

11/21/18

Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 7

RIO DE JANEIRO, TUESDAY, 21st, 1918

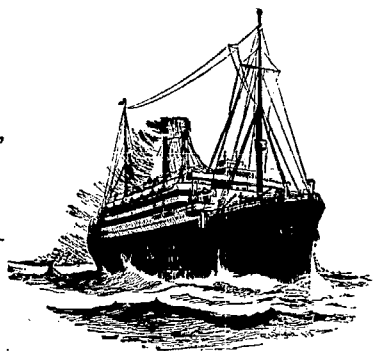
N. 21



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

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

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



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

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

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

—————
DATES OF SAILINGS ON APPLICATION.
—————

FOR FURTHER PARTICULARS, APPLY TO

THE ROYAL MAIL STEAM PACKET COMPANY

—*— 53 and 55, Avenida Rio Branco, 53 and 55 —*—

Tel. OMARIUS — RIO — P. O. B. 21

TELEPHONE No. 1199 NORTE.

—*—
SÃO PAULO

RUA QUITANDA
(Corner of Rua São Bento)

SANTOS RUA 15 DE NOVEMBRO 190.
—*—

The Great Western of Brazil Company, Ltd.

Direct communication between:

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

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

RECIFE (Brum) and Natal
 PARAHYBA and Natal

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

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

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

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

Development of the system and its traffic since 1905.

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

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

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

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

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

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

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

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

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

The soil is extremely rich and gives a splendid return—even without manures—for cultivation of Indian corn, beans, mandioca, 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. 323—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	
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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, Manaus, Para, Ceara, 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, Para, Manaus, Ceara, Victoria, Maranhão, Parahyba do Norte, Santa Catharina, Parana, 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 notice or for fixed periods and transacts every description of banking business.

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

THE LEOPOLDINA RAILWAY COMPANY LIMITED.

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

Cable Address: LATESCENCE

RIO DE JANEIRO

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

TERMINAL STATIONS: NICTHEROY AND PRAIA FORMOSA.

TRAINS LEAVE FOR THE INTERIOR:—

NICTHEROY.

- 6.30 Express—Campos, Miracema, Itapemirim, Porciuncula and branch lines, daily.
- 7.00 Express—Friburgo, Cantagallo, Macuco and Portella, daily.
- 7.45 Mixed—Macahé, Tuesdays, Thursdays and Saturdays.
- 9.40 Mixed—Friburgo and Cantagallo, Mondays, Wednesdays and Fridays.
- 15.35 Passeio—Friburgo, Saturdays and when announced.
- 16.15 Mixed—Rio Bonito, daily. Wednesday 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 to Monday).

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

LAMPORT & HOLT LINE

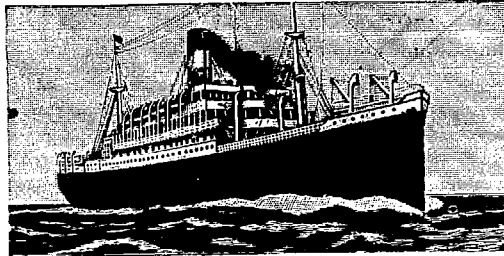
Mail and Passenger Service Between
NEW YORK, BRAZIL AND RIVER PLATE

SAILINGS FROM RIO TO

TRINIDAD

BARBADOS AND

NEW YORK



SAILINGS FROM RIO TO

SANTOS

MONTEVIDEO AND

BUENOS AIRES

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

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

FOR FURTHER PARTICULARS, APPLY TO

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

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

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

DEN NORSKE SYD-AMERIKA LINJE

(The Norwegian South America Line)

REGULAR SERVICE BETWEEN

NORWAY

BRAZIL



NORWAY

RIVER PLATE

FOR EUROPE:—

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.

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A JOURNAL OF TRADE AND FINANCE

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VOL. 7

RIO DE JANEIRO, TUESDAY, May 21st, 1918

No. 21



THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED.

Telegrams: General Telephone: 1450 Norte Post Office Box
"EPIDERMIS". 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.

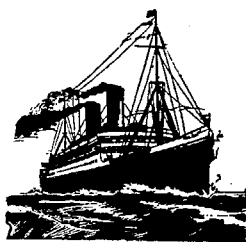
Conducts a general consignment and commission business. Makes a speciality
of advances against Coffee, Sugar, Cereals & general merchandize.

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

For the River Plate

SERVULO DOURADO—will sail on 23rd May for Santos, Paranagua, Antonina, S. Francisco, Itajahy and Montevideo.
SIRIO—will sail on 28th May for Santos, Paranagua, Antonina, S. Francisco, Itajahy and Montevideo.

For North of Brazil

S.S. BAHIA, MARANHÃO and PARA ...

WILL SAIL FOR NORTHERN PORTS ON 24th, and 31st MAY and 7th JUNE RESPECTIVELY.

POCONE—will sail on 29th May for Bahia and Recife.

RIO DE JANEIRO—will sail on 2nd June 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

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

DATE OF SAILINGS ON APPLICATION

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

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

CABLE ADDRESS:—"LLOYD"

DIRECTORIA—RIO

AGENCIES:—"BRASILOY D"

CODES USED:—

A.B.C. 5th ED., STANDARD,
UNION, SCOTT'S, WATKINS,
RIO, AND PRIVATE

BRITISH TRADE CORPORATION

INCORPORATED BY ROYAL CHARTER.

13, Austin Friars London, E.C.2.

Telegrams:—TRABANQUE, London.

CAPITAL:—Authorized, £10,000,000 Subscribed and Paid-up, £2,000,000.

DIRECTORS.

THE LORD FARINGDON—Governor.

ARTHUR BALFOUR

Chairman, Arthur Balfour & Co., Ltd., Sheffield).

SIR VINCENT CAILLARD

(Director, Vickers, Ltd).

F. DUDLEY DOCKER, C.B.

(President of the Federation of British Industries).

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(President of the Association of Chambers of Commerce, and Chairman, T. F. Firth & Sons, Ltd., Brighouse, Yorks)

W. H. N. GOSCHEN

(Fruhling & Goschen, Merchants).

