-----------|------|------------|------|
| Class I .....       | —         | —    | 280,000    | 78.4 |
| Class II .....      | 2,382,576 | 69.4 | 619,000    | 4.4  |
| Class III .....     | 830,361   | 68.9 | 17,094,000 | 45.3 |
| Class IV .....      | 524,535   | 55.1 | 4,663,000  | 30.9 |
| Total imports ..... | —         | —    | 22,656,000 | 33.7 |

The first place in point of value is still occupied by Class III—Manufactures—with 46.3 per cent of the total value of all imports in 1917, as against 56.1 per cent in 1913, Class II (Raw Materials) ranking second with 30.2 per cent of the total in 1917 as against only 20.9 per cent in 1913, and Class IV (Alimentary Products) third with 23.3 per cent of the total in 1917 as against 22.5 per cent in 1913, whilst Class I (Live Stock) last, as usual, with only 0.2 per cent of the total as against 0.5 per cent last year.

Of the total falling off in value of imports since 1913, £17,094,000 or 75.4 per cent was accounted for by Class III (Manufactures), £4,663,000 or 20.4 per cent by Alimentary Products, £619,000 or 2.7 per cent by Raw Materials, inclusive of coal, and £280,000 or 1.2 per cent by Class I (Live Stock).

**Imports of Wheat:—**

Imports of wheat reached their record of 438,426 tons in 1913, dropped to 382,295 and 370,745 in 1914 and 1915 respectively, and after recovering to 423,872 in 1916 after a bountiful harvest in Argentina, fell off abruptly to 181,935 tons or less than half in 1917 in consequence of a very bad harvest in Argentina and shortage the world over.

Geographic conditions confer a practical monopoly of Brazilian wheat markets in Argentina. With average crops in Argentina competition by other countries is out of the question, and if during the last few years wheat has been imported by Brazil from the U.S., Canada and Australia, it is only because harvests in Argentina have been so much below the average as to leave but little for export.

Practically all the wheat is imported and milled at Rio de Janeiro and Southern States. For 1917 imports were distributed as follows:—61 per cent Rio de Janeiro, 34.9 per cent Santos, 2.4 per cent Parana, 1.1 per cent Santa Catharina and 0.6 per cent Rio Grande do Sul.

Attempts are being made to promote wheat growing in this country, for which some districts seem admirably suited.

**Imports of Wheat:—**

| Origin              | Tons    |        | £1,000  |        |
|---------------------|---------|--------|---------|--------|
|                     | 1913    | Coeff. | 1917    | Coeff. |
| Argentina . . . . . | 429,516 | 98.0   | 176,088 | 91.7   |
| Uruguay . . . . .   | 69      | —      | 4,429   | 2.3    |
| U.S.A. . . . .      | 4,723   | 1.1    | 4       | —      |
| Canada . . . . .    | 3,928   | 0.9    | —       | —      |
| Sundry . . . . .    | 190     | —      | 11,414  | 6.0    |
| Total . . . . .     | 438,426 | 100.0  | 191,935 | 100.0  |

**Wheat Flour.** Imports attained the maximum of 189,655 tons and of c.i.f. value £2,381,452 in 1912. In 1913 imports fell off in consequence of the poor Argentine harvest to 170,160 tons, and since then dropped uninterruptedly 21.5 per cent in 1914, 3.6 per cent in 1915, 8.2 per cent in 1916 and 6.1 per cent in 1917. Altogether since 1912 the volume of imports of flour diminished by 78,772 tons or 41.2 per cent and c.i.f. value by £891,230 or 21.8 per cent.

**Origin of Imports of Wheat Flour, in tons of 1,000 kilos:—**

| Origin               | 1912    | %     | 1913    | %     | 1917    | %     |
|----------------------|---------|-------|---------|-------|---------|-------|
| Argentina . . . . .  | 109,540 | 57.8  | 103,901 | 61.1  | 79,530  | 72.3  |
| Uruguay . . . . .    | 22,986  | 12.1  | 6,119   | 3.6   | 5,774   | 5.2   |
| U.S. . . . .         | 54,840  | 28.9  | 56,929  | 33.4  | 23,017  | 20.9  |
| Austria . . . . .    | 1,492   | 0.7   | 1,104   | 0.6   | —       | —     |
| U.K. & Cols. . . . . | 15      | —     | 33      | —     | —       | —     |
| Sundry . . . . .     | 782     | 0.5   | 2,074   | 1.3   | 1,639   | 1.6   |
|                      | 189,655 | 100.0 | 170,160 | 100.0 | 109,960 | 100.0 |

**Destination by States:—**

|                      |         |       |         |       |         |       |
|----------------------|---------|-------|---------|-------|---------|-------|
| Northern . . . . .   | 23,353  | 12.3  | 22,494  | 13.2  | 12,523  | 11.4  |
| N.-Eastern . . . . . | 50,750  | 26.8  | 65,136  | 38.3  | 25,133  | 22.8  |
| Southern . . . . .   | 115,552 | 60.9  | 82,530  | 48.5  | 72,343  | 65.8  |
|                      | 189,655 | 100.0 | 170,160 | 100.0 | 109,959 | 100.0 |

Northern States comprise Amazonas, Para, Maranhão Piahy and Ceara; North-Eastern States comprise Rio Grande do Norte, Parahyba, Pernambuco, Alagoas and Bahia; Southern States comprise Rio de Janeiro, S. Paulo, Parana, S. Catharina, Rio Grande do Sul and Matto Grosso.

In 1912, the record year, the River Plate supplied 69.9 per cent of all wheat milled in this country; 64.7 per cent in 1913, the last normal year, and 77.5 per cent in 1917. The coefficient of the United States rose from 28.9 per cent in 1912 to 33.4 per cent in 1913, but dropped to 20.9 per cent in 1917, in spite of the tariff of 20 per cent in favour of American flour.

Of the total imported 60.9 per cent was accounted for by the Capital and Southern States in 1912, 48.5 per cent in 1913 and 65.8 per cent in 1917.

The North-Eastern district between Rio Grande do Norte and Bahia, accounted for 26.8 per cent in 1912, 38.3 per cent in 1913 and 22.8 per cent in 1917; whilst the Amazon and North-Western States accounted for only 12.3 per cent in 1912, 13.2 per cent in 1913, and 11.4 per cent in 1917.

**Consumption of Wheat Flour in Brazil.** Allowing the yield of flour in this country to average 60 per cent of the wheat milled, consumption of flour was as follows:—

|                | Imports of wheat | Equiv. 60% in flour | Imports of flour | Consumption Flour consmd | per head of popltn |
|----------------|------------------|---------------------|------------------|--------------------------|--------------------|
|                | Tons             | Tons                | Tons             | Tons                     | Kilos              |
| 1912 . . . . . | 381,286          | 228,772             | 189,655          | 418,427                  | 18.1               |
| 1913 . . . . . | 438,426          | 263,056             | 170,160          | 433,216                  | 18.6               |
| 1914 . . . . . | 382,295          | 229,377             | 133,389          | 362,966                  | 15.0               |
| 1915 . . . . . | 370,745          | 222,447             | 128,812          | 351,259                  | 14.7               |
| 1916 . . . . . | 423,872          | 254,323             | 118,121          | 372,444                  | 15.4               |
| 1917 . . . . . | 181,935          | 109,161             | 110,883          | 220,044                  | 8.8                |
|                | 2,178,559        | 1,307,136           | 851,220          | 2,153,356                | 15.1               |

The record consumption of flour, inclusive of both foreign and home milled was 433,216 tons in 1913, equivalent to 18.6 kilos per head for the estimated population of 23,200,000, most of whom, however, do not use wheat flour at all.

For the 5 years 1912-16, consumption averaged 388,662 tons per annum or 15.5 kilos per head, but in 1917 dropped precipitately by 41 per cent to 220,044 tons or only 8.8 kilos per capitem.

For the coming year arrangements are being made with Argentina for import of 400,000 tons of wheat, so that should imports of flour be on the same scale as for the five years 1912-16, the record consumption would be again reached.

In 1917 the country managed without apparent privation to get along with little over 43.4 per cent of its usual supplies of flour and no doubt would do so again and spare 167,000 tons of flour for the hard pressed allies were the urgency of the case properly put before Brazilian consumers.

For the five years, 1912-16, imported flour accounted for 38.2 per cent of the consumption of the country and home milled flours 61.8 per cent.

In 1917, however, owing to the Argentine policy of protection of the flour industry to the prejudice of exports of wheat and the volume of imported flour slightly exceeded that of home milled flour.

## MONEY

### Official Quotations, Exchange Camara Syndical and Vales:—

|                        | 90 days | Sight    | Sors.   | Vales   |
|------------------------|---------|----------|---------|---------|
| Monday, 15 April ....  | 13 9-64 | 13 1-64  | 21\$550 | 2\$087  |
| Tuesday, 16 April .... | 13 5-32 | 13 1-32  | 21\$550 | 2\$087  |
| Wednesday, 17 April .  | 13 9-64 | 13 1-64  | 21\$550 | 2\$087  |
| Thursday, 18 April ... | 13 1-16 | 12 15-16 | —       | 2,\$087 |
| Friday, 19 April ..... | 13 7-64 | 12 63-64 | 21\$700 | 2\$087  |
| Saturday, 20 April ... | 13 1-8  | 13       | 22\$000 | 2\$087  |
| Average for week ..... | 13 1-8  | 13       | 21\$670 | 2\$087  |

Monday, 15th, April. Bank of Brazil opened at 13 3-16d for market, others 13 1-8d and 13 5-32d; takers at 13 7-32d. In absence of bills market weakened and some banks refused to draw at 13 1-8d. At close a few bills appeared at 13 3-16d May delivery and there was no money for banks at 13 1-8d.

Tuesday, 16th April. Some banks opened at 13 5-32d market, others 13 1-8d; takers at 13 7-32d; market very quiet and closed at opening rates.

Wednesday, 17th April. Banks opened at yesterday's closing rates, but weakened off during the day and closed at 13 3-32d and 13 1-8d bank and takers at 13 5-32d; no bills.

Thursday, 18th April. Bank of Brazil and Ultramarino opened at 13 3-32d market, others at 13 1-16d; takers at 13 5-32d. Money appeared at once at 13 1-16d and some banks retired to 13 1-32d, offering to take at 13 1-8d. Market closed steady, with City Bank drawing at 13 3-32d its option for futures and a few bills offered at same rate.

Friday, 19th April. Brazil, City and Ultramarino Banks opened at 13 3-32d, others 13 1-32d and 13 1-16d; takers at 13 5-32d. City Bank raised its rate to 13 5-32d, at which it drew quite a large amount, but at close refused to draw except for small amounts. No bills offered over 13 1-8d, except for speculative cables for future dates.

Saturday, 20th April. City, Brazil and Ultramarino Banks opened at 13 5-32d, but refused to draw; others 13 1-16d and 13 1-8d; takers at 13 5-32d; no bills offered.

—A correspondent writes from S. Paulo:—Rates look like dropping to about 12d, seeing that there are fewer steamers than ever for export and the beans that are now going forward to U.K. have been sold and bills drawn for long ago. So in default of coffee and manganese, it is difficult to see where the bills are to come from. At Rio a large bull position has yet to be liquidated and £250,000 at least that I know of bought here (S. Paulo) at about 13 7-8d.

On the other hand, it seems possible that the supply of bills is at its worst. Stocks of coffee in the U.S. and Havre are low and must soon be renewed, whilst manganese is all behind and compared with last year shipments for the three months show a falling off of 5,986 tons.

With regard to beans, the Allies do not seem to be in any particular hurry, but as 17 out of the 30 ex-German boats chartered to France are already in commission and 11 expected to be ready by end of July, produce should soon get a move on.

### 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  | 103      |
| 31 May .....   | 1,300  | 269   | 270        | 349   | 83   | 2,271  | 73       |
| 30 June .....  | 1,041  | 307   | 153        | 196   | 236  | 1,933  | 64       |
| 31 July .....  | 836    | 182   | 465        | 85    | 237  | 1,805  | 58       |
| 31 August ...  | 1,851  | 349   | 137        | 57    | 33   | 2,427  | 82       |
| 30 Sept. ....  | 1,973  | 208   | 285        | 124   | 53   | 2,643  | 88       |
| 31 Oct. ....   | 2,124  | 370   | 245        | 49    | 27   | 2,815  | 91       |
| 30 Nov. ....   | 1,311  | 274   | 177        | 273   | 32   | 2,067  | 69       |
| 31 Dec, 1917.. | 1,540  | 206   | 232        | 64    | 35   | 2,077  | 67       |
| 12 mos, 1917.  | 19,984 | 3,212 | 2,644      | 1,873 | 824  | 28,537 | 78       |
| 31 Jan, 1918 . | 1,230  | 379   | 346        | 202   | 11   | 2,168  | 70       |
| 28 Feb. ....   | 1,097  | 189   | 131        | 54    | 6    | 1,477  | 52       |
| 31 March ...   | 819    | 257   | 140        | 238   | 3    | 1,457  | 47       |
| 1-4 April .... | 39     | 164   | —          | —     | —    | 203    | 51       |
| 5-11 April ... | 492    | 11    | —          | 80    | 4    | 587    | 84       |
| 12-18 April .  | 286    | 109   | 28         | 161   | —    | 584    | 83       |
| April to date. | 817    | 283   | 28         | 239   | 4    | 1,371  | 76       |

The figures for Beans for Jan.-May, 1917, 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.

### THE REAL BALANCE OF TRADE.

Dadweight, in Tons, January and February, 1917 and 1918:—

|          | 1918    |         |         | 1917    |         |         |
|----------|---------|---------|---------|---------|---------|---------|
|          | Exports | Imports | Balance | Exports | Imports | Balance |
| January  | 156,602 | 155,495 | +1,107  | 129,091 | 143,366 | -14,275 |
| February | 112,976 | 106,319 | +6,657  | 180,052 | 181,279 | -1,227  |

2 months . 219,578 261,814 +7,764 309,143 324,645 -15,502

The deadweight of both imports and exports fell off during the month of February, the former by 27.9 per cent and the latter 31.6 per cent, with the result that the deadweight of exports for February exceeded that of imports by 6,657 tons or 6.3 per cent.