THE RIGHT HON. F. HUTH JACKSON

(Frederick Huth & Co., Merchants).

PIERCE LACY

(Director, Metropolitan Carriage, Wagon and Finance Co., Ltd., Saltley).

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(Chairman, Calico Printers Association, Ltd., Manchester).

LAMBERT W. MIDDLETON, J.P.

J. H. B. NOBLE

(Director, Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-upon-Tyne).

SIR WILLIAM B. PEAT

(W. B. Peat & Co., Chartered Accountants).

R. G. PERRY, C.B.E.

(Chairman, Chance & Hunt, Ltd., Chemical Manufacturers, Oldbury).

SIR HALLEWELL ROGERS

(Chairman, Birmingham Small Arms Co., Ltd., Birmingham).

SIR JAMES HOPE SIMPSON

(General Manager, Bank of Liverpool, Ltd).

HAROLD E. SNAGGE

(Edward Boustead & Co., East India Merchants).

H. H. SUMMERS

(Chairman, John Summers & Son, Ltd., Shotton, Chester.)

MANAGER

A. G. M. DICKSON.

CORRESPONDENT:

AGENTS:

LONDON & BRAZILIAN BANK LTD.

The Corporation is prepared to grant financial facilities for the development of trade. It will make advances against warrants and other securities and is prepared to assist in opening up new channels for enterprise. It invites enquiries and will place at the disposal of correspondents expert advice in connection with business of all kinds. Special facilities granted to industrial and commercial undertakings.

LLOYD NACIONAL

Sociedade Anonyma

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

Cable Address

Post Office Box 1254

Telephones

NACIONAL - RIO

RUA 1.º DE MARÇO, 29

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. Victoriadw 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. Neuquendw 2,100 tons

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

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

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

OSAKA, JAPAN.

REGULAR SERVICE BET'WEEN BRAZIL, ARGENTINA, SOUTH AFRICA, SINGAPORE, HONG KONG, CHINA, JAPAN AND VLADIVOSTOCK.

EXCELLENT FIRST AND THIRD CLASS ACCOMMODATION

Future Sailings from Rio de Janeiro:—

s.s. HAWAII MARU, due RIO, MAY 15th.

s.s. TACOMA MARU, due RIO, MAY 27th.

SEATTLE MARU—About 25th June.

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

WILSON SONS & CO., LIMITED.

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

WILEMAN'S BRAZILIAN REVIEW.

OFFICES: 61 RUA CAMERINO.
P. O. BOX—1521. Tel. Address—REVIEW.

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

AGENTS—

Rio de Janeiro—
Crashley & C., Rua do Ouvidor, No. 38.
São Paulo—
Hildebrand & Co., Rua 15 de Novembro.
London—
G. Street & Co., Ltd., 30 Cornhill, E.C.

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					Single per ins.
	52 inserts per ins.	26 inserts per ins.	13 inserts per ins.	6 inserts per ins.	4 inserts per ins.	
One Page....	£3 5 0	3 10 0	4 0 0	4 7 6	4 15 0	5 0 0
Half Page ...	1 12 6	1 15 0	2 0 0	2 5 0	2 7 6	2 10 0
Third Page..	1 2 6	1 5 0	1 7 6	1 10 0	1 12 6	1 15 0
Quarter Page.	17 6	18 6	1 0 6	1 2 6	1 3 9	1 5 0
1" across Page	6 0	7 6	8 0	9 0	10 0	11 6
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 & 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.

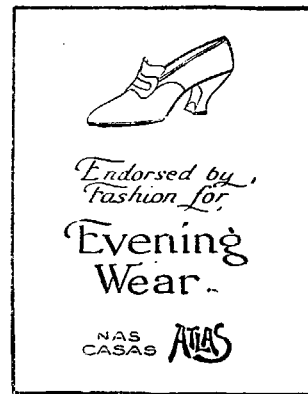
Address:—

CAMPBELL & THISELTON,

Box 985, JOHANNESBURG.

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

National Bank of South Africa, London and Johannesburg.



Uruguayana 84, close to Ouvidor.

Why are you DEAF

"COMPLETELY CURED." Age 76.

Mr. Thomas Winslade, of Borden, Hants, writes: "I am de-
lighted 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.)

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 Com-
mittee for the River Plate Contingent.

MAIL FIXTURES

FOR EUROPE.

GARONNA, Sud Atlantique, shortly.
 THONGWA, via Halifax, Royal Mail, shortly.
 PLATA, Chargeurs Reunis, shortly.
 LIGER, Sud-Atlantique, shortly.

FOR RIVER PLATE AND PACIFIC.

SERVULO DOURADO, Lloyd Brasileiro, 23rd May.
 DEMERARA, Royal Mail, end of May.

FOR THE UNITED STATES.

SAGA, Commercial S. American Line, end of June.

SOUTH AFRICA AND EAST.

HAWAII MARU, Osaka Shosen Kaisha, 23rd May.
 TACOMA MARU, ditto, about 8th June.

NOTICE

PASSPORT REGULATIONS.

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

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

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

British Consulate General, Rio de Janeiro.

28th April, 1917.

NOTES

DECREES.

Decree 12,920, of 13 March, 1918, granting to Nelson O'Shaughnessy, as representative of the Western Union Telegraph Co. leave to lay and work two submarine cables, one between the city of Nictheroy and the island of Itaparica, city of Aracaju, on the island of Fernando Noronha and cities of Parahyba, Natal and Belem, and thence to the great Antilles; the other between Nictheroy and the city of Paranagua and thence to the city of Maldonado, in the Republic of Uruguay, with right of extension to the Argentine Republic, without monopoly or privilege of any kind.

Decree 12,988, of 24 April, 1918, gives publicity to the rectifications and adhesions of different Governments to the Acts signed by them at the Hague on 18 October, 1907, at the 2nd International Convention, etc. (Diario Official, 19 May, 1918).