For the first two months of the current year the deadweight of exports exceeded that of imports by 7,764 tons or nearly 3 per cent, whereas for the same two months last year the deadweight of imports exceeded that of exports by 15,502 tons or 4.8 per cent.

Value in £1,000:—

|          | 1918    |         |         | 1917    |         |         |
|----------|---------|---------|---------|---------|---------|---------|
|          | Exports | Imports | Balance | Exports | Imports | Balance |
| January  | 4,609   | 3,741   | + 868   | 4,191   | 2,959   | + 1,232 |
| February | 3,730   | 3,370   | + 360   | 6,474   | 2,969   | + 3,505 |

2 months . 8,339 7,111 +1,228 10,665 5,928 + 4,737

During the two months Jany-February of 1917 and 1918, no specie was imported or exported.

F.O.B. value of exports and c.i.f. of imports both show falling off compared with January last, the former of 19 per cent and latter of 9.9 per cent, with the result that for the month of February the balance in favour of exports was only £360,000 and for the two months £1,228,000, as against £4,437,000 last year.

Compared with last year the movement by class was as follows:  
In £1,000.

|                                | 1917   | 1918  | or Dec. | %    |
|--------------------------------|--------|-------|---------|------|
| I—Animals and their products.  | 1,423  | 1,750 | + 327   | 23.0 |
| II—Minerals and their products | 378    | 548   | + 170   | 45.0 |
| III—Vegetables & their prod.   | 8,864  | 6,041 | -2,823  | 31.8 |
| All Exports .....              | 10,665 | 8,339 | -2,326  | 21.8 |

Increase in Class I is due entirely to sundries, meat and all the other staples showing falling off compared with 1917.

Increase in Class II due chiefly to larger exports of manganese.

In Class III, 72 per cent of the net falling off of £2,823,000 compared with 1917 is due to coffee.

**British Bank of South America.** The directors have recommended the distribution of a dividend for 1917 at the rate of 14 shillings per share free of income tax, equivalent to 12 per cent per annum.

**London and Brazilian Bank Dividend.** A cable from London states that an ad interim dividend has been distributed making 16 per cent for the year 1917 and £76,000 put to the reserve.

## Railway News

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

| Year         | Week Ended. | Receipts for Week |        |           | Total from 1st Jan. |
|--------------|-------------|-------------------|--------|-----------|---------------------|
|              |             | Currency.         | Exch.  | Sterling. |                     |
| 1918         | Apr. 13th.  | 522,000\$         | 13 1/8 | £ 28,547  | £ 487,059           |
| 1917         | " 14th.     | 415,000\$         | 11 7/8 | £ 20,534  | £ 343,609           |
| Increase.... | —           | 107,000\$         | 1 1/4  | £ 8,013   | £ 143,450           |
| Decrease.... | —           | —                 | —      | —         | —                   |

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

| Year       | Week Ended | Receipts for Week |          |            | TOTAL from 1st January |
|------------|------------|-------------------|----------|------------|------------------------|
|            |            | Currency.         | Exchange | Sterling   |                        |
| 1918       | April 14   | 486,378\$300      | 13 3/16  | 26,725-9-6 | 483,494-19-5           |
| 1917       | April 15   | 451,374\$400      | 11 13/16 | 22,216-1-8 | 322,558-11-11          |
| Increase.. | —          | 35,003\$900       | 1 3/8    | 4,509-7-10 | 160,936-7-6            |
| Decrease.. | —          | —                 | —        | —          | —                      |

Comparison with corresponding period last year:—Differences of exchange, inc. £2,586; meat, increase (4:622\$100) £253 19s 6d; beans, decrease, (6:602\$500) £362 15s 10d; other traffic, increase (36:984\$300) £2,032 4s 2d; net increase, £4,509 7s 10d.

## COFFEE

The Local Market closed steady on Saturday, 20th April, at \$700 to \$800 for No. 7, but on Monday it weakened and closed at \$600 to \$700, with very little business doing. Part of the coffee purchased during the last ten days will be shipped to U.S. by the s.s. Sobral, which is taking altogether 50,000 bags from Rio and the balance is reported to be for Genoa.

The Weather during the week ended 20 April was fine all over the S. Paulo coffee area.

Entries at the two ports for the week ended 18th April show increase of 4,086 bags or 2.8 per cent compared with previous week, of which 2,246 bags at Rio and 1,840 bags at Santos.

Compared with the same week last year, entries at the two ports show increase of 63,615 bags of 73.5 per cent, of which 17,892 bags at Rio and 45,723 bags at Santos.

For the crop to 18th April, entries at the two ports show increase of 1,646,488 bags or 14.5 per cent, of which 302,557 bags or 16.4 per cent at Rio and 1,343,931 bags or 14.1 per cent at Santos.

Clearances Overseas at the two ports for the week ended 18th April show decrease of 95,149 bags compared with the previous week, accounted for by increase of 50,736 bags at Rio, but decrease of 145,885 bags at Santos, the total to all destinations aggregating 158,666 bags, as against 253,815 bags last week, 60.7 per cent of the former going to the United States, 20.7 per cent to Italy, 7.8 per cent to Scandinavia, 6.5 per cent to Spain, 2.5 per cent to France and 1.8 per cent to the Plate and Pacific.

Of the total clearances overseas for the week from the two ports 73,840 bags or 46.5 per cent were from Rio and 84,826 bags or 53.5 per cent from Santos.

For the crop to 18th April overseas clearances show decrease of 3,041,952 bags or 29.9 per cent. For the United States alone the shrinking to date is 1,599,032 bags or 26.6 per cent, all other destinations likewise showing decrease, with exception of Italy, Scandinavia, Plate and Pacific, South Africa, Japan and Russia.

Of the total clearances overseas of 7,139,498 for the crop to 18th April, 1,532,717 bags or 21.5 per cent was shipped at Rio and 5,606,781 bags or 78.5 per cent at Santos.

Coastwise clearances fell off and for the crop to 18 April show increase of 46,571 bags or 20.2 per cent, as against 25.7 per cent for previous week.

### Clearances by Flag Overseas to 18 April, 1918:—

|                          | Bags      | %     | Bags    | % | Week to April 18 |
|--------------------------|-----------|-------|---------|---|------------------|
| British to U.S.          | 169,407   | 44.7  | —       | — | —                |
| To Europe .....          | 34,257    | 9.0   | —       | — | —                |
| To The Cape ...          | 55,554    | 12.6  | —       | — | —                |
| Plate & Pacific.         | 120,210   | 31.7  | —       | — | 2,913            |
| Total British .....      | 379,428   | 5.3   | 2,913   | — | 2,913            |
| Other Flags—French ..... | 252,759   | 3.6   | —       | — | —                |
| Italian .....            | 276,078   | 3.9   | 200     | — | 200              |
| Dutch .....              | 57,581    | 0.8   | —       | — | —                |
| Japanese .....           | 249,366   | 3.5   | —       | — | —                |
| American .....           | 752,364   | 10.5  | —       | — | —                |
| Spanish .....            | 100,214   | 1.4   | 10,300  | — | 10,300           |
| Scandinavian .....       | 2,996,097 | 42.0  | 35,825  | — | 35,825           |
| Brazilian .....          | 1,973,999 | 27.6  | 76,428  | — | 76,428           |
| Cuban .....              | 41,112    | 0.6   | —       | — | —                |
| Chilian .....            | 53,000    | 0.7   | 33,000  | — | 33,000           |
| Portuguese .....         | 7,500     | 0.1   | —       | — | —                |
| Total .....              | 7,139,498 | 100.0 | 158,666 | — | 158,666          |

### F.O.B. Value of Clearances Overseas:—

|                      | 1916-17     |                 | 1917-18   |            |
|----------------------|-------------|-----------------|-----------|------------|
|                      | Bags        | £               | Bags      | £          |
| 1 July to 18 April.  | 10,181,450  | 23,882,246      | 7,139,498 | 13,616,009 |
| 19 April to 30 June. | 1,082,157   | 4,222,792       | —         | —          |
|                      | 11,263,607  | 28,105,038      | —         | —          |
| Decline since 1 July | £10,266,287 | or 43 per cent. |           |            |

F.O.B. Value for the two ports for the week ended 18 April averaged £1.8 per bag, as against £1.939 for previous week and £1.907 for the current crop as against £2.346 for 1916-17 crop.

Embarques at the two ports were almost equal 184,874 bags as against 184,543 bags for previous week, and their f.o.b. value £332,773 as against £357,635 last week.

**COFFEE CLEARANCES, RIO AND SANTOS, 1st July, 1917 TO 18th APRIL, 1918.**

|                    | 1916-17           | 1917-18          | Inc or Dec.       | %           | Crop<br>1916-17   | Crop<br>1915-16   | Week ending<br>April 18. |
|--------------------|-------------------|------------------|-------------------|-------------|-------------------|-------------------|--------------------------|
| United States      | 6,017,211         | 4,418,179        | -1,599,032        | 26.6        | 6,837,718         | 5,896,114         | 96,225                   |
| France             | 2,167,929         | 1,056,893        | -1,111,036        | 51.2        | 2,474,868         | 2,381,320         | 4,018                    |
| Italy              | 651,653           | 739,618          | + 87,965          | 13.5        | 724,335           | 1,119,225         | 32,885                   |
| Holland            | 131,197           | 55,048           | - 76,149          | 58.0        | 157,757           | 3,260,947         | —                        |
| Scandinavia        | 110,366           | 132,593          | + 22,227          | 20.1        | 135,442           | 618,582           | 12,325                   |
| Great Britain      | 542,821           | 21,979           | - 520,842         | 96.0        | 596,259           | 392,066           | —                        |
| Spain              | 126,304           | 88,974           | - 37,330          | 29.5        | 150,530           | 130,293           | 10,300                   |
| Portugal           | 10,023            | 1,278            | - 8,745           | 87.2        | 11,373            | 12,450            | —                        |
| Egypt              | 21,000            | —                | - 21,000          | 100.0       | 21,000            | 94,473            | —                        |
| Plate and Pacific  | 233,596           | 329,108          | + 95,512          | 40.9        | 324,856           | 228,431           | 2,913                    |
| South Africa       | 169,350           | 260,452          | + 91,102          | 53.8        | 247,257           | 208,067           | —                        |
| Japan              | —                 | 16,225           | + 16,225          | 100.0       | 5,004             | —                 | —                        |
| Russia             | —                 | 19,151           | + 19,151          | 100.0       | 7,062             | —                 | —                        |
| Greece             | —                 | —                | —                 | —           | —                 | 21,035            | —                        |
| <b>Total</b>       | <b>10,181,450</b> | <b>7,139,498</b> | <b>-3,041,952</b> | <b>29.9</b> | <b>11,693,461</b> | <b>14,463,003</b> | <b>158,666</b>           |
| Coastwise          | 230,339           | 276,910          | + 46,571          | 20.2        | 319,307           | 257,707           | 5,919                    |
| <b>Grand Total</b> | <b>10,411,789</b> | <b>7,416,408</b> | <b>-2,995,381</b> | <b>—</b>    | <b>12,012,768</b> | <b>14,720,710</b> | <b>164,585</b>           |

Sales (declared) at the two ports were smaller, 179,371 bags as against 204,000 for previous week.

Stocks at the two ports on 18th April show decrease of 46,357 bags, of which 17,158 bags at Rio and 29,199 bags at Santos, distributed as follows:—

|                           |         |         |
|---------------------------|---------|---------|
| Rio de Janeiro, earmarked | 64,541  |         |
| Ditto, free               | 641,214 | 705,755 |

|                   |           |           |
|-------------------|-----------|-----------|
| Santos, earmarked | 2,568,018 |           |
| Ditto, free       | 3,489,459 | 6,057,477 |

Total, two ports 6,763,232

By order of the S. Paulo Government 193,071 bags were on 16th April taken off Santos stocks, thus raising the stock in the hands of that Government to 2,632,559 bags, of which apparently 2,568,018 bags of Santos and 64,541 bags of Rio.

**Movement of Coffee during the month of March, in bags:—**

|                         | 1918           | 1917           |
|-------------------------|----------------|----------------|
| Entries—Santos          | 546,174        | 315,753        |
| Rio de Janeiro          | 164,334        | 173,089        |
| <b>Total, two ports</b> | <b>710,508</b> | <b>488,842</b> |
| Embarques—Santos        | 298,267        | 591,939        |
| Rio de Janeiro          | 152,283        | 227,718        |
| <b>Total, two ports</b> | <b>450,550</b> | <b>819,657</b> |
| Clearances—Santos       | 281,080        | 619,695        |
| Ditto, Rio de Janeiro   | 135,480        | 207,059        |
| <b>Total</b>            | <b>416,560</b> | <b>826,754</b> |

**Clearances, 1 July, 1917, to 31 March, 1918:—**

|              | Rio              | Santos           | Total            |
|--------------|------------------|------------------|------------------|
| Overseas     | 1,394,718        | 5,260,922        | 6,655,640        |
| Coastwise    | 227,019          | 36,929           | 263,948          |
| <b>Total</b> | <b>1,621,737</b> | <b>5,297,851</b> | <b>6,919,588</b> |

|                         | 31 Mar, 1918     | 29 Mar, 1917     |
|-------------------------|------------------|------------------|
| Stocks—Santos           | 6,169,510        | 1,880,867        |
| Rio de Janeiro          | 720,293          | 220,304          |
| <b>Total, two ports</b> | <b>6,889,803</b> | <b>2,101,171</b> |

|  |               |
|--|---------------|
| Closing Prices, 10 kilos, Santos No. 4.... | 4\$900        |
| Rio, No. 7                                 | 6\$300-6\$400 |