Decree 13,008 of 4 May, 1918, extends for 20 years during which period branches of the London and Brazilian Bank may operate in the country. (Diario Official, 18 May.)

Decree 13,026, of 15 May, 1918, prohibits slaughter of breeding cows and calves and regulates the conditions on which certificates of healthy condition (salubridade) will be issued by inspectors attached to the cold storage and slaughter houses. (Diario Official, 18 May.)

Brazil Our Ally in Word and Deed! It may seem somewhat late in the day to comment on the sailing of the Brazilian squadron for European waters, but our excuse must be that, unlike Boyle Roche's bird, we cannot be in two places at the same time, and so sometimes seem to overlook even epoch-making events like this.

The material assistance that these five boats represent may seem almost inappreciable; but the spirit that impelled Brazil alone of all South American Republics to send her ships forth on such a mission and their officers and crews to volunteer—that it is that touches imagination and makes all Allies kin!

The departure of the Brazilian squadron is the earnest of Brazil's determination to defend to the utmost of her power the principles of justice and liberty that made us Allies, and, come what may, will keep us great to the end!

Salve Brazil! Firm friend: noble Ally!

—Amongst the officers of the squadron now on their way to Europe, none were more enthusiastic than 1st Lieut. Joppert and Midshipman Rodriguez Horta, sons of our old friends Col. Suckow Joppert, the broker to the Lloyd Brasileiro, and of Dr. Rodriguez Horta, at one time President of the State of Espirito Santo.

MESSAGE FROM THE KING

Delivered by Sir Maurice W. E. de Bunsen, G.C.M.G., C.C.V.O., C.B., to the British Chamber of Commerce in Brazil on Friday, 10 May, 1918.

At a time when we are fighting with our gallant Allies for the cause of freedom, liberty and justice throughout the world, I send, by my Ambassador, a message to all my subjects in the hospitable Republics of Latin America.

From your distant homes your young manhood has answered unhesitatingly the call of your country. You have given generous assistance to alleviate the sufferings of those who have been wounded, or who are prisoners in the hands of the enemy.

I gladly acknowledge such acts of patriotism and self-sacrifice and am confident you will maintain this high standard until the aims which compelled us to enter the war are fully secured.

In the past the Empire has owed much to the spirit of individual enterprise which has been characteristic of its citizens.

In the future, if our peoples are to attain that measure of success in our competition with the rest of the world, which is essential to this full security and progress, there must be added to individual enterprise, in an ever increasing degree, that new spirit of collective effort which has been already born of the struggle through which we are passing.

Take this to heart in all your concerns, both national and private.

To you all I say "Stand by!" for your country needs you now and always.

God Save The King!

[We are not all young, but young or old, most of us have done their best to merit the approbation of their Sovereign by self-sacrifice in some form or other, the one and only test of patriotism. Between the various forms that patriotic effort assumes amongst us, there can be nothing but friendly rivalry. There are, however, some that like Lady Burghclere's Prisoners Fund that, as His Majesty's Message emphasises, should take first rank, because as "The Spectator" said, they constitute a debt of honour that we must pay. These gallant men were fighting our battles 'til evil fate o'ertook them. For us their blood was shed and their freedom lost. They are our conscripts and we cannot leave them neglected and forlorn. If Lady Burghclere's Fund was to fail for lack of support we should be disgraced as a Nation.]

**THE PATRIOTIC LEAGUE OF BRITONS OVERSEAS,
 RIO DE JANEIRO BRANCH.
 COMMITTEE:**

Honorary President:

Sir Arthur Peel, K.C.M.G., H.B.M.'s Minister to Brazil.

Vice-President:

- F. E. Drummond-Hay, M.V.O., H.B.M.'s Acting Consul General.
- Mr. T. M. Hood.....Chairman
- Mr. H. E. Gwyther.....Vice-Chairman
- Mr. D. D. Keay.....Secretary
- (Care of London and Brazilian Bank, Ltd.)

Mr. F. S. Pryor.....Treasurer
(London and Brazilian Bank. Ltd.)
Mr. T. G. Geddes.....Asst. Treasurer
(Rua Visconde Itaborahy 75.)

Archdeacon Harris-Rivett, Messrs. F. W. Abbott, L. R. Caley, C. L. Coxwell, T. G. Cross, H. G. Estill, C. H. Lloyd, David McNeill, L. E. Sanceau, A. L. Stutfield (representing the Committee of the Rio Cricket and Athletic Association), C. H. Tarver, H. L. Wheatley.

(With power to add to the number.)

Mr. David BellHon. Auditor.

THE COMMITTEE'S CIRCULAR.

No. 1

Rio de Janeiro, May, 1918.

We are desirous that the present interest in the League and its objects should be kept up, and that its Members should not again be allowed to lapse into apathy. In order to assist in the attainment of this end, it has been decided to issue a Circular at intervals, monthly, if possible, giving particulars of the work done by the League, both here and at Home.

It is hoped that Britons generally, including at least one member of each family, will join the League, and this without waiting to be asked to do so. Write to the Secretary for particulars.

The Secretary requests Members to address to him any suggestions and proposals they may wish to make in the interests of the League. Such communications will receive the careful consideration of the Committee.

The Committee appeals to all Britishers for their co-operation and support.

Each of the other British Committees is invited to nominate a representative to act on the Committee of the Patriotic League.

As a very complete account of what took place at the Meetings held on 5th and 18th March and 8th April appears in the Brazilian Review of 23rd April, it is unnecessary to go over the same ground again in this, our first Circular. Through the courtesy of Mr. Wileman we have a limited number of copies of the Review, and these may be obtained from and returned to Mr. Hood (Rua Buenos Aires 144), after perusal.

The cordial thanks of the Committee are hereby tendered to Mr. Hamblach for his valuable services presiding at the Meetings of the 18th March and 8th April.

With the object of keeping subscriptions up to date, the Committee is obtaining the help of a number of voluntary collectors, whose names will be given in the next Circular. These collectors will work in combination with the Assist. Treasurer, Mr. T. G. Geddes, Rua Visconde Itaborahy No. 75. Mr. F. S. Pryor will continue to receive, as hitherto, the subscriptions of those who prefer to pay direct. It is earnestly hoped that Members individually will do all in their power to facilitate the work of the Treasurer and collectors. They will not be playing the game if they have to be reminded of and wait to be called on for their subscriptions.

The war is only going to be won by FORCE, FORCE, and MORE FORCE. This means MONEY, MONEY, and MORE MONEY, and our King and Country expect Britishers all over the World to do their duty. Last year the community of Rio de Janeiro sent home about £20,000, and if we send less this year, we shall not be doing our duty by our countrymen, and women, who, over there, are bearing the brunt of the battle.

For many years the members of the British Colony here had been accustomed to look forward to the 15th August as THE day on which they had an opportunity to meet on the grounds of the Rio Cricket and Athletic Association, at the annual Sports, but since the commencement of the war these Sports have been discontinued. Last year a Country Fair was held in aid a war-relief, and in spite of very inclement weather, it was a brilliant success. We understand that it is the intention of the Committee of the Association to organize another Festa for the coming 15th August, and it is expected that all Britons will give their whole-hearted support.

The Red Cross Joint War Committee have already made it known through "The Times" that they will again address an

appeal for Our Day 1918 Fund, and that contributions sent after 30th March, marked "Our Day", will go to that Fund. It is therefore not necessary to wait for the 24th October, and as funds are required now and urgently, we would ask those who wish to reserve part of their donations for Our Day to send them in whenever convenient, and specially ear-marked for that purpose.

Another special appeal is being made from Home for Empire Day, May 24th, but we feel that war-relief at present calls for every penny we can raise. The Home idea is to begin now to collect funds for the erection, after the war, of a suitable building in London to be dedicated to the use of Britons from overseas:

"as a tribute to the men from Overseas who have given
"their lives in the Empire's service; from the Members
"of the Overseas Club and Patriotic League of Britons
"Overseas."

We beg to remind Members that the Patriotic League of Britons Overseas has, in London, a small sub-committee to attend to the purchase of War Savings Certificates from £1 to £500. Our Treasurer will be glad to show the conditions to Members interested.

Particulars of monies received and sent home this year are as follows:—

	Home Defence.	War Charities and Hospitals.
January and February ...	£316 14 2	£212 10 3
March	161 16 7	52 6 8
April	176 13 0	253 12 6

[We confess to some disappointment as to the manner in which the real issue at first was shirked.

Either amusement should or should not be used as a cloak for patriotism. In the former case why limit entertainment; in the latter why encourage any at all? It is a matter for the individual conscience. But half and half measures are sure to do more harm than good.

Our community is not so numerous as to prevent us from knowing pretty accurately the names of those who contributed to the success of last year's functions, and before throwing over the principle, might it not be as well to approach such persons and obtain a guarantee of similar or larger contributions on condition of the idea of entertainments being abandoned? To feast and dance and make merry over the graves of our fallen countrymen can scarcely commend itself to thinking Britishers.]

Patriotic Effort. Commenting on some remarks of ours apropos of the late meeting of the Patriotic Society, our contemporary "The Review of the River Plate" says:—

—We would not ourselves advocate the wholesale suppression of all social gatherings. Human beings are gregarious and will be so until the crack of doom. People must eat, take exercise and occasionally be entertained. They should also, in these days, "keep touch." A collection taken a week or two ago, after a very modest dinner gathering produced the sum of five hundred pounds for that most deserving institution—the Anglo-South American Depot. The outdoor and indoor gatherings in aid of "Our Day" Fund last year and the year before, organised by the British Society at a minimum of expense, yielded splendid results—results which, human nature being what it is, could probably not have been reached otherwise. At the same time, it is perfectly certain that many entertainments absorb a disproportionate amount of the takings in expenses, and involve expenditure on the part of those who attend them which would better be devoted direct to a War Fund. Moderation and discrimination, therefore (fewer functions and better organisation of such as do take place) would seem to be the desiderata in this matter and that, entirely without prejudice to largely augmented and systematic personal contributions.

Though to our mind there seems no need to confuse issues by mixing up amusement with Patriotism or Charity, we are quite willing to admit that other points of view have their merits.

By deprecating any form of public entertainment at a moment when millions of our countrymen await the onslaught of their

foes, the British Mission set us an example which such as imagine that patriotism requires no cloak, has afforded to the members of the British Chamber of Commerce of this way of thinking an admirable opportunity for practising what they preach, by turning over the equivalent that would otherwise have been spent on gorging themselves and their guests to patriotic organisations, as two of the members of the Council have already done and thereby benefitted Lady Burghelere's Prisoners Fund.

Everywhere, we believe, except here, subscriptions to patriotic funds are regularly published, not for purposes of self advertisement as some imagine, but simply as acknowledgement and reminder to others to follow their example.

Of all the vehicles of suggestion, none equal advertisements. that through the Press claim or rather clamour for the attention of the reading public over an area that no other medium could embrace.

Moreover, publication of names is useful, to show not so much these who do but do not subscribe.

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

HALF A LEAGUE ONWARD.

He argued right, he argued left —
The scholars did not dare to flout him—
He argued high, he argued low,
He also argued round about him.

Sir,—I have this evening spent a couple of hours in nebulous musings over the speeches delivered both at the preliminary meeting and the solemn assembly in the "Noble Saloon" of the Jornal do Commercio on April 8th. when the respective merits of the Patriotic League, the Red Cross Society and the British Association, regarding as cash collecting agencies, were exhaustingly—I mean exhaustively—discussed. Full reports of the proceedings at these functions appear in your number of 23 April last.

Though still awake, I have not succeeded in discovering among the many really gorgeous orations addressed to those important gatherings any clear, succinct and straightforward proposal to which the highly representative and necessarily heterogeneous assemblage of Rio Crickets and Red Cross Knights, Paysandu Athletes, Andarahy Socialists and British Communists there present could give, or be expected to give, a square answer, Yes or No.