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

|         | 1918   |        |        | 1917   |        |        |
|---------|--------|--------|--------|--------|--------|--------|
|         | Stocks | Deliv. | V.Sup. | Stocks | Deliv. | V.Sup. |
| 7 Jan.  | 1,775  | 105    | 2,369  | 1,840  | 168    | 2,629  |
| 14 Jan. | 1,718  | 117    | 2,399  | 1,970  | 220    | 2,501  |
| 21 Jan. | 1,743  | 98     | 2,366  | 1,786  | 185    | 2,427  |

|  | 29 Jan. | 5 Feb. | 13 Feb. | 18 Feb. | 25 Feb. | 4 March | 11 March | 18 March | 25 March | 1 April | 8 April | 15 April | 22 April |
|--|---------|--------|---------|---------|---------|---------|----------|----------|----------|---------|---------|----------|----------|
|  | 1,667   | 1,702  | 1,791   | 1,773   | 1,792   | 1,924   | 1,775    | 1,707    | 1,585    | 1,507   | 1,485   | 1,440    | 1,377    |
|  | 122     | 103    | 115     | 146     | 141     | 140     | 150      | 168      | 184      | 151     | 160     | 154      | 130      |
|  | 2,493   | 2,524  | 2,599   | 2,475   | 2,462   | 2,402   | 2,348    | 2,218    | 2,034    | 1,921   | 1,822   | 1,767    | 1,716    |
|  | 1,827   | 1,904  | 1,823   | 1,772   | 1,771   | 1,753   | 1,822    | 1,905    | 1,792    | 1,236   | 1,183   | 1,198    | 1,121    |
|  | 159     | 105    | 120     | 123     | 99      | 91      | 121      | 133      | 131      | 107     | 99      | 82       | 138      |
|  | 2,306   | 2,910  | 2,405   | 2,322   | 2,422   | 2,759   | 2,700    | 2,731    | 2,710    | 2,641   | 2,678   | 2,697    | 2,831    |

**Havre:—**

|          | Brazil | Other | Total | Brazil | Other | Total |
|----------|--------|-------|-------|--------|-------|-------|
| 4 Jan.   | 1,360  | 297   | 1,651 | 1,911  | 292   | 2,203 |
| 11 Jan.  | 1,341  | 287   | 1,628 | 1,906  | 299   | 2,205 |
| 18 Jan.  | 1,335  | 278   | 1,613 | 1,916  | 299   | 2,215 |
| 25 Jan.  | 1,300  | 269   | 1,569 | 1,947  | 303   | 2,250 |
| 1 Feb.   | 1,258  | 259   | 1,517 | 1,946  | 299   | 2,245 |
| 8 Feb.   | 1,266  | 250   | 1,516 | 1,933  | 300   | 2,233 |
| 15 Feb.  | 1,284  | 245   | 1,529 | 1,935  | 306   | 2,241 |
| 22 Feb.  | 1,406  | 239   | 1,645 | 1,917  | 308   | 2,225 |
| 1 March  | 1,353  | 233   | 1,586 | 1,920  | 309   | 2,229 |
| 8 March  | 1,349  | 228   | 1,577 | 1,900  | 305   | 2,205 |
| 15 March | 1,301  | 223   | 1,524 | 1,909  | 300   | 2,209 |
| 21 March | 1,347  | 218   | 1,565 | 1,925  | 294   | 2,219 |
| 28 March | 1,343  | 214   | 1,557 | 1,916  | 299   | 2,315 |
| 5 April  | 1,337  | 208   | 1,545 | 1,899  | 294   | 2,193 |
| 12 April | 1,329  | 216   | 1,545 | 1,864  | 300   | 2,164 |
| 19 April | 1,325  | 213   | 1,538 | 1,844  | 320   | 2,164 |

**Quotations:—**

|             | Exch.  | Spot<br>No. 7 Rio<br>Store N. Y. | Near<br>Options | Rio<br>No. 7 | f.o.b.<br>Cost | G.&F. |
|-------------|--------|----------------------------------|-----------------|--------------|----------------|-------|
| 3 Jan. 1918 | 13     | 29-32 8 1-4                      | 8.05            | 7\$000       | 7.40           | 8.76  |
| 12 Jan.     | 13     | 27-32 8 3-8                      | 8.17            | 6\$700       | 7.10           | 8.61  |
| 18 Jan.     | 13 1/2 | 8 1/2                            | 8.26            | 6\$600       | 7.00           | 8.52  |
| 26 Jan.     | 13     | 23-32 8 7-8                      | 8.84            | 6\$700       | 7.05           | 8.57  |
| 2 Feb.      | 13     | 19-32 8 3-8                      | 8.06            | 6\$500       | 6.85           | 8.55  |
| 9 Feb.      | 13     | 9-16 8                           | 7.58            | 6\$200       | 6.55           | 8.41  |
| 16 Feb.     | 13     | 13-32 8 3-8                      | 7.91            | 6\$300       | 6.55           | 8.44  |
| (s)23 Feb.  | 13     | 13-32 8 3-8                      | Hol.            | 6\$200       | 6.45           | 8.72  |
| (s)28 Feb.  | 13 1/2 | 8 5-8                            | 8.23            | 6\$300       | 6.60           | 8.87  |
| (s)9 March  | 13     | 13-32 8 7-8                      | 8.56            | 6\$200       | 6.50           | 8.77  |
| (s)16 March | 13     | 3-8 8 7-8                        | 8.60            | 6\$200       | 6.45           | 8.72  |
| (a)23 March | 12     | 11 32 9 1-8                      | 8.80            | 6\$200       | 6.45           | 9.10  |
| (a)27 March | 13     | 5-16 9 1-8                       | 8.65            | 6\$400       | 6.60           | 9.25  |
| (a)6 April  | 13     | 1-8 9 1-8                        | 8.65            | 6\$400       | 6.55           | 9.20  |
| (b)13 April | 13     | 7-32 9.00                        | 8.44            | 6\$600       | 6.75           | 8.64  |
| (b)20 April | 13     | 3-16 8 7-8                       | 8.36            | 6\$600       | 6.75           | 8.61  |

- (x) Basis of Freight \$3.00 in full per bag.
- (a) Basis of freight \$3.50 in full per bag.
- (b) Basis of Freight \$2.50 in full per bag.

—From "Fairplay," 21st March:—London 'futures' remain neglected owing to the continued prohibition of imports. Quotations are irregular, with little change on the week. Stock in London, steadily decreasing, and totalled (week ending March 9) 528,783 bags, against 601,657 bags last year.

Havre.—This market was closed by decree of the French Government on 4 January last, and was announced as a temporary measure. Conditions for re-opening were submitted to the Trade, and promptly accepted by the latter; whilst prices for actual and also "terme" coffee were fixed, and everything ready for reopening market, week succeeds week and the market is still closed! The market delegation returned once more from Paris, without, however, anything definite to report, but with the belief that everything is proceeding satisfactorily for an early reopening of the market. Shipments from Rio and Santos to France, July 1 to March 9, 1,034,000 bags, against 1,825,000 bags in the corresponding period of the previous season.

The sale of a further 200,000 bags of the old valorisation stock is fixed to commence on Thursday, the 21st inst., at 10 a.m. and following days, and will consist of 135,000 bags of Santos and 65,000 bags Rio. It is said that the French Government has given an order for 100,000 bags of the quantity.

—One of the effects of the rules limiting profits, says the New York "Journal of Commerce," is expected to be the curtailment of purchases for forward shipment from Brazil, since the margin of 2½ per cent is held to be insufficient to warrant taking the risks involved in such transactions under existing circumstances. This automatically would have the effect of curtailing in sight stocks, which, however, would be offset to an extent by narrowing of the volume of business done by importers with jobbers, since the rule limiting the amount of stock the latter may carry to a ninety days' supply removes all incentive to take advantage of temporary market conditions to anticipate their requirements.

—Circular of Minford, Lueder and Co., 8 March, 1918:—The spot demand has improved and there has been some European export business, prices are firmly held and higher, desirable grades of Santos below No. 3 are scarce and wanted. Out of the stock in New York about 500,000 bags are not yet put into warehouses, which prevents samples being drawn and the coffee being offered for sale and creates a scarcity for many grades which are desired. The world's visible supply of coffee on March 1 taking the available figures was 12,537,066 bags compared with 12,004,869 bags on February 1st and 10,312,462 last year—an increase of 532,197 bags during February and 2,224,604 bags larger than a year ago. The stocks in the port of Santos and Rio foot up 6,827,000 bags, against 2,445,000 last year an increase of 4,386,000 bags and over 3 million bags more than ever known to be carried before. It is not, therefore, surprising that a committee has been appointed in Santos to take steps towards providing relief of the prevailing congestion of storage capacity, and to devise means to maintain the coffee market in case the war continues, also to investigate the transportation question. It is difficult to see what can be done otherwise than stopping the receipts or the providing of means by which the tonnage supply is materially increased and at reasonable rates. The visible supply for the United States is 2,339,555 bags, being 385,409 bags less than last year, but 478,485 bags larger than two years ago. The total deliveries of Brazil coffee in the United States for the eight months of the present crop are 4,105,475 bags being 70,005 bags less than last year; the total deliveries of all kinds in the United States for the eight months of the present crop are 4,105,475 bags, being 70,005 bags less than last year; the total deliveries of all kinds in the United States during the eight months are 158,574 bags smaller than a year ago. The freight conditions for shipments from Brazil have not improved. While some tonnage has been secured at about \$3.25 per bag, shippers of small lots have paid higher rates; the names of at least seven steamers are given for future shipment, but how much coffee room they will have is unknown. The freight situation is the factor that sustains present spot market prices, if this trouble was removed lower prices would probably ensue, but relief is not yet in sight.

Cost and Freight.—Very few sales have been placed. 1,500 Santos 4s were sold at 10c to be shipped from Rio and some Rio 7s at 8½c also Santos 7s at 9.85c all London credit steamer shipment.

Rio 7s were offered at 6.70c f.o.b. Little business can be expected until the freight situation is cleared up.

Deliveries of Brazil coffee in the United States for the seven days of March are 146,247 bags compared with 111,535 bags in February and 95,143 bags in March a year ago.

Milds.—The spot demand is curtailed by the scarcity of high grade washed coffee, and the difficulty of storing and sampling arrivals. Prices are very steady and for such as are needed firm. The arrivals in the United States during February were 228,809 bags, and the deliveries 184,223 bags. The stock in the U.S. in public warehouses on March 1st was 563,883 bags against 733,442 bags last year. The arrivals in the United States for the eight months of the crop year were 1,145,418 bags, being 390,335 bags less than in 1917. The deliveries for the same time were 1,447,214 bags being 88,569 bags less than last year. The same difficulties that are interfering with the Brazil trade are affecting mild coffee.

Coffee Futures.—Speculative orders are very limited. The feature of the week has been buying of the near months by trade interests, undoing hedges and the selling of longs in the distant months, the result has been a narrowing of differences between the months. Trading has not been active and indications point toward an uninteresting market, unless some new features develop. There still remains a substantial long interest in the distant months, holders not appearing to be anxious while prices remain below the Government figures allowed. To-day the market closed quiet at from 17 to 29 points advance on the near months and from 9 to 17 points on the others.

## Coffee Statistics

### ENTRIES.

IN BAGS OF 60 KILOS.

During the week ending April 18th, 1918.

| RIO   | FOR THE WEEK ENDED |                  |                  | FOR THE CROP TO  |                  |
|---|--------------------|------------------|------------------|------------------|------------------|
|   | April 18<br>1918   | April 11<br>1918 | April 19<br>1917 | April 18<br>1918 | April 19<br>1917 |
| Central and Leopoldina<br>Ry.....           | 39,125             | 37,676           | 19,681           | 2,066,209        | 1,703,922        |
| Inland.....                                 | —                  | —                | —                | 29,475           | 22,911           |
| Coastwise, discharged...                    | 1,038              | 241              | 2,590            | 55,999           | 96,708           |
| Total.....                                  | 40,163             | 37,917           | 22,271           | 2,151,683        | 1,823,541        |
| Transferred from Rio to<br>Nitheroy.....    | —                  | —                | —                | —                | 12,615           |
| Net Entries at Rio.....                     | 40,163             | 37,917           | 22,271           | 2,151,683        | 1,810,926        |
| Nitheroy from Rio &<br>Leopoldina.....      | —                  | —                | —                | —                | 28,200           |
| Total Rio, including<br>Nitheroy & transit. | 40,163             | 37,917           | 22,271           | 2,151,683        | 1,849,126        |
| Total Santos:                               | 169,939            | 109,149          | 64,266           | 10,559,264       | 9,515,333        |
| Total Rio & Santos.                         | 150,152            | 146,066          | 86,537           | 13,010,947       | 11,364,459       |

The total entries by the different S. Paulo Railways for the Crop to April 18 1918 were as follows:

|           | East<br>Jundiahy | Per<br>Sorocabana<br>and others | Total at<br>S. Paulo | Total at<br>Santos | Remaining<br>at<br>S. Paulo |
|-----------|------------------|---------------------------------|----------------------|--------------------|-----------------------------|
| 1917/1918 | 9,148,153        | 1,672,432                       | 10,820,665           | 10,559,264         | —                           |
| 1916/1917 | 7,421,236        | 1,752,176                       | 9,173,400            | 9,515,333          | —                           |

### FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

During the week ending April 18th, 1918.

|   | April, 18/1918. | April, 11/1918 | April, 12/1917. |
|---|-----------------|----------------|-----------------|
| United States Ports ...                       | 1,440,000       | 1,485,000      | 1,195,000       |
| Havre.....                                    | 1,545,000       | 1,545,000      | 2,164,000       |
| Total.....                                    | 2,985,000       | 3,030,000      | 3,359,000       |
| Deliveries United States                      | 165,000         | 164,000        | 82,000          |
| Visible Supply at United<br>States ports..... | 1,767,000       | 1,822,000      | 2,697,000       |

**SALES OF COFFEE.**

|             | April, 18/1918. | April, 11/1918 | April, 12/1917. |
|-------------|-----------------|----------------|-----------------|
| Rio.....    | 32,371          | 204,000        | 17,216          |
| Santos..... | 147,090         | ---            | ---             |
| Total.....  | 179,371         | 204,000        | 17,216          |

**COFFEE LOADED (EMBARQUES).**

IN BAGS OF 60 KILOS.  
During the week ending April 18th, 1918, were consigned to the following destinations:

|  | DURING WEEK ENDED |                  |                  | FOR THE CROP TO  |                  |
|--|-------------------|------------------|------------------|------------------|------------------|
|  | 1918<br>April 18  | 1918<br>April 11 | 1917<br>April 19 | 1918<br>April 18 | 1917<br>April 19 |
| Rio.....                                     | 45,386            | 38,520           | 36,131           | 1,609,400        | 1,922,961        |
| Nietheroy.....                               | ---               | ---              | ---              | ---              | 29,145           |
| In transit.....                              | ---               | ---              | ---              | ---              | ---              |
| Total Rio including Nietheroy & transit..... | 45,386            | 38,520           | 36,131           | 1,609,400        | 1,952,106        |
| Santos.....                                  | 139,188           | 143,023          | 216,371          | 5,172,856        | 8,306,074        |
| Rio & Santos.....                            | 184,574           | 181,543          | 252,502          | 6,782,256        | 10,258,180       |

**VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.**

IN BAGS OF 60 KILOS.  
During the week ending April 18th, 1918.

|                   | April 18<br>1918 | April 11<br>1918 | April 18<br>1918 | April 11<br>1918 | Crop to April 15/1918 |            |
|-------------------|------------------|------------------|------------------|------------------|-----------------------|------------|
|                   | Bags             | Bags             | £                | £                | Bags                  | £          |
| Rio.....          | 73,840           | 23,104           | 117,804          | 36,090           | 1,532,717             | 2,508,129  |
| Santos.....       | 84,826           | 230,711          | 167,736          | 456,185          | 5,606,731             | 11,107,880 |
| Total 1917/1918.. | 158,666          | 253,815          | 285,540          | 492,275          | 7,139,448             | 13,616,009 |
| do 1916/1917..    | 238,969          | 161,487          | 550,657          | 337,629          | 10,181,450            | 23,882,216 |

**COFFEE SAILED.**

the following destinations:-  
During the week ending April 18th, 1918.  
IN BAGS OF 60 KILOS.

| PORTS       | UNITED STATES | EUROPE & MEDITERRANEAN | COAST | RIVER PLATE | CAPE | OTHER PORTS | TOTAL FOR WEEK | CROP TO DATE |
|-------------|---------------|------------------------|-------|-------------|------|-------------|----------------|--------------|
| Rio.....    | 61,515        | 12,325                 | 3,451 | ---         | ---  | ---         | 77,321         | 1,770,513    |
| Santos..... | 34,710        | 47,203                 | 2,498 | 2,913       | ---  | ---         | 87,324         | 2,648,668    |
| 1917/1918.. | 96,225        | 59,528                 | 5,919 | 2,913       | ---  | ---         | 164,585        | 4,417,076    |
| 1916/1917.. | 175,690       | 59,692                 | 6,755 | 4,216       | ---  | ---         | 245,753        | 10,416,286   |

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

|   |           |
|---|-----------|
| RIO Stock on April, 11th, 1918.....   | 670,708   |
| Entries during week ended April, 18th, 1918.....  | 46,163    |
| Loaded (Embarques) for the week April, 11th 1918.....   | 710,871   |
| STOCK IN RIO ON April, 18th, 1918.....  | 665,185   |
| Stock at Nietheroy and Porto da Madama on   |           |
| Ilha do Vianna April 18th 1918.....   | 85,654    |
| afloat on April 18th, 1918.....   | 36,351    |
| Entries at Nietheroy plus total embarques including transit.....  | 45,688    |
|   | 117,891   |
| Deduct: em barques at Nietheroy, Porto da Madama and Vianna and sailings during the week April, 18th, 1918..... | 77,321    |
| STOCK IN NITHEROY AND AFLOAT ON April, 11th 1918..  | 40,570    |
| STOCK IN 1st and 2nd HANDS and THOSE AT NITHEROY and AFLOAT ON April 18th 1918.....                             | 705,755   |
| SANTOS Stock on April 18th 1918.....  | 6,036,878 |
| Entries for week ended April, 18th 1918.....  | 109,959   |
| Loaded (embarques) during same week.....  | 6,198,605 |
|   | 189,158   |
| STOCK IN SANTOS ON April, 18th, 1918..  | 6,057,477 |
| BAHIA stock on April, 12th, 1918..  | 82,800    |
| Entries for week ended April, 19th, 1918..  | 2,000     |
| Loaded (Embarques) during same week   | 84,800    |
|   | 900       |
| Stock at Bahia on April, 19th, 1918..   | 83,400    |
| Stock in Rio Santos on April 18th, 1918 and Bahia on April 19th, 1918   | 6,846,692 |
| do do on April 11th, 1918 do on April 12th  | 6,891,570 |
| do do on April, 19th, 1917.   | 1,659,941 |

**COFFEE PRICE CURRENT.**

During the week ending April 18th, 1918.

|                        | April 12 | April 13 | April 15 | April 16 | April 17 | April 18 | Ave-<br>rage | Clos-<br>ing<br>Apr. 23 |
|------------------------|----------|----------|----------|----------|----------|----------|--------------|-------------------------|
| RIO—                   |          |          |          |          |          |          |              |                         |
| Market N. 6 10k..      | ---      | 4.698    | ---      | 4.765    | ---      | ---      | ---          | ---                     |
| " N. 7                 | 4.698    | 4.765    | 4.776    | 4.831    | 4.834    | 4.834    | 4.774        | 4.766                   |
| " N. 8                 | 4.494    | 4.562    | 4.562    | 4.630    | 4.630    | 4.630    | 4.570        | 4.562                   |
| " N. 9                 | 4.200    | 4.288    | 4.288    | 4.426    | 4.426    | 4.426    | 4.366        | 4.357                   |
|                        | 4.017    | 4.055    | 4.055    | 4.133    | 4.133    | 4.133    | 4.093        | 4.153                   |
| SANTOS—                |          |          |          |          |          |          |              |                         |
| Superior per 10 k..    | 4.900    | 4.900    | 4.900    | 4.900    | 4.900    | 4.900    | 4.900        | 4.900                   |
| Good Average.....      | 4.000    | 3.900    | 3.900    | 3.900    | 3.900    | 3.900    | 3.916        | 3.900                   |
| Base N. 4              | ---      | ---      | ---      | ---      | ---      | ---      | ---          | 4.900                   |
| N. YORK, per lb..      | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| Spot Rio N. 7 cent.    | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| " " " 6                | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| " Santos               | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| " " " 4                | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| Options—               |          |          |          |          |          |          |              |                         |
| " May....              | 8.46     | 8.44     | 8.48     | 8.46     | 8.30     | 8.35     | 8.40         | 8.36                    |
| " July....             | 8.55     | 8.50     | 8.54     | 8.50     | 8.38     | 8.40     | 8.45         | 8.45                    |
| " Sept....             | 8.62     | 8.53     | 8.62     | 8.53     | 8.40     | 8.47     | 8.54         | 8.51                    |
| HAVRE per 50 kilos     |          |          |          |          |          |          |              |                         |
| Options..... francs    |          |          |          |          |          |          |              |                         |
| " Mar....              | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| " May....              | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| " Sept....             | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| LONDON cwt.            |          |          |          |          |          |          |              |                         |
| Options..... shillings |          |          |          |          |          |          |              |                         |
| " May....              | 67/-     | 67/-     | 65/-     | 65/-     | 65/-     | 65/-     | 67/2         | ---                     |
| " July....             | ---      | ---      | ---      | ---      | ---      | ---      | ---          | ---                     |
| " Sept....             | 69/6     | 69/6     | 67/3     | 67/3     | 67/3     | 67/3     | 68/-         | ---                     |

**MANIFESTS OF COFFEE.**

**RIO DE JANEIRO.**

During the week ending April 18th, 1918.

|                   |                     |        |        |
|-------------------|---------------------|--------|--------|
| CURVELLO—New York | Arbuckle & Co       | 5,000  |        |
| Ditto—            | Cia. Braz. S. Belga | 15     | 5,015  |
| MAIPO—New York    | Hard, Rand & Co     | 28,000 |        |
| Ditto—            | Arbuckle & Co       | 5,000  | 33,000 |
| SAGA—New York     | Arbuckle & Co       | 5,000  |        |
| Ditto—            | McKinley & Co       | 5,000  |        |
| Ditto—            | Pinto & Co          | 4,000  |        |
| Ditto—            | Vivaqua Irmaos      | 3,000  |        |
| Ditto—            | McLaughlan & Co     | 3,000  |        |
| Ditto—            | Sidney Cox          | 3,500  | 23,500 |

**RIO—COASTWISE.**

|                     |                      |     |       |
|---------------------|----------------------|-----|-------|
| MARANHAO—Mandós     | McKinley & Co        | 210 |       |
| Ditto—              | Jessouroun Irmaos    | 130 |       |
| Ditto—              | Monarchi & Pino      | 150 |       |
| Ditto—              | Sequeira & Co        | 80  |       |
| Ditto—Tutoya        | Sequeira & Co        | 100 |       |
| Ditto—              | Theodor Wille & Co   | 50  |       |
| Ditto—              | M. Pires Ferreira    | 2   | 762   |
| AYMORE—Penedo       | Zenha Ramos & Co     | --- | 20    |
| CURVELLO—Pará       | McKinley & Co        | 420 |       |
| Ditto—              | Jessouroun Irmaos    | 400 |       |
| Ditto—              | Grace & Co           | 50  |       |
| Ditto—              | Arthur Garcia & Co   | 50  |       |
| Ditto—              | De Lamare Faria & Co | 49  |       |
| Ditto—Ceará         | Theodor Wille & Co   | 301 |       |
| Ditto—              | Ornstein & Co        | 175 |       |
| Ditto—              | Tabiao Telles & Co   | 20  | 1,464 |
| THEREZINA—Natal     | Ornstein & Co        | 90  |       |
| Ditto—              | Arthur Garcia        | 25  |       |
| Ditto—              | Sequeira & Co        | 20  |       |
| Ditto—Cabedello     | Arthur Garcia        | 100 |       |
| Ditto—              | Sequeira & Co        | 25  |       |
| Ditto—Pernambuco    | Theodor Wille & Co   | 120 | 380   |
| MAYRINK—Itajaby     | Zenha Ramos & Co     | 20  |       |
| Ditto—Florianopolis | Zenha Ramos & Co     | 50  |       |
| Ditto—Laguna        | Jessouroun Irmaos    | 200 | 270   |



# COMPANHIA COMMERCIAL DE SÃO PAULO

P. 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.  
 AGENT GENERAL IN EUROPE: G. H. WINRAM, 59 EASTCHEAP, LONDON, E.C.

|                       |                         |     |       |
|-----------------------|-------------------------|-----|-------|
| PARA—Manáós .....     | McKinley & Co .....     | 440 |       |
| Ditto— .....          | Hard, Rand & Co .....   | 65  |       |
| Ditto—Santarem .....  | McKinley & Co .....     | 60  |       |
| Ditto—Maranhão .....  | Zenha, Ramos & Co ..... | 20  | 585   |
| Total coastwise ..... |                         | —   | 3,481 |

|              |                           |       |        |
|--------------|---------------------------|-------|--------|
| Ditto .....  | Leite Santos & Co .....   | 2,000 |        |
| Ditto— ..... | Prado Ferreira & Co. ...  | 1,500 |        |
| Ditto— ..... | Ed. Johnston & Co ...     | 1,000 |        |
| Ditto— ..... | Santos Coffee Co. ....    | 500   |        |
| Ditto— ..... | Freitas L. Nogueira....   | 500   |        |
| Ditto— ..... | R. Alves Toledo & Co. ... | 100   | 33,600 |

### SANTOS.

Manifests of Coffee of Allied vessels for Europe will only be published 30 days after date of sailing.  
 During the week ending April 18th, 1918.

|                         |                               |        |
|-------------------------|-------------------------------|--------|
| CURVELLO—New York ..... | R. Alves Toledo & Co. 6,500   |        |
| Ditto— .....            | Naumann Gepp & Co. 4,500      |        |
| Ditto— .....            | Levy & Co .....               | 4,500  |
| Ditto— .....            | S. A. M. Wright & Co. 2,500   |        |
| Ditto— .....            | J. C. Mello & Co .....        | 2,000  |
| Ditto— .....            | Arbuckle & Co .....           | 2,000  |
| Ditto— .....            | Nioac & Co .....              | 2,000  |
| Ditto— .....            | Picone & Co .....             | 1,500  |
| Ditto— .....            | J. Osorio .....               | 1,655  |
| Ditto— .....            | Grace & Co .....              | 1,500  |
| Ditto— .....            | Ed. Johnston & Co ...         | 1,500  |
| Ditto— .....            | Société F. Bresilienne. 1,045 |        |
| Ditto— .....            | Cia Leme Ferreira .....       | 1,000  |
| Ditto— .....            | Cia. Atlantica de Café. 1,000 |        |
| Ditto— .....            | Louis Boher & Co .....        | 500    |
| Ditto— .....            | S. A. C. Geral Com....        | 500    |
| Ditto— .....            | McLaughlin & Co. ....         | 500    |
|                         |                               | 34,710 |

|                      |                             |        |        |
|----------------------|-----------------------------|--------|--------|
| CAMPEIRO—Genoa ..... | Cia. Prado Chaves .....     | 13,000 |        |
| Ditto— .....         | R. Alves Toledo & Co. 4,000 |        |        |
| Ditto— .....         | Picone & Co .....           | 2,500  |        |
| Ditto— .....         | Prado Ferreira & Co ...     | 1,500  | 21,000 |

|                          |                             |       |        |
|--------------------------|-----------------------------|-------|--------|
| T. DI SAVOIA—Genoa ..... | Villas Boas & Co. ....      | 3,902 |        |
| Ditto— .....             | Cia. Prado Chaves .....     | 2,000 |        |
| Ditto— .....             | Enea Malagutti .....        | 1,000 |        |
| Ditto— .....             | Levy & Co .....             | 1,000 |        |
| Ditto— .....             | J. C. Mello & Co .....      | 1,000 |        |
| Ditto— .....             | Cia. Puglisi .....          | 598   |        |
| Ditto— .....             | G. Tomaselli .....          | 507   |        |
| Ditto— .....             | Cruz Vermelha Italiana. 100 |       |        |
| Ditto—Consumption .....  | Sundry .....                | 7     |        |
| Ditto— .....             | José Sorbello .....         | 89    | 10,112 |

### PERNAMBUCO MARKET REPORT.

Pernambuco, 12th April, 1918.