Even my own gigantic intellect was at first scarcely equal to the task of evolving a convenient solution in this sense. Later, however, a truly majestic brain-wave, the result no doubt of several months' laborious tetotalism (I have resigned membership of the Half-Seas-Over Club for the period of the war), has informed me that what the British community really wants, but was too bashful to ask for on the occasions referred to, is: to jack up junketing and dancing on a war footing in the name of Patriotism, and to "pay, pay, pay" once for all a definite monthly pro rata Voluntary Income Tax, the product thereof to be divided among War Funds, (by some misnamed "Charities"), already existing, and applied, by the Red Cross or other Associations actually organized, to the relief of war-wounded, blinded, crippled or otherwise disabled British or Allied soldiers, sailors, horses and other noble creatures; and perhaps also to providing necessary machinery for "strafing" the reptile Hun.

The devoted contributors' incomes "from all sources" could be estimated and assessed by, say, a Council of Three Bank Managers wearing gas masks, who should be elected by the respective committees and endowed by them with powers of "Oyer and Terminer," granting abatements to notoriously poor patriots, and "racking it on" to parsimonious though prosperous profiteers, while not letting themselves off too easily.

Put this proposal as a substantive motion at your next merry meeting, and I'll engage your visibility will improve in an absolutely astounding manner.—Yours, etc.

Nothing Doing?

The Blacklist. The withdrawal of a number of names a few weeks ago from both the Brazilian and Argentine Blacklists is now known to be the result of an understanding between the British and American Governments for unification of their lists.

In consequence of energetic protests from this side, steps, we understand, are being taken to replace deleted names and in all probability to add a few more.

In this country application of the measures adopted by H.M.'s Government to prevent trading-with-the-enemy has been immensely facilitated by the adoption of the British list by France, Italy and Portugal, in face of the fact that dealings-with-the-enemy in any part of the world is expressly forbidden by their respective laws.

The natural course, it might have been imagined, to reconcile British and Allied procedure would have been to pass a law in the British Parliament making it penal to deal with enemy subjects wheresoever domiciled, and to have thus brought British procedure into line with that of our French, Italian and Portuguese Allies. But even that would not have affected neutral "cloaks" and it was rather to get at them than to prevent direct trading between British and enemy subjects that the Blacklist was devised and, after some delay, imitated and applied by our Allies.

A committee of the British, French and Portuguese Chambers of Commerce was nominated to supervise the working of the Blacklist, investigate charges of its evasion and submit new names to the approval of their respective governments.

Unfortunately the representatives of the United States have not, so far, seen their way to join the committee, and it is to such lack of cooperation that the withdrawal of the names of 10 firms from the British Blacklist, at the request or suggestion of the U.S. Government, was due.

Had the American Government given its consent to the co-operation of its representatives with the Allied Committee, they would have reported the investigations that led to the penalisation of these firms and this fiasco would have been avoided.

The local committee has not only been very active but extremely solicitous as to the evidence on which proposals for blacklisting were founded. It was, therefore, a great disappointment for them to find that, after acceptance by H.B.M.'s Government, their recommendations were over-ridden apparently without rhyme or reason.

Germans, of course, were cock 'a hoop and construed the coincidence of the withdrawal of dozens of names from the Blacklist with the German offensive as evidence of intentions on the part of the local committee to curry favour with the conquerors.

Anyhow, all's well that ends well, but we doubt if German firms will be quite so pleased when they find that, far from climbing down, the British Government intends to not only put them all on the list again, but a lot more too!

After the War. The commercial policy recommended by the Special Committee is for prohibition of imports from enemy countries for 12 months after the conclusion of the war and afterwards the imposition of a surtax on all enemy goods. A joint allied control of certain important commodities is also recommended in order to give priority to the Allies for their requirements, and, finally, anti-dumping legislation.

Anything like a definite after-the-war economic programme seems premature until the nature of the peace that must be eventually agreed on is itself better defined. If, as the Allies hope and intend, German militarism is destroyed root and branch and democratic government set up in its place, there could be no sense in hostilising the new form of Government that it was the aim of the Allies to establish from the first.

Should, however, victory be incomplete and peace be patched up with the German military party, unless the Allies were absolutely worsted, they could scarcely fail to come to an agreement on a common economic and retaliatory policy, probably on the lines of the recommendations of the Special Committee.

More Coordination Wanted.—This Time at the British General Post Office. With steamers coming and going at least weekly, it does strike Britishers, thirsting for news, as strange that arrival

of mails should be in inverse ratio to that of steamers, seeing that though plenty of steamers arrived from England, not to mention France, since 1 May, our last mail is three weeks old, with no prospect of another till the end of the month!

It was not, of course, the business of the Mission to look after mails, much less to see that the Arlanza brought something of use to us besides, of course, the Mission itself, but, surely the Postmaster General, or someone on his staff might have been reminded that the Arlanza was booked direct for Rio and have sent us a mail.

Again the ex-German s.s. Santarem, just arrived, 29 days out, with a cargo of coal from Cardiff, brought not a letter for anyone here and so on the tale of opportunities missed, because departments will not cooperate but work on their own, is repeated and retold ad nauseum.

Restriction of Imports into U.S. The following may affect Brazilian trade:—Plants, trees, shrubs and vines; manufactures of vegetable fibres and textile grasses, except jute; fluorspar; fruits, except bananas and pineapples; all nuts, except coconuts; honey; all vegetables, except beans and lentils, preserved or otherwise; manufactures of hair, camel, goat and alpaca.

Good Riddance of Very Bad Rubbish. After eight months enforced waiting, a steamer has been found willing and able, thanks to the Allies, to relieve Argentina of the notorious Luxemburg, his dogs and photograph, who left last week on the Swedish s.s. Suecia for Germany, via Halifax and Sweden, where a very warm reception awaits him from the Kaiser.

...The Wheat Deal. To all appearances the amount of grain the Allies agreed to take over has been almost all purchased and the respective credit exhausted. The Allies, however, will want a lot more and unless exchange is to be allowed to go up again and Argentine production be again disorganised, steps must be quickly taken to purchase the remaining excess, whatever it may be and to arrange fresh credits. So far, however, owing to lack of tonnage comparatively little of the grain purchased has been shipped and the British Government must 'een appeal to the benevolence of the Argentine Government to provide storage room meanwhile.

A Boycott of Germany. Even should Germany win the war and be in a condition to impose terms of peace, relations between the peoples of the two countries will be so strained for many years to come, despite treaties or enforced concessions. If, as Havelock Wilson said, in his address at Middlesbrough, sailors and firemen work alongside Germans or to employ Germans, or make use of German goods, there is no power on earth that can force them to do so.

I have, Havelock Wilson continued, heard men such as Arthur Henderson and Ramsay Macdonald denounce the House of Lords in very strong language. I have done so myself at times. But when I compare the democracy of members of the House of Lords with that of some of the men who are preaching democracy to-day from Labour platforms, I am prepared to put all my money on members of the House of Lords.

The Labour Party's war aims, he continued, might be summarised in the words:—"Surrender all to Germany. Put your arms round your German brothers and weep with joy that you have come together." Mr. Henderson said that the Government must give passports. His reply to Mr. Henderson was: "Let the Government give all the passports they like, but we sailors and firemen will see that we do not carry them across the ocean." The Germans were afraid of the boycott. They realised fully what that punishment meant and that was the reason why at the present moment there were revolts in Germany. We want, he said, no aid from the Government to enforce our boycott. It must be done by the people, not by the politicians. Can the Government

tell you that you must work alongside Germans if you don't want to, or that you must use German goods?

A resolution was adopted condemning the crimes of the German military and naval authorities against non-combatants, women and children, and calling on all citizens of the Empire to refuse to employ any German in any capacity on land or on sea, and not to use any goods of German origin, and on all master mariners to refuse to salute or recognise the German flag on the high seas or at ports abroad, this boycott to continue for two years after peace terms have been arranged, with an additional month's boycott for each future crime committed on land or sea.!

Goethe's Opinion of Prussians. "The Prussian is a born brute and civilisation will make him ferocious."

T H E D A Y .

By Henry Chappell.

(The author if this magnificent poem is Mr. Henry Chappell, a railway porter at Bath. Mr. Chappell is known to his comrades as the "Bath Railway Poet." A poem such as this lifts him to the rank of a national poet.)

You boasted the Day, and you toasted the Day,
And now the Day has come.
Blasphemer, braggart and coward all,
Little you reck of the numbing ball,
The blasting shell, or the "white arm's" fall,
As they speed poor humans home.

You spied for the Day, you lied for the Day,
And woke the Day's red spleen.
Monster, who asked God's aid Divine,
Then strewed His seas with the ghastly mine;
Not all the waters of all the Rhine
Can wash thy foul hands clean.

You dreamed for the Day, you schemed for the Day;
Watch how the Day will go.
Slayer of age and youth and prime
(Defenceless slain for never a crime)
Thou art steeped in blood as a hog in slime,
False friend and cowardly foe.

You have sown for the Day, you have grown for the Day;
Yours is the harvest red.
Can you hear the groans and the awful cries?
Can you see the heap of slain that lies,
And sightless turned to the flame-split skies
The glassy eyes of the dead?

You have wronged for the Day, you have longed for the Day
That lit the awful flame.
'Tis nothing to you that hill and plain
Yield sheaves of dead men amid the grain;
That widows mourn for their loved ones slain,
And mothers curse thy name.

But after the Day there's a price to pay
For the sleepers under the sod,
And Him you have mocked for many a day—
Listen, and hear what He has to say:
"Vengeance is mine, I will repay."
What can you say to God?

THE MANGANESE AND COAL SITUATION.

On 7th April the following enquiries were addressed by the President of the Coal Committee of the U.S. to the Berwind Coal Co. the well known exporters, and by them forwarded to their agents, the Costeira Co., of Rio.

1—What quantity of manganese ore is the Central Railway moving? If not moving any, when did it stop?

2—How many tons did the Central Railway deliver during the last six months?

3—What is the actual stock (of ore) ready for shipment at Rio de Janeiro?

4—What quantity (of ore) can the Central Railway deliver on the quay monthly with a sufficient supply of fuel?

5—In case the Central requires any, what material (rolling stock) does it intend to purchase and the probable date of its delivery; in which case what would be the increase of movement of manganese ore after completion of delivery of said rolling stock?

To this the Costeira Co. replied on 6 April as follows:—

1—Central Railway at present not handling any manganese ore as the movement was suspended on Jan. 20 for want of coal.

2—The Central Railway delivered 320,000 tons of ore during the last six months of 1917.

3—There should be a stock of 70,000 tons in Rio de Janeiro.

4—With all its rolling stock in movement, the Central Railway could, with a monthly supply of 16,000 tons of coal, deliver at this port a monthly average of 60,000 tons of manganese ore.

5—In order to increase the capacity by 40 per cent.—from 50,000 to 70,000 tons of ore monthly—the maximum the Central Railway could deal with, it would be necessary to purchase 20 locomotives and 300 cars, specially adapted to the traffic, besides taking other measures regarding the service at terminals.

The Central Railway has already ordered from the American Locomotive Sales Corporation 6 locomotives for the broad gauge and 4 for the narrow gauge from the Baldwin Locomotive Co.; it would be sufficient to order ten more locomotives, to be divided equally between the two gauges, with necessary supply parts.

Should exports of manganese ores increase, the monthly supply of coal should be raised to 20,000 tons, and lubricants also be guaranteed as well as spare parts for locomotives and permanent way. The locomotives should be ready for shipment at New York within 7 or 8 months from date.

If the Central Railway succeeded in delivering 320,000 tons of manganese ores during the last half of 1917, it might, if adequately provided with coal, deliver 640,000 tons in the twelve months, without any further increase of rolling stock, and with the new rolling stock recommended should raise the output to 896,000 tons with a consumption of 268,800 tons of coal.

However, to be on the safe side, we will adopt the Costeira's figures of 840,000 for delivery of manganese with expenditure of 240,000 tons of coal every 12 months.