**Sugar.** Entry to 8th has been 47,604 bags compared with 44,617 bags for same date last year and it is anticipated that entries will quickly diminish, as several mills have already shut down for the season and consequently price of usinas keeps well up and price paid to planters is still 10\$700 to 11\$300; white crystals are also maintained at 9\$400/9\$600, but whites 3a and somenos are easier at 8\$000 to 8\$600 for former and 7\$ to 7\$600 for latter, these qualities being in less demand, but for the better kinds the enquiry for Rio Grande ports and the Plate does not show any falling away so far and planters are sure of good prices for the small quantities that may still come to market. Bruto secco continues to fetch 3\$700 to 4\$ in market and at 3\$800 bagged the home markets are offering to buy freely and would probably pay more if ready shipment could be guaranteed. Dealers prices for bagged article are about the same as last quoted, but they are fairly firm and would not make any large sales at current prices of any quality other than bruto secco. The total stock of sugar now here is said to be about 500,000 bags, nearly all of which is sold and waiting shipment, there being still 150,000 bags crystals waiting conveyance to Plate ports and 200,000 bags for Santos are in same condition and of above stocks there are probably not more than 70/100,000 bags available for sale. Shipments during the week have been: Rio 21,500 bags, Santos 40,480 bags, Northern ports 2,450 bags, Rio Grande ports 11,850 bags and Genoa, per s.s. Campeiro, 44,850 bags white crystals.

**Cotton.** Entries to 9th have been 5,676 bags compared with 6,060 bags for same date last year. The market is unchanged with no sellers under 50\$, at which price one of the Mills here bought 300 bags on 8th, with guarantee of not over 20 per cent medium and on same terms there are still a few sellers, but the mills are now only offering 49\$ and shippers 48\$ and although stuff could be sold at these prices without any guarantee of quality, holders steadily refuse to do any business under 50\$ and there are some

### SANTOS—COASTWISE

|                                |                         |     |       |
|--------------------------------|-------------------------|-----|-------|
| FLORIANOPOLIS—Rio Grande ...   | Venancio de Faria ..... | 500 |       |
| Ditto— .....                   | Andrade Junqueira ..... | 350 |       |
| Ditto—Porto Alegre .....       | Villas Boas & Co .....  | 400 | 1,250 |
| TABATINGA—Rio de Janeiro ..... | J. Machado & Co .....   | 434 |       |
| Ditto— .....                   | Tobias de Barros .....  | 392 |       |
| Ditto— .....                   | Cia. Puglisi .....      | 212 |       |
| Ditto—Maceió .....             | R. Vasconcellos .....   | 150 | 1,188 |
| Total coastwise .....          |                         | —   | 2,438 |

### MANIFESTS RECEIVED AFTER DATE OF ANALYSIS.

|                              |                    |   |        |
|------------------------------|--------------------|---|--------|
| PERCY R. PYNE II—New Orleans | J. Aron & Co. .... | — | 16,821 |
|------------------------------|--------------------|---|--------|

Not published in our issue of 26th March. For Europe only.  
 Week ending 21st March, 1918.

### SANTOS

|                    |                           |        |  |
|--------------------|---------------------------|--------|--|
| EUROPA—Genoa ..... | Societa L. Industrial ... | 10,000 |  |
| Ditto— .....       | Cia. Prado Chaves .....   | 6,000  |  |
| Ditto— .....       | Levy & Co .....           | 6,000  |  |
| Ditto— .....       | Hard, Rand & Co .....     | 3,500  |  |
| Ditto— .....       | J. Osorio .....           | 2,500  |  |

that still talk of 60\$. Shipments during the week have been very small, comprising Rio 250 bags, Santos 506 bags, Victoria 50 bags and Itajahy 200 pressed bales.

On 13th 100 bags sold at 49\$ without guarantee of quality and later about 100 bags more in lots of 30-40 bags found buyers at 50\$ with guarantee of 20 per cent mediums.

**Coffee** still commands 8\$, but there is not much business passing owing to the small entries of the article.

**Cereals.** A steady demand prevails for all kinds, but prices are easier as there are no steamers available and storage in city is about complete. Last sales were milho 9\$ to 9\$500 per bag of 60 kilos, beans 31\$ to 32\$ mulatinho and same price for black; farinha is more difficult of sale owing to difficulty of storage and shipment, last sales reported are 11\$500 to 13\$500 per bag of 50 kilos, according to quality; last shipments 520 bags to Rio and 2,300 bags to Santos.

**Freights.** Nothing new and no steamer on berth for Europe and it is reported that the boat due end of this month will not load, as orders have already come to send her elsewhere. Coast-wise cargo continues in abundance and tonnage especially wanted for River Plate ports and Santos.

**Exchange** opened on 6th at 13 1-16d in foreign banks and 13d in Banco Recife for collection and was weak all day; 7th, Sunday; 8th, collection at 13d and this rate was the only one obtainable during the day; some private reported done at 13 1-8d; 9th, the collection was at 13d, but later 1-16d better was offered for business but at these rates there is no money offered; a little more private was done at 13 1-8d; 10th, 13d collection, with banks later offering 13 1-32d and 13 1-16d at close, without getting any money; 11th, collection at 13 1-16d and later on 13 1-8d was obtainable for any business that offered; to-day same rates prevailed and market looks decidedly firm, but no money offers by which it could be tested.

## RUBBER

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

|                     | London<br>s. d. | Para                              |
|---------------------|-----------------|-----------------------------------|
| 31st March, 1917    | 3 2½            | 5\$400                            |
| 14th April, 1917    | 3 1½            | 5\$200                            |
| 5th May, 1917       | 3 0             | 4\$600                            |
| May 26th, 1917      | 3 2             | 4\$800                            |
| June 2nd, 1917      | 3 2             | 4\$750                            |
| June 30, 1917       | 2 11½           | 4\$300                            |
| July 7th, 1917      | 3 0½            | 4\$300                            |
| 28th July, 1917     | 3 3½            | 5\$100                            |
| 4th August, 1917    | 3 3½            | 4\$800                            |
| August 11th, 1917   | 3 2¾            | 4\$650                            |
| August 18th, 1917   | 3 3             | 4\$700                            |
| August 25th, 1917   | 3 3             | 4\$700                            |
| 1st Sept., 1917     | 3 3¼            | 4\$650                            |
| 29th Sept., 1917    | 3 2             | 4\$500                            |
| 6th October, 1917   | 3 4½            | 4\$300                            |
| 27th October, 1917  | 3 4½            | 4\$300                            |
| 3rd November, 1917  | 3 4½            | 4\$100                            |
| 24th November, 1917 | 2 7½            | 3\$600                            |
| 1st December, 1917  | 2 6             | 3\$500                            |
| 29th December, 1917 | 2 9             | 3\$950                            |
| January 5th, 1918   | 2 10            | 4\$000                            |
| February 2nd, 1918  | 2 7¾            | 3\$800 BkBrazil.<br>3\$700 Market |
| February 10th, 1918 | 2 7             | 3\$600 market                     |
| 16th February, 1918 | 2 6¾            | 3\$900 BkBrazil.<br>3\$600 market |
| 23rd February, 1918 | 2 6½            | 4\$000 BkBrazil.<br>3\$800 market |

|                  |      |                                   |
|------------------|------|-----------------------------------|
| March 2nd, 1918  | 2 8½ | 4\$100 BkBrazil.<br>3\$800 market |
| March 9th, 1918  | 2 7¾ | 4\$100 BkBrazil.<br>3\$600 market |
| March 16th, 1918 | 2 7¾ | 3\$600 market                     |
| March 23rd, 1918 | 2 8½ | 4\$100 BkBrazil.                  |
| March 30th, 1918 | 2 10 | 4\$100BkBrazil.                   |
| April 6th, 1918  | 3 0  | 4\$100 BkBrazil.                  |
| April 13th, 1918 | 3 0¾ | 3\$900 market                     |
| 20th April, 1918 | 3 1½ | 4\$100 BkBrazil.<br>3\$900 market |

"Fairplay" of 21 March, reports the London market for plantation rubber steady, with little change in prices during the early part of the week, but developed a firmer tendency on the publication of the week's losses of steamers, giving rise to fear of further tonnage difficulties, and since Thursday prices have advanced to the extent of ¼d to 1d per lb for crepe and ¼d to ½d for smoked sheet. The statistical comparison for London looks more unfavourable this week, with continued full arrivals and moderate deliveries, whilst a correction in the figures has helped to make the stock show an excess of 4,996 tons over last year at this time; but the effect of two months' stoppage of shipments from the East must, ere long, change the complexion of the comparison.

Landed in London, week ending March 9th, 1,262 tons. Delivered, 528 tons. Stock adjusted, 15,516 tons, against 10,520 tons last year.

Quotations:—First crepe, 2s 6d; hard fine, 2s 8d.

### Shipments of Rubber from Para, Manaus and Itacoatiara from

29 March, 1916, to 25 February, 1918.

|                           | Enemy | Allies | Braz. & Portug. | Total  |
|---------------------------|-------|--------|-----------------|--------|
| Brought forward           | 3,192 | 32,488 | 20,327          | 56,007 |
| From Manaus—              |       |        |                 |        |
| Dec. 6—Bahia, N. York     | —     | 107    | 10              | 117    |
| „ 16—Tela, New York       | —     | 69     | 228             | 297    |
| „ Ditto, Liverpool        | —     | 259    | 413             | 672    |
| Jan. 15—Sergipe, N. York  | —     | 454    | 358             | 812    |
| „ 26—Vindeggen, N. York   | —     | 332    | 159             | 491    |
| „ 26—Vindeggen, L'pool    | —     | 328    | 229             | 557    |
| „ 31—Brazil, N. York      | —     | —      | 19              | 19     |
| „ 20—Alegrette, N. York   | —     | —      | 504             | 504    |
| From Para—                |       |        |                 |        |
| „ 15—Cuyaba, N. York      | —     | 233    | 368             | 601    |
| „ 15—Tela, New York       | —     | 189    | 215             | 404    |
| Jan. 2—Benedic, Liverpool | —     | 396    | —               | 396    |
| „ 21—Sergipe, New York    | —     | 17     | 43              | 60     |
| „ 23—Curvello, N. York    | —     | 230    | 388             | 618    |
| Feb. 1—Thelma, N. York    | —     | 17     | 31              | 48     |
| „ 3—Anselm, Liverpool     | —     | 552    | 165             | 717    |
| „ 2—Vindeggen, N. York    | —     | 167    | 131             | 298    |
| „ 11—Poconé, N. York      | —     | 201    | 76              | 277    |
| „ 15—Charkow, N. York     | —     | 13     | 161             | 174    |
| „ 20—Alegrette, N. York   | —     | 64     | 304             | 368    |
| „ 15—Tela, N. York        | —     | 298    | 11              | 309    |
|                           | 3,192 | 36,414 | 24,140          | 63,746 |
| Oct. 17—Benedict, Manaus  | —     | —      | —               | 480    |
| Jan. 15—, Manaus          | —     | —      | —               | 672    |
| Feb. 18—Anselm, Manaus    | —     | —      | —               | 556    |
|                           | —     | —      | —               | 65,454 |

Since the clearance of the Lloyd Brasileiro s.s. Curvello in October last, no rubber or produce of any kind has been shipped by enemy or blacklisted firms by the Lloyd Brasileiro or any other

steamers and this once profitable German trade has been entirely eliminated so long as the war lasts. Of the total exported since the initiation of the Blacklist in 1916, 57.1 per cent was shipped by American, British and French firms, 37.9 per cent by Brazilian and Portuguese, but only 5 per cent by enemy firms.

## SUGAR

Shipments of Sugar at the ports of Rio and Santos during the week ended 18 April, 1918, in bags of 60 kilos:—

| Vessel—Destination              | Rio          | Santos    | Total        |
|---------------------------------|--------------|-----------|--------------|
| Garibaldi, Buenos Aires .....   | —            | 60        | 60           |
| — French Possessions .....      | 1,000        | —         | 1,000        |
| Viva, consumption .....         | —            | 6         | 6            |
| <b>Total for week .....</b>     | <b>1,000</b> | <b>66</b> | <b>1,066</b> |
| Ditto, 1-18 April .....         | 1,001        | 146       | 1,147        |
| Ditto, 1 Jan. to 18 April ..... | 1,548        | 497       | 2,045        |

At £2.340 per bag, f.o.b. value for the two ports for the week ended 18th April works out at £2,494 and for the month of April to date at £2,684; total f.o.b. value for the year to 18th April £4,784.

—Shipments at northern outports, according to manifests received during the week ended 18 April were as follows, in bags of 60 kilos:—

|                                | Maceio | P'buco  | Bahia  | Total   |
|--------------------------------|--------|---------|--------|---------|
| — Italy (total for week) ..... | —      | 44,883  | —      | 44,884  |
| Total, month of April .....    | —      | 44,884  | —      | 44,884  |
| Ditto, month of March .....    | —      | 155,829 | 20,173 | 176,002 |
| Ditto, 1 Feb. to 3 April ..... | 11,368 | 310,780 | 39,133 | 361,281 |

F.O.B. value for the week's shipments of 44,834 bags 1,783,360\$.

## BEANS

### MANIFESTS OF BEANS.

During the week ending April 18th, 1918.

| CURVELLO—United States ..... | Jessouroun Irmaos .....       | 1,000         |
|------------------------------|-------------------------------|---------------|
| United Kingdom .....         | Naumann Gepp & Co. 28,130     |               |
| Ditto .....                  | Cia. Comm. de S. Paulo 15,015 |               |
| Ditto .....                  | Brazil Trading Co. 11,880     |               |
| Ditto .....                  | Santos Coffee Co. 10,000      |               |
| Ditto .....                  | L. B. F. Matarazzo 8,515      |               |
| Ditto .....                  | Jessouroun Irmaos 5,500       |               |
| Ditto .....                  | Picone & Co. 5,000            |               |
| Ditto .....                  | J. Osorio 5,000               |               |
| Ditto .....                  | F. S. Hampshire & Co. 1,743   | 90,521        |
| <b>Total overseas .....</b>  | <b>—</b>                      | <b>91,521</b> |

| Destination          | Port of Origin |        | Total  |
|----------------------|----------------|--------|--------|
|                      | Rio            | Santos |        |
| United Kingdom ..... | —              | 90,521 | 90,521 |
| United States .....  | —              | 1,000  | 1,000  |

|                                   |          |         |         |
|-----------------------------------|----------|---------|---------|
| Total for week, bags .....        | —        | 91,521  | 91,521  |
| Ditto, 1-18 April .....           | 1,621    | 134,812 | 136,433 |
| Ditto, 1 Jan. to 18 April .....   | 82,263   | 361,162 | 443,425 |
| Total f.o.b. value for week ..... | £ —      | 160,620 | 160,620 |
| Ditto, April to date .....        | £ 2,845  | 236,595 | 239,440 |
| Ditto, 1 Jan. to 18 April .....   | £134,030 | 598,621 | 732,651 |

Average f.o.b. value for the two ports for the week and month of April works out at £1.755 per bag.