Stocks of coal, it is notorious, are so exhausted that the Central Railway has been obliged to suspend traffic in manganese entirely and partially other of its branches as well.

Some of the gradients on the Central are so steep as to make the use of firewood for long and heavy hauls very costly, besides its being unsuited for most of the engines of the broad gauge at least. It is possible that by dividing up the load on the heavier up gradients, coal might be substituted by firewood on some sections. But even so it is difficult to see how so heavy a quantity as 900,000 tons of ore could be coped with, without neglect of other traffic, except by stretching the capacity of the line to a dangerous degree.

Stocks of Manganese Ores at this port on 15th May were down to some 30,000 tons, distributed as follows:—

HOLDERS	As per holders statements on 27 April	As per statistics of entries and clearances on 27 April
Morro de Mina (A. G. Fontes & Co.)...	50,000	28,263
Société d'Intreprise	15,000	11,000
Strong and Co.	2,500	2,500
Rudge and Co.	960	960
E. J. Lavino and Co.	500	500
Sundry	2,000	2,000
Total	70,960	45,223
Shipped between 27 April and 15 May	14,798	14,798

Stock on 15th May 56,162 30,425

Of the stock of 30,425 tons at this port, 39,263 belonging to the Cia. Morra de Mina and Soc. d'Intreprises, have been disposed of to the U.S. Steel Corporation.

Fontes and Co. (Morro da Mina) themselves assert that the stock in their hands (27 April) amounted to quite 50,000 tons or 21,737 more than statistics of entries and clearances would seem to account for, but fail to explain why if manganese is so badly wanted no steps are taken to ship it.

In any case, it is clear that if U.S. requirements of 50,000 tons per month are to be met, there should be no further delay not only in renewing stocks at this port, but shipping them to the United States afterwards.

The fact that though manganese ores are so badly wanted, only 8,187 tons out of a stock of 49,000 tons were cleared in April seems to originate rather in the distribution of tonnage than general shortage, in consequence of which some shippers, like E. J. Lavino and Co., have plenty of tonnage but no manganese to ship, whilst others, like Fontes and Co., have plenty of manganese but apparently no available tonnage to ship it in.

Unless, however, the tonnage position can be promptly remedied, it would be of no use to disorganise the traffic of the Central Railway simply to bring down quantities of manganese ores that could not be shipped.

At present it is certain that the capacity of the railway considerably exceeds that of the available tonnage and, given the requisite coal, the railway could have no difficulty in catching up and surpassing any tonnage likely to be offering for some time to come.

Besides bringing down more manganese from the mines than promised, the Brazilian Government has unquestionably done all in its power to help her ally, and even strained its own limited tonnage resources by loading ores instead of cereals in Lloyd Brasileiro boats and consenting to same by the ex-German boats chartered to France.

Since 1 Jan. the following ex-German boats left with manganese for New York:—Mearim 3,000, Itu 4,528, Curitiba 3,500, Guaratuba 920, Sobral 2,000, Caxias 2,600; total 16,548 tons or 14.9 per cent of all shipments to date.

ACTUAL POSITION OF BRAZILIAN OVERSEA SHIPPING.

	In traffic		Under repairs		Total	
	No.	Tons	No.	Tons.	No.	Tons
Ex German s.s.:						
French Govnt.	21	104,990	9	55,208	30	160,198
Lloyd Brasil	12	62,234	—	—	12	62,234
Ceded Navy ...	—	—	1	5,227	1	5,227
Sunk by subm.	—	—	—	—	2	7,832
Total requisitnd.	33	167,224	10	60,435	43	227,659
Overseas tonnage—						
Lloyd Brazil ..	18	43,045	—	—	18	43,045
Com. & Naveg.	12	26,508	—	—	12	26,508
Lloyd Nacional	9	27,611	3	2,353	12	29,964
Total overseas .	39	97,164	3	2,353	42	99,517
Sunk and ceded	—	—	1	5,227	3	13,059
Net tonnage .	39	97,164	4	7,580	43	104,744

On the basis of 1 to 1½, the deadweight equivalent of the 322,000 gross tonnage of all oversea shipping flying the Brazilian flag would amount to some 560,000 tons deadweight, and allowing three round voyages per annum for each vessel, would permit exports to amount of 1,680,000 tons, whereas for the 12 months Jan.-Dec., 1917, the volume of exports reached 1,960,000 tons and 1,847,000 in 1916, as against 1,986,144 tons for imports in 1917 and 2,640,000 in 1916.

The tonnage available for transport of Brazilian exports is notoriously insufficient already for its own requirements; so that without radical readjustment of allied and neutral tonnage, it is difficult to see how any further Brazilian tonnage could be spared.

Of the tonnage available, the following are in traffic or under repair:—

Ex-German chartered to French Government:—

	In traffic gross tons	under repair gross tons	total gross tons
Alegrete, ex Salamanca	5,970	—	
Aracaju, ex Persia	3,569	—	
Alfenas, ex San Nicolas	4,739	—	
Ayrnoea, ex Roland	—	6,872	
Atalaia, ex Carl Woermann	5,555	—	
Baependy, ex Tijuca	4,801	—	
Bagé, ex Sierra Nevada	—	8,235	
Barbacena, ex Gundrum	4,772	—	
Belmonte, ex Posen	—	6,569	
Cabedello, ex Prussia	3,557	—	
Camannu, ex Steiermark	4,570	—	
Caxambu, ex Minneburg	4,748	—	
Curityba, ex Walburg	3,081	—	
Guaratuba, ex Corrientes	3,726	—	
Iguassu, ex Santa Rosa	3,797	—	
Inga, ex Etruria	—	4,737	
Itu, ex Cap Roca	5,786	—	
Jaboatão, ex Arnold Amsinck	—	4,526	
Jonzeiro, ex Santa Lucia	4,238	—	
Lages, ex Rauenfels	5,472	—	
Leopoldina, ex Blucher	—	12,350	
Maccio, ex Sant'Anna	3,739	—	
Macapa, ex Freida Woermann	—	2,523	
Pelotas, ex Pontas	—	5,703	
Parnahyba, ex Alrich	6,692	—	
Sabara, ex Monte Penodo	—	3,693	
Sobral, ex Cap Vilano	9,467	—	
Santos, ex Santos	4,855	—	
Taubate, ex Franken	5,099	—	
Santarem, ex Eisenach	6,757	—	
Total chartered	104,990	55,208	160,198