—Our Santos correspondent reports:—Mulatinho prices closed on 18 April unaltered at 25\$500 per bag of 60 kilos for immediate delivery and 24\$ for June and July delivery. Black and white beans likewise unaltered; no demand and not quoted.

—Our correspondent at S. Paulo reports that the new crop is being picked in some places, but in most will only start about the middle of next month. So far the British Government shows no inclination to buy for June and the market is dropping. To-day the price is about 24\$500, with few or no buyers.

Exports of Beans from the ports of Rio and Santos during the month of March, 1918, in bags of 60 kilos:—

| Vessel—Destination                   | Rio           | Santos         | Total          |
|--------------------------------------|---------------|----------------|----------------|
| H.M.S. No. 2, United Kingdom .....   | 12,000        | 51,815         | 63,815         |
| Europa, Italy .....                  | —             | 21,012         | 21,012         |
| H.M.S. No. 3, United Kingdom .....   | 4,345         | 19,007         | 23,352         |
| Neuquem, Italy .....                 | —             | 15,000         | 15,000         |
| Darrington Court, Gibraltar .....    | 5,075         | —              | 5,075          |
| Ariosto, United Kingdom .....        | 3,500         | —              | 3,500          |
| Andrée, United Kingdom .....         | 2,200         | —              | 2,200          |
| Curityba, United States .....        | 2,000         | —              | 2,000          |
| Canastata, Gibraltar .....           | 1,925         | —              | 1,925          |
| Camocim, Buenos Aires .....          | —             | 1,293          | 1,293          |
| Blackheath, United Kingdom .....     | 1,060         | —              | 1,060          |
| Leon XIII, Buenos Aires .....        | —             | 1,000          | 1,000          |
| Anglia, United States .....          | —             | 500            | 500            |
| Avaré, United States .....           | —             | 60             | 60             |
| Principe di Udine, consumption ..... | —             | 9              | 9              |
| R. di Italia, consumption .....      | 2             | —              | 2              |
| Samara, consumption .....            | —             | 5              | 5              |
| <b>Total, March .....</b>            | <b>32,107</b> | <b>109,701</b> | <b>141,808</b> |

|                                   |               |                |                |
|-----------------------------------|---------------|----------------|----------------|
| Per Shippers—Jessouroun Irmaos .. | 10,000        | 21,000         | 31,000         |
| Santos Coffee Co. ....            | —             | 17,000         | 17,000         |
| Naumann Gepp and Co. ....         | —             | 15,500         | 15,500         |
| S. A. Martinelli .....            | —             | 15,000         | 15,000         |
| Favilla Lombardi and Co. ....     | —             | 15,000         | 15,000         |
| Norton, Megaw and Co. ....        | 11,355        | —              | 11,355         |
| Cia. Commercial de S. Paulo. .... | —             | 10,315         | 10,315         |
| F. S. Hampshire and Co. ....      | —             | 7,507          | 7,507          |
| I. R. F. Matarazzo .....          | —             | 7,012          | 7,012          |
| Teixeira Borges and Co. ....      | 7,000         | —              | 7,000          |
| Fonseca Machado and Co. ....      | 3,000         | —              | 3,000          |
| Augusto Constante .....           | —             | 1,000          | 1,000          |
| J. A. Hardman .....               | 750           | —              | 750            |
| Niöac and Co. ....                | —             | 293            | 293            |
| A. Freire and Co. ....            | —             | 60             | 60             |
| Nino Paganetto .....              | —             | 9              | 9              |
| Consumption .....                 | 2             | 5              | 7              |
| <b>Total, March .....</b>         | <b>32,107</b> | <b>109,701</b> | <b>141,808</b> |

|                                   |        |        |        |
|-----------------------------------|--------|--------|--------|
| Destinations—United Kingdom ..... | 23,105 | 70,822 | 93,927 |
| Italy .....                       | —      | 36,012 | 36,012 |
| Gibraltar .....                   | 7,000  | —      | 7,000  |
| Buenos Aires .....                | —      | 2,293  | 2,293  |
| United States .....               | 2,000  | 560    | 2,560  |
| Consumption .....                 | 2      | 14     | 16     |

|                           |               |                |                |
|---------------------------|---------------|----------------|----------------|
| <b>Total, March .....</b> | <b>32,107</b> | <b>109,701</b> | <b>141,808</b> |
|---------------------------|---------------|----------------|----------------|

|                       |        |        |         |
|-----------------------|--------|--------|---------|
| Ditto, February ..... | 1,134  | 38,004 | 39,138  |
| Ditto, January .....  | 47,401 | 78,645 | 126,045 |

|                              |               |                |                |
|------------------------------|---------------|----------------|----------------|
| <b>Total, 3 months .....</b> | <b>80,642</b> | <b>226,350</b> | <b>306,992</b> |
|------------------------------|---------------|----------------|----------------|

|   |         |         |         |
|---|---------|---------|---------|
| Total f.o.b. value month of March ..... | £53,779 | 183,749 | 237,528 |
|---|---------|---------|---------|

|                       |         |        |        |
|-----------------------|---------|--------|--------|
| Ditto, February ..... | £ 1,565 | 52,445 | 54,010 |
|-----------------------|---------|--------|--------|

|                      |         |         |         |
|----------------------|---------|---------|---------|
| Ditto, January ..... | £75,841 | 125,832 | 201,673 |
|----------------------|---------|---------|---------|

|                              |                 |                |                |
|------------------------------|-----------------|----------------|----------------|
| <b>Total, 3 months .....</b> | <b>£131,185</b> | <b>362,026</b> | <b>493,211</b> |
|------------------------------|-----------------|----------------|----------------|

Imports of Beans from the two ports during the month of March were heavy and compared with previous month show increase of 102,670 bags, of which 30,973 bags from Rio and 71,697 bags from Santos.

Sterling f.o.b. value for the two ports shows increase of £183,518, of which £52,214 at Rio and £131,304 at Santos.

Of the total exported from the two ports, Rio accounted for 22.6 per cent and Santos for 77.4 per cent and of the same total

66.2 per cent went to the United Kingdom, 25.4 per cent to Italy, 4.9 per cent to Gibraltar, 1.7 per cent to Buenos Aires and 1.8 per cent to the United States, none going to France. Since the beginning of the year only 1,000 bags of beans have been exported to France.

Average f.o.b. value per bag for the two ports for January was £1.6, for February it declined to £1.38, but for March it rose again to £1.755, showing increase compared with previous month of £0.375 per bag.

## RICE

Shipments of Rice at the ports of Rio and Santos during the week ended 18 April, in bags of 60 kilos:—

| Vessel—Destination                   | Rio     | Santos | Total  |
|--------------------------------------|---------|--------|--------|
| Viva (s.v.) consumpt. total for week | —       | 3      | 3      |
| Total, 1-18 April                    | 1,307   | 607    | 1,914  |
| Ditto, 1 Jan. to 18 April            | 2,157   | 10,600 | 12,757 |
| Total f.o.b. value for week          | £ —     | 6      | 6      |
| Ditto, 1-18 April                    | £ 2,513 | 1,168  | 3,681  |
| Ditto, 1 Jan. to 18 April            | £ 4,145 | 19,682 | 23,827 |

Average f.o.b. value for the two ports for the week ended 18 April and month to date works out at £1.923 per bag.

—Our Santos correspondent reports prices unaltered and the market continues flat with no demand.

—Our S. Paulo correspondent reports that rice is starting, but so far no business is reported.

**Exports of Rice** from the ports of Rio and Santos during the month of March, 1918, in bags of 60 kilos:—

| Vessel—Destination                 | Rio     | Santos | Total  |
|------------------------------------|---------|--------|--------|
| Camocim, Buenos Aires              | —       | 500    | 500    |
| Darro, Buenos Aires                | —       | 1,000  | 1,000  |
| Darro, consumption                 | —       | 9      | 9      |
| P. di Udine, Buenos Aires          | —       | 200    | 200    |
| P. di Udine, consumption           | —       | 25     | 25     |
| Neuquem, Italy                     | —       | 1      | 1      |
| Europa, Italy                      | —       | 1      | 1      |
| T. di Savoia, Italy                | —       | 1      | 1      |
| Total, month of March              | —       | 1,737  | 1,737  |
| Per Shippers—I. R. F. Matarazzo... | —       | 1,500  | 1,500  |
| J. C. Mello                        | —       | 200    | 200    |
| Nino Paganetto                     | —       | 25     | 25     |
| Mathieson and Co.                  | —       | 10     | 10     |
| S. A. Martinelli                   | —       | 2      | 2      |
| Total, month of March              | —       | 1,737  | 1,737  |
| Per Destinations—Buenos Aires      | —       | 1,700  | 1,700  |
| Italy                              | —       | 3      | 3      |
| Consumption on board               | —       | 34     | 34     |
| Total, month of March              | —       | 1,737  | 1,737  |
| Ditto, February                    | 850     | 2,231  | 3,081  |
| Ditto, January                     | —       | 6,025  | 6,025  |
| Total, three months                | 850     | 9,993  | 10,843 |
| F.O.B. value month of March        | £ —     | 3,406  | 3,406  |
| Ditto, February                    | £ 1,632 | 4,283  | 5,915  |
| Ditto, January                     | £ —     | 10,845 | 10,845 |
| Total f.o.b. value, three months   | £ 1,632 | 18,534 | 20,166 |

F.O.B. value for the month of March averaged £1.961 per bag, as against £1.920 for February and £1.8 for January.

## MANDIOCA MEAL

**MANIFESTS OF MANDIOCA FLOUR.**  
During the week ending April 18th, 1918.

|          |                       |       |
|----------|-----------------------|-------|
| — France | Castro Silva & Co     | 380   |
| Ditto    | Jessouroun Irmaos     | 750   |
| Ditto    | Leon Simon & Co       | 125   |
| Ditto    | Bordeaux & Co         | 900   |
| Ditto    | Ant. dos Santos & Co. | 2,000 |
| Ditto    | G. Larne & Co         | 2,524 |
|          |                       | 6,679 |
| — France | Jessouroun Irmaos     | 600   |
|          | Total overseas        | 7,279 |

| Destination                 | Rio      | Santos | Total   |
|-----------------------------|----------|--------|---------|
| France, total for week      | 7,279    | —      | 7,279   |
| Total, 1-18 April           | 27,359   | —      | 27,359  |
| Ditto, 1 Jan.-18 April      | 94,693   | 15,676 | 110,369 |
| Total f.o.b. value for week | £11,261  | —      | 11,261  |
| Ditto, 1-18 April           | £42,324  | —      | 32,324  |
| Ditto, 1 Jan. to 18 April   | £147,102 | 24,476 | 171,578 |

Average f.o.b. value for the two ports for the week and month of April works out at £1,547 per bag.

—Our Santos correspondent reports prices of Mandioca Meal closed on 18 April unaltered at 26\$ to 27\$ per bag of 50 kilos, with very limited demand in consequence of shortage of tonnage.

**Exports of Mandioca Meal** from the ports of Rio and Santos during the month of March, 1918, in bags of 50 kilos:—

| Vessel—Destination              | Rio      | Santos | Total   |
|---------------------------------|----------|--------|---------|
| H.M.S. No. 2, United Kingdom    | 4,650    | —      | 4,650   |
| H.M.S. No. 3, United Kingdom    | 4,610    | —      | 4,610   |
| Waimana, United Kingdom         | 3,200    | —      | 3,200   |
| Blackheath, United Kingdom      | 2,998    | —      | 2,998   |
| Euclid, United Kingdom          | 2,050    | —      | 2,050   |
| Canostata, Gibraltar            | 1,750    | —      | 1,750   |
| Camonesa, France                | 1,500    | —      | 1,500   |
| Tharros, Gibraltar              | 1,000    | —      | 1,000   |
| Total, month of March           | 21,758   | —      | 21,758  |
| Shippers—Norton, Megaw and Co.  | 14,698   | —      | 14,698  |
| Teixeira, Borges and Co.        | 1,750    | —      | 1,750   |
| McKinley & Co.                  | 1,500    | —      | 1,500   |
| Bordeaux and Co.                | 1,500    | —      | 1,500   |
| Jessouroun Irmaos and Co.       | 1,000    | —      | 1,000   |
| E. Johnston and Co.             | 700      | —      | 700     |
| Hopkins, Causer and Hopkins     | 610      | —      | 610     |
| Total, month of March           | 21,758   | —      | 21,758  |
| Per Destinations—United Kingdom | 17,508   | —      | 17,508  |
| Gibraltar (to order)            | 2,750    | —      | 2,750   |
| France                          | 1,500    | —      | 1,500   |
| Total, month of March           | 21,758   | —      | 21,758  |
| Ditto, February                 | 44,836   | 6,279  | 51,115  |
| Ditto, January                  | 740      | 9,397  | 10,137  |
| Total, three months             | 67,334   | 15,676 | 83,010  |
| F.O.B. value, month of March    | £33,855  | —      | 33,855  |
| Ditto, February                 | £69,765  | 9,770  | 79,535  |
| Ditto, January                  | £ 1,158  | 14,706 | 15,864  |
| Total, three months             | £104,778 | 24,476 | 129,254 |

Average f.o.b. value per bag for March was £1.556, being unaltered compared with February, as against £1.565 for January. There were no exports from the port of Santos during the month of March.