Ex-German incorporated with Lloyd Brasileiro:—

Avaré, ex Sierra Salvada	8,227	—	
Benevente, ex Rio Grande	4,556	—	
Campos, ex Asuncion	4,663	—	
Cuyaba, ex Hohenstauffen	6,489	—	
Caxias, ex Bahia Laura	9,791	—	
Curvello, ex Gertrude Woermann	6,456	—	
Maranguape, ex Gunther	3,037	—	
Mearim, s.v., ex Henriette	2,066	—	
Poconé, ex Coburg	6,750	—	
Tabatinga, ex Stadt Schleswig	1,103	—	
Therezina, ex Siegmund	3,034	—	
Uberaba, ex Henny Woermann	6,062	—	
Total incorporated with Lloyd Braz.....	62,234	—	62,234

Lloyd Brasileiro Own Overseas Fleet:—

	In traffic gross tons	under repair gross tons	total gross tons
Acre	2,587	—	
Amazonas	1,448	—	
Bocaina	1,695	—	
Borborema	1,811	—	
Bragança	1,190	—	
Cubatão	1,808	—	
Goyaz	1,851	—	
Guajara	1,498	—	
Ibiapaba	1,810	—	
Mantiqueira	1,696	—	
Minas Geraes	3,540	—	
Purus	3,822	—	
Pyreneus	1,696	—	
Rio de Janeiro	3,540	—	
S. Paulo	3,583	—	
Sergipe	1,859	—	
Tapajoz	3,774	—	
Total Lloyd Brasileiro	43,045	—	43,045

Comercio e Navegação Overseas fleet:

Aracaty	1,525	—	
Araquary	3,075	—	
Coreovado	3,046	—	
Gurupy	1,934	—	
Jaculy	1,951	—	
Jaguaribe	2,168	—	
Mossoro	1,865	—	
Mucury	2,217	—	
Piranguy	1,540	—	
Taquary	1,943	—	
Tibagy	2,422	—	
Tupy	2,822	—	
Total, Comercio e Naveg.	26,508	—	26,508

Lloyd Nacional Fleet:—

Asia, ex Alice	6,122	—	
Belem	3,459	—	
Campeiro	2,687	—	
Campinas	2,306	—	
Europa, ex Laura	6,122	—	
Neuquem (chartered)	2,119	—	
Pernambuco s.v.	1,013	—	
Rio Amazonas	1,668	—	
Sirid, ex Manaus	—	550	
Stella, ex Campos Salles	—	902	
Utatuba	—	901	
Victoria	2,115	—	
Total, Lloyd Nacional	27,611	2,353	29,964
Available tonnage after completion of repairs on ex-German steamers, etc....	264,388	57,561	321,949

Besides the above, the Palmares, ex-Valesin, of 5,227 tons gross, is utilized by the Brazilian Navy as a transport, and on the way to Europe with the squadron; two others, the Acary ex-Eberburg, of 4,275 tons, and Macau, ex-Palatia, with 3,557 tons, were sunk by submarines.

The following table shows the manner in which the 12 ex-German vessels incorporated with the Lloyd Brasileiro are actually utilized:—

	To & from Europe gross tons	To & from U. States gross tons	To & from River Plate & coastwise gross tons	Coastwise only gross tons
Avaré (engaged in transport service of U.S. Govt)	8,227	—	—	—
Campos (ditto, French & British Governments)	4,663	—	—	—
Benevente	4,556	—	—	—
Cuyaba	—	6,489	—	—
Caxias	—	9,791	—	—
Curvello	—	6,456	—	—
Maranguape	—	—	3,037	—
Mearim, s.v.	—	2,066	—	—
Poconé	—	—	—	6,750
Tabatinga	—	—	—	1,103
Therezina	—	—	3,034	—
Uberaba	—	—	6,062	—
	17,446	21,781	12,133	7,853

The agreement for charter of 30 ex-German steamers by France was concluded on 3rd December, when the steamers were taken over by representatives of the French Government, one, the Cabedello, has been torpedoed in a French harbour. Of the total ceded to France, 21 so far (4½ months after) are actually in traffic and 9 still under repairs. These steamers are under contract to make 40 outward and 35 return voyages within 12 months, but so far only four, the s.s. Lages, Santarem, Cabedello and Benevente have actually returned to this port, taking 5, 3½, 5½ and 5 months on the round trip respectively. The Cabedello was transferred in France, and the Benevente, one of the vessels incorporated with the Lloyd Brasileiro, was ceded to the French Government temporarily in place of the Taubaté.

MONEY

Official Quotations, Exchange Camara Syndical and Vales:—

	90 days	Sight	Sovs.	Vales
Monday, 13 May	Holiday.			
Tuesday, 14 May	13 7-64	12 63-64	22\$000	2\$107
Wednesday, 15 May	13 9-64	13 1-64	22\$000	2\$107
Thursday, 16 May	13 3-32	12 31-32	22\$000	2\$107
Friday, 17 May	13 5-64	12 61-64	22\$000	2\$107
Saturday, 18 May	13 5-64	12 61-64	22\$000	2\$107
Average for week	13 3-32	12 31-32	22\$000	2\$107

Monday, 13th May. Holiday.

Tuesday, 14th May. All banks opened at 13 1-16d, takers at 13 3-16d; no money offered, but speculators were selling and the rate rose to 13 5-32d and at higher rates for later delivery; no bills offered over 13 3-16d and at close sellers were holding back.

Wednesday, 16th May. Banks opened at 13 1-8d and 13 5-32d; takers at 13 1-4d; during day in absence of bills rates declined until at close banks quoted 13 1-16d and 13 3-32d for drawing