## COCOA

Shipments of Cocoa at the ports of Rio and Bahia, according to manifests received during the week ended 18 April, in bags of 60 kilos: per s.s. Saga. Rio to U.S., shipper, Costa and Ribeiro, 5,000 bags.

| Destination.                          | Rio     | Bahia   | Total   |
|---------------------------------------|---------|---------|---------|
| United States (total for week) .....  | 5,000   | —       | 5,000   |
| Total, 1-18 April .....               | 5,000   | —       | 5,000   |
| Ditto, 1 Jan. to 18 April .....       | 23,561  | 144,741 | 168,302 |
| F.O.B. for week and April to date.... | £15,085 | —       | 15,085  |
| Ditto, 1 Jan. to 18 April .....       | £71,769 | 398,026 | 469,795 |

out as follows: for Bahia £2.743 per bag and for Rio £3.017.

Average f.o.b. value for the week and month of April works

So far no manifests have been received of shipments at Bahia during April to date.

## MEAT

Shipments of Chilled and Frozen Meat at the ports of Rio and Santos during the week ended 18 April, in tons of 1,000 kilos, as per following manifests:—Santos, per an Unamed s.s. Italy, Continental Products Co 1,337 tons, Cia. Frigorifica e Pastoral 308 tons, total 1,645 tons; per an Unamed s.s. to U.K., Cia. Frigorifico Pastoral 145 tons, Continental Products Co. 182; total 327 tons.

| Destination          | Rio | Santos | Total |
|----------------------|-----|--------|-------|
| Italy .....          | —   | 1,645  | 1,645 |
| United Kingdom ..... | —   | 327    | 327   |

|                                       |          |         |           |
|---------------------------------------|----------|---------|-----------|
| Total for week, tons .....            | —        | 1,972   | 1,972     |
| Ditto, 1-18 April .....               | 1,187    | 3,958   | 5,145     |
| Ditto, 1 Jan. to 18 April, 1918 ..... | 8,353    | 12,542  | 20,895    |
| Total f.o.b. value for the week.....  | £ —      | 108,614 | 108,614   |
| Ditto, 1-18 April .....               | £65,378  | 217,999 | 283,377   |
| Ditto, 1 Jan. to 18 April .....       | £435,797 | 672,221 | 1,108,018 |

There were no shipments at Rio during the week ending 18th April. Meat now ranks second place in value of exports from Rio and Santos and next to coffee is the only commodity that has reached the figure of £1,000,000 for the year to 18 April.

F.O.B. value for the two ports for the week and month of April works out at £55.078 per ton.

## LARD

Shipments of Lard at the ports of Rio and Santos during the week ended 18 April, in cases of 60 kilos, as per following manifests:—Rio: a Brazilian s.s. France, Jessouroun Irmãos, 4,618 cases.

| Destination                         | Rio      | Santos | Total   |
|-------------------------------------|----------|--------|---------|
| France, total for week, cases ..... | —        | 4,618  | 4,618   |
| Total, 1-18 April .....             | 4,870    | 4,895  | 9,705   |
| Ditto, 1 Jan. to 18 April .....     | 38,640   | 14,091 | 52,731  |
| Total f.o.b. value for week .....   | £ —      | 30,645 | 30,645  |
| Ditto, 1-18 April .....             | £32,317  | 32,085 | 64,402  |
| Ditto, 1 Jan. to 18 April .....     | £140,594 | 82,963 | 223,557 |

Average f.o.b. value for the two ports for the week and month of April works out at £6.636 per case of 60 kilos.

## HIDES

Shipments of Hides at the ports of Bahia, Rio and Santos during the week ended 18 April, in tons of 1,000 kilos:—

|                                     | Salted | Dry | Total |
|-------------------------------------|--------|-----|-------|
| Rio and Santos, total for week..... | 32     | 41  | 73    |
| Ditto, 1-18 April .....             | 233    | 41  | 274   |
| Ditto, 1 Jan. to 18 April .....     | 817    | 153 | 970   |
| Bahia, Total 1-18 April .....       | 184    | 55  | 239   |
| Ditto, 1 Jan. to 18 April .....     | 241    | 345 | 586   |

During the year to 18 April, Rio and Santos exported 970 tons of hides, of which 817 tons of salted and 153 tons of dry hides and during the same period Bahia exported 586 tons, of which 241 tons of salted and 345 tons of dry hides. Shipments per destination and origin were as follows:—

| Destination                   | Port of origin. |        |       | Total |
|-------------------------------|-----------------|--------|-------|-------|
|                               | Rio             | Santos | Bahia |       |
| Italy, total for week .....   | 41              | 32     | —     | 73    |
| Total, 1-18 April .....       | 41              | 233    | 239   | 513   |
| Ditto, 1 Jan. to 18 April ... | 737             | 233    | 586   | 1,556 |

F.O.B. Value:—

|                                    |         |        |         |        |
|------------------------------------|---------|--------|---------|--------|
| Total, week ended 18 April. £      | 4,742   | 2,221  | —       | 6,963  |
| Ditto, 1-18 April .....            | £ 4,742 | 16,170 | 21,058  | 41,970 |
| Ditto, 1 Jan. to 18 April. £58,541 | 16,170  | 60,797 | 135,508 |        |

Average f.o.b. values for the week and month of April work out as follows:—Rio and Santos, salted hides, £69.398 per ton, dry £115.664 per ton; Bahia, salted £74.686 per ton and dry £133.014 per ton.

Exports through Rio Grande Bar from 1 January to 31 March:

|            | Salted Hides |        | Dry Hides |        | Total   |
|------------|--------------|--------|-----------|--------|---------|
|            | Europe       | U.S.   | Europe    | U.S.   |         |
| 1918 ..... | —            | —      | 21,700    | 1,942  | 23,642  |
| 1917 ..... | 13,098       | —      | 4,671     | 7,716  | 25,485  |
| 1916 ..... | 6,152        | 11,903 | —         | 16,230 | 34,285  |
| 1915 ..... | 45,482       | —      | 2,485     | 35,773 | 83,750  |
| 1914 ..... | 51,349       | —      | 38,185    | 1,326  | 90,860  |
| 1913 ..... | 87,602       | —      | 62,524    | 11,847 | 161,973 |
| 1908 ..... | 106,769      | —      | 61,325    | —      | 168,094 |

## MANGANESE

Shipments of Manganese Ore at the ports of Rio and Santos during the week ended 18 April in tons of 1,000 kilos, as per following manifests: Rio de Janeiro: France, Ministère du Ravitaillement de Paris, 920 tons; per Orkild, to U.S., Sufferin and Co, 3,273 tons; total 4,193 tons.

| Destination         | Rio   | Bahia | Total |
|---------------------|-------|-------|-------|
| United States ..... | 3,273 | —     | 3,273 |
| France .....        | 920   | —     | 920   |

|                                      |          |         |         |
|--------------------------------------|----------|---------|---------|
| Total for the week .....             | 4,193    | —       | 4,193   |
| Ditto, April to date .....           | 4,193    | —       | 4,193   |
| Ditto, 1 Jan. to 18 April .....      | 96,284   | 15,518  | 111,802 |
| F.O.B. value, week and April to date | £27,712  | —       | 27,712  |
| Ditto, 1 Jan. to 18 April .....      | £620,662 | 103,164 | 723,826 |

F.O.B. value for the two ports for the week and month of April works out at £6.609 per ton.

The shipment of 920 tons to France is a new departure, seeing that up to the present date all exports of manganese from this country went to the United States, none ever having been shipped to any other destination.

—Stocks of manganese at Rio on 18 April were approximately 45,228 tons, and at Bahia on 15 April, in the hands of E. J. Lavino and Co, about 29,000 tons. Stocks are running very low and seven steamers with capacity for 6,500 tons will make a clean sweep of the stocks. In the early part of April the Central Railway announced that the transport of manganese would be recommenced during the month, but according to a statement made yesterday (22nd April) by Dr. Aguiar Moreira, Director of the Railway, to the "Tribuna," no such intention is entertained by him. He further stated that until the United States Government made up their minds to send the coal requisite for the Central, no manganese will be transported and then only after the 72,000 tons of stocks at Rio have been exhausted. Dr. Aguiar Moreira complains bitterly against the manner in which the United States have fulfilled their part of the coal cum manganese agreement and states that the Central is without coal. Dr. Aguiar Moreira, in the excitement of the moment, erred from the truth and memory failed him when he claimed that the Central had received no coal. What has happened to the 12,000 to 15,000 tons of coal transported

by manganese steamers and only recently delivered to the Central Railway.

Dr. Aguiar Moreira's figures of stocks are somewhat stretched and differ from the actual stocks by some 27,000 tons.

Brazil is at war and as an ally of the United States should endeavour to help to win it by facilitating supplies of material necessary for the manufacture of guns, etc. The United States need urgently fresh supplies of manganese and with a little good grace the Central Railway can replenish the rapidly diminishing stocks by transporting the quantity requisite for loading available tonnage. Fugit irreparabile tempus.

## TOBACCO

Shipments of Leaf Tobacco at the ports of Rio, Santos and Bahia, according to manifests received during the week ended 18th April, in tons of 1,000 kilos:—

| Vessel—Destination            | Rio | Santos | Bahia | Total |
|-------------------------------|-----|--------|-------|-------|
| Desna, Buenos Aires .....     | —   | —      | 197   | 197   |
| Cuvello, New York .....       | —   | 8      | —     | 8     |
| Total for the week, tons ...  | —   | 8      | 197   | 205   |
| Ditto, 1 Jan. to 18 April ... | 679 | 8      | 3,153 | 3,840 |

Total l.o.b. value:—

|                               |         |     |         |         |
|-------------------------------|---------|-----|---------|---------|
| For week and April to date, £ | —       | 663 | 10,037  | 10,700  |
| Ditto, 1 Jan. to 18 April ... | £56,964 | 663 | 158,202 | 215,829 |

Average l.o.b. values for the week and month of April work out as follows: Rio and Santos £82,893 per ton, Bahia £50,947.

## SHIPPING

**Engagements.** Royal Mail, Lamport and Holt and Changours Reunis.—Nothing to report.

Transportes Maritimes.—The s.s. Sobral, ex-German Cap. Vilano, will load at Rio for the U.S., end of April, 50,000 bags of coffee at \$2.00 per bag, 5,000 bags cocoa, 2,000 tons manganese, and 200 tons Brazilian wood. The s.s. Alfenas, ex-San Nicolas, is in port with \$2,750 bags of coffee shipped at Santos for U.S. at \$2.00 per bag.

Lloyd Brasileiro.—s.s. Cuyaba is fully engaged at Rio, Santos and Bahia, and will take coffee, cocoa, skins, hides and tobacco for the U.S. The s.s. Caxias is also fully engaged. She will take 2,000 tons manganese at Rio for U.S. and will complete cargo at Santos and Bahia. Lloyd's rate is nominal and for these two steamers \$3.60 to \$4.00 was paid and for futures even higher rates may be expected.

—The Dutch s.s. Benkeldijk, requisitioned by the U.S. Government, will load at Santos for the U.S. early in May 120,000 bags of coffee at \$1.70 per bag.

—The Swedish s.s. Thelma is on the Rio and Santos berth for the U.S.; capacity about 35,000 bags.

The Dutch s.s. Zeelandia and Gooland have been requisitioned by the U.S. Government. The cargo shipped at the Plate by these s.s. for Rio and Santos will be discharged and fresh cargo will be loaded on account of the U.S. Government and will then proceed direct to an American port.

**Manganese.** The s.s. Nena is expected at Bahia shortly, where she will load about 2,000 tons of manganese for the U.S. on account of E. J. Lavino and Co.; the s.v. Pris, due at Bahia about mid-May, will also load 1,600 tons of manganese for U.S. on account of same shippers. The s.s. Governor Brooks will load shortly 500 to 600 tons manganese at Rio for U.S. on account of Soc. A. d'Intreprise General du Brésil.

**Loss of Mails.** Mails despatched from London between 18th and 23rd March for Bahia, Fortaleza, Maceio, Maranhão, Paralyha and Pernambuco are officially pronounced as lost.

**The Freight Market.—Argentina.** Rates to Brazil must be regarded as nominal. To charter a small steamer for South Brazil \$20 or \$25 would be demanded, in fact we hear that more or less that figure has been obtained for a small steamer from Montevideo to Paranagua, but the liners in the trade are still quoting in the neighbourhood of \$14 for Santos and Rio de Janeiro, but extraordinary to relate being unable to berth any tonnage for the business. In this trade also, booking seems to be becoming a matter of favouritism and influence.—“Times of Argentina,” 8 April.

—The Brazilian market is extremely strong and there has been a very great advance in rates since our last issue. As a matter of fact we can only quote nominally for there is a complete dearth of tonnage offering. As an indication of the state of affairs we may say that a sailing vessel has been taken at \$20 from B. A. to Santos, and we do not think the shipper could obtain another on those terms. The coasters are quoting \$27.50 with no space on offer and it is possible that the next business will be effected at something above that figure.—“Times of Argentina,” 15th April.

**Status of Requisitioned German Steamers.** Chartered to French Government: completed and in commission 17, expected to be ready by end July 13; total 30; transferred to Brazilian Navy 2; transferred to Lloyd Brasileiro: already completed 10, sailing vessel 1, oil fuel boat, waiting for fuel, 1, not yet repaired 1; total 13. In all 28 of the 45 vessels are ready and in commission and 14 are expected to be ready by end of July, two of which will complete repairs in the United States.

—Arrivals at the port of Rio Grande do Sul during the month of March, 1918:—Steam: 32 Brazilian of 25,271 tons net; 4 Argentine of 2,407 and 2 Danish of 5,168 tons; sailers: 2 Brazilian of 277 tons; total 40 ships of 33,123 tons net.

**Vessels Arriving at the Ports of Rio and Santos during the week**

ending 18th April, 1918.

| Flag                | Rio |        | Santos |        | Total |         |
|---------------------|-----|--------|--------|--------|-------|---------|
|                     | No. | Tons   | No.    | Tons   | No.   | Tons    |
| British .....       | 13  | 46,158 | 1      | 7,252  | 14    | 53,410  |
| French .....        | 1   | 2,019  | —      | —      | 1     | 2,019   |
| Italian .....       | 3   | 8,000  | 1      | 3,109  | 4     | 11,109  |
| American .....      | —   | —      | 1      | 1,211  | 1     | 1,211   |
| Braz. Overseas ...  | 3   | 3,253  | 1      | 567    | 4     | 3,820   |
| Greek .....         | 2   | 3,805  | —      | —      | 2     | 3,805   |
| Norwegian .....     | 2   | 3,351  | —      | —      | 2     | 3,351   |
| Danish .....        | 1   | 1,522  | 2      | 5,005  | 3     | 6,527   |
| Swedish .....       | 1   | 1,727  | —      | —      | 1     | 1,727   |
| Total overseas ...  | 26  | 69,836 | 6      | 17,144 | 32    | 86,979  |
| Braz. coastwise ... | 14  | 9,889  | 12     | 5,963  | 26    | 15,852  |
| Total for week ...  | 40  | 79,724 | 18     | 23,107 | 58    | 102,831 |
| Ditto, 11th April . | 46  | 91,234 | 20     | 34,406 | 66    | 125,640 |

Compared with last week, overseas arrivals for the two ports during the week ended 18th April show shrinkage of 10 vessels and 17,533 tons. The British flag again tops the list for the week with 14 vessels aggregating 53,140 tons, followed by the Italian and Brazilian overseas flag with 4 vessels each, Danish, Greek and Norwegian, American and Swedish flags.

**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 Jan. 6, 1918, and each week following:—

| Week Ending  | ARRIVALS (British and Foreign). | SAILINGS (British and Foreign). | BRITISH VESSELS SUNK    |                       | (British Merchant Vessels unsuccessfully attacked by Submarines) | British Fishing Vessels Sunk |
|--------------|---------------------------------|---------------------------------|-------------------------|-----------------------|--|------------------------------|
|              |                                 |                                 | 1800 tons gross or over | Under 1600 tons gross |  |                              |
| Jan. 6, 1918 | 2,085                           | 2,244                           | 18                      | 3                     | 11   | 4                            |
| Jan. 13 ...  | 2,106                           | 2,184                           | 6                       | 2                     | 5  | —                            |
| Jan. 20 ...  | 2,255                           | 2,242                           | 6                       | 2                     | 6  | —                            |
| Jan. 27 ...  | 2,352                           | 2,309                           | 9                       | 6                     | 1  | 1                            |
| Feb. 2 ....  | 2,379                           | 2,373                           | 10                      | 5                     | 13   | 4                            |
| Feb. 10 ...  | 2,400                           | 2,274                           | 13                      | 6                     | 11   | 3                            |
| Feb. 16 ...  | 2,322                           | 2,393                           | 12                      | 3                     | 9  | 1                            |
| 23 Feb. ...  | 2,274                           | 2,398                           | 14                      | 4                     | 9  | 7                            |
| 2 March ...  | 2,015                           | 2,209                           | 12                      | 6                     | 6  | —                            |
| 9 March ...  | 2,046                           | 2,062                           | 15                      | 3                     | 8  | —                            |
| 15 March ... | 2,098                           | 2,317                           | 11                      | 6                     | 11   | —                            |
| 23 March ... | 2,471                           | 2,488                           | 16                      | 12                    | 19   | 1                            |
| 30 March ... | 2,416                           | 2,379                           | 6                       | 7                     | 15   | 5                            |
| 6 April ...  | 2,534                           | 2,496                           | 4                       | 2                     | 11   | 2                            |
| 13 April ... | 2,211                           | 2,456                           | 11                      | 4                     | 12   | 1                            |

OYAPOCK, Brazilian s.s. 143 tons, from Brazilian ports  
 ITASSUOE, Brazilian s.s. 926 tons, from Brazilian ports  
 LAGUNA, Brazilian s.s. 300 tons, from Brazilian ports  
 MAYRINK, Brazilian s.s. 234 tons, from Brazilian ports  
 DARRO, British s.s. 7252 tons, from Argentina

## The Week's Official War News

The following communiqué has been received by His Majesty's Consulate General from the Press Bureau:—

London, 16th April, 1918.

The Admiralty announces that the Commander-in-Chief of the Grand Fleet reports having undertaken a sweep of the Cattegat on 14 April. 10 German trawlers were destroyed by gunfire, their crews being rescued by British ships; there were no British losses.

The British and French Governments agreed to confer on General Foch the title of Commander in Chief of the Allied Armies in France.

On the western front the heaviest fighting is in the sector facing Bailleul, where the Germans have thrown fresh forces into the fight and are delivering a succession of heavy attacks. After four days of the bitterest of fighting, in which the village of Neuve Eglise changed hands repeatedly, the Germans threw in three picked divisions not previously engaged and succeeded in carrying the high ground southward and eastward of Bailleul, after which the town became untenable for the British. The Germans are now attacking the high ground in the neighbourhood of Wytchaete. All reports show that the Germans obtained this slight success at an enormous cost. They have now employed 115 divisions in the battle, equivalent to over 2 million men, and their casualties are estimated, at the lowest, at 500,000 men. Many divisions have been in action three times since the beginning of the offensive. The enemy was held at all other points and failed in his plan to separate the British and French armies, in which his only chance of success lay. Despite the news of the enemy having entered Bailleul, Government stock remained firm, the War Loan even improving from 94 1-16 to 94 9-16.

Mr. Balfour speaking at the luncheon given in the House of Commons on 15 April to the American representatives visiting Britain, said that the Central Powers cynically admit in the Reichstag that their resolution foregoing indemnities and conceding national self-determination was the merest camouflage, and Germany now stands undisguised as a great robber state, out for world dominion; hence Germany is pouring her forces into the furnace hoping that they will strike a decisive blow at the British before the great weight of American forces is pitched into the scales, but Germany has made many false calculations in this war, and long before this final struggle is ended the full weight of America's help will have borne fruit.

Following on Monsieur Clemenceau's exposure of Emperor Charles' letter admitting France's right to Alsace-Lorraine, Count Czernin, the Austro-Hungarian Premier, resigned. This incident illustrates the degree to which Austria is dominated by the German military party, showing how Austria prepared peace schemes when the war was going ill, but was obliged to renounce all hopes of peace because the Germans conceived that the position had improved in their favour. The London "Times" comments that Count Czernin maintained the fiction of Austrian independence, which his successor will find less easy.

Zurich telegrams report a great outbreak of fire in the Zeppelin factories on the shores of Lake Constance, followed by heavy explosions, in which seaplane factories were completely wrecked as well as Zeppelin sheds, workshops and offices which were burnt out; vast stores of wood and benzine were consumed. The fire destroyed the large factory devoted to the manufacture of Goihas, in which an entire squadron was waiting to be despatched, also 2 Zeepelins which they were constructing. It is estimated that the killed number 140 and there are many injured; the fire is believed to be due to incendiarism and the flames and smoke were visible far into Switzerland.

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

During the week ending April 18th, 1918.

WEARPOOL, British s.s. 3673 tons, from Uruguay  
 KALOMO, British s.s. 3206 tons, from United States  
 ITAQUERA, Brazilian s.s. 926 tons, from Brazilian ports  
 ITAPERUNA, Brazilian s.s. 613 tons, from Brazilian ports  
 LARA, Brazilian s.s. 119 tons, from Brazilian ports  
 ITAPUHY, Brazilian s.s. 926 tons, from Brazilian ports  
 QUEENSLAND, British s.s. 2420 tons, from Argentina  
 RUY BARBOSA, Brazilian s.s. 567 tons, from Uruguay  
 MANTIQUEIRA, Brazilian s.s. 873 tons, from Argentina  
 NYANSA, British s.s. 2641 tons, from Argentina  
 TABATINGA, Brazilian s.s. 677 tons, from Brazilian ports  
 SOTE ALBUQUERQUE, Brazilian s.s. 1272 tons, from Brazilian ports  
 SATELLITE, Brazilian s.s. 887 tons, from Brazilian ports  
 VOYARIDES, Grecian s.s., 1934 tons, from United Kingdom  
 HONORIUS, British s.s. 2126 tons, from United Kingdom  
 LINDENHALL, British s.s. 2575 tons, from Argentina  
 YOUNE, British s.s. 2828 tons, from Argentina  
 OPTANEDA, Norwegian s.s., 2235 tons, from Brazilian ports  
 AFFINITA, Italian s.s. 2182 tons, from Argentina  
 LAHEC, French barque, 2019 tons, from Africa  
 MAMARI, British s.s., 3224 tons, from United Kingdom  
 ELENI STATHATOS, Grecian s.s., 1871 tons, from Argentina  
 ITAJUBA, Brazilian s.s., 869 tons, from Brazilian ports  
 ITANEMA, Brazilian s.s., 553 tons, from Brazilian ports  
 ITACOLONY, Brazilian s.s., 467 tons, from Brazilian ports  
 FLONG, Norwegian barque, 1115 tons, from United States  
 NEWA, Danish s.s., 1522 tons, from Argentina  
 OYAPOCK, Brazilian s.s., 143 tons, from Brazilian ports  
 MARANGUAPE, Brazilian s.s., 1913 tons, from Argentina  
 MOIHERE, British s.s., 4427 tons, from Italy  
 PORT CHAMBER, British s.s., 4198 tons, from Uruguay  
 SELLASIO, British s.s., 2625 tons, from United Kingdom  
 LAGUNA, Brazilian s.s., 300 tons, from Brazilian ports  
 ITASSUOE, Brazilian s.s., 926 tons, from Brazilian ports  
 MAROIM, Brazilian s.s., 145 tons, from Brazilian ports  
 GRACIA, Swedish s.s., 1727 tons, from United States  
 DARRO, British s.s., 7252 tons, from Argentina  
 ESTERIS, British s.s., 6622 tons, from Argentina  
 MONCENISIO, Italian s.s., 2678 tons, from Argentina  
 BROWN OF GALICIA, Italian s.s., 3140 tons, from Argentina

### VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending April 18th, 1918.

ITAPERUNA, Brazilian s.s. 613 tons, from Brazilian ports  
 FLORIANOPOLIS, Brazilian s.s. 918 tons, from Brazilian ports  
 ANNA, Brazilian s.s., 247 tons, from Brazilian ports  
 RUY BARBOSA, Brazilian s.s. 567 tons, from Uruguay  
 OREGON, Danish s.s., 2900 tons, from United States  
 D. RODOLPHO, Brazilian yacht, 47 tons, from Brazilian ports  
 SVALAND, Norwegian s.s., 2105 tons, from United States  
 ITAPURA, Brazilian s.s., 926 tons, from Brazilian ports  
 ESPADARTE, Brazilian yacht, 29 tons, from Brazilian ports  
 PERCY B. PAYNE, American barque, 1211 tons, from Brazilian ports  
 GARIBALDI, Italian s.s., 3109 tons, from Italy  
 ITAQUARY, Brazilian s.s., 664 tons, from Brazilian ports  
 ITAQUERA, Brazilian s.s., 926 tons, from Recife

## BOATS LOADING OR EXPECTED TO LOAD COFFEE.

## FOR THE UNITED STATES.

|  | Capacity  | Rio    | Santos  | Engagements | Rate of freight   |
|--|-----------|--------|---------|-------------|-------------------|
|  |           |        |         | Total       |                   |
| P. Holmblad (Danish) April .....             | 35,000    | —      | —       | —           |                   |
| Graccia (Swedish) April .....                | 80,000    | —      | —       | —           |                   |
| Calabria (Swedish) April (Santos only) ..... | 35,000    | —      | —       | —           | \$3.50            |
| Caxias (Braz.) April .....                   | *120,000  | —      | —       | —           | \$3.50            |
| Viben, s.v. (Norwegian) April .....          | 75,000    | —      | —       | —           |                   |
| Sobral (Braz.) April .....                   | (x)50,000 | 50,000 | —       | 50,000      | \$2.00 in full    |
| Alfenas (Braz.) April .....                  | 120,000   | —      | 83,000  | 83,000      | \$2.00 in full.   |
| Cuyaba (Braz.) April .....                   | 100,000   | —      | —       | —           | \$3.60 and \$4.00 |
| Benkelsdijk (Dutch) May .....                | 120,000   | —      | 120,000 | 120,000     | \$1.70            |
| Thelma (Swedish) April .....                 | 35,000    | —      | —       | —           |                   |

## FOR SOUTH AFRICA AND EAST.

|                                       |         |   |   |   |
|---------------------------------------|---------|---|---|---|
| Toyohashi Maru (Japanese) April ..... | 100,000 | — | — | — |
| Takoma Maru (Japanese) May .....      | 120,000 | — | — | — |
| Hawaii Maru (Japanese) May .....      | 120,000 | — | — | — |

## FOR EUROPE.

|                                 |         |   |         |        |                        |
|---------------------------------|---------|---|---------|--------|------------------------|
| Asia (Braz.) .....              | *80,000 | — | *50,000 | 50,000 | 700\$ per 1,000 kilos  |
| Valbanera (Spanish) April ..... | 30,000  | — | 30,000  | 30,000 | 450peset. & 10%1000k   |
| Tupy (Brazilian) April .....    | *60,000 | — | —       | —      | 750\$                  |
| Pirangy (Braz.) .....           | *28,000 | — | —       | —      | 720\$ per 1,000 kilos. |

(x)—Space available.

\* coffee and/or Cereals.

## Capacity by Flag.

| Capacity.                  |         |         |           | April                       | May     | Total   |         |
|----------------------------|---------|---------|-----------|-----------------------------|---------|---------|---------|
|                            | April   | May     | Total     |                             |         |         |         |
|                            |         |         |           | For United States—          |         |         |         |
|                            |         |         |           | Brazilian .....             | 390,000 | —       | 390,000 |
|                            |         |         |           | Neutral .....               | 260,000 | 120,000 | 380,000 |
|                            |         |         |           |                             | 650,000 | 120,000 | 770,000 |
|                            |         |         |           | For Europe—                 |         |         |         |
| For United States .....    | 650,000 | 120,000 | 770,000   | Brazilian .....             | 168,000 | —       | 168,000 |
| For Europe .....           | 198,000 | —       | 198,000   | Neutral .....               | 30,000  | —       | 30,000  |
| For S. Africa and East.... | 100,000 | 240,000 | 340,000   |                             | 198,000 | —       | 198,000 |
|                            | 948,000 | 360,000 | 1,308,000 | For South Africa and East-- |         |         |         |
|                            |         |         |           | Japanese .....              | 100,000 | 240,000 | 340,000 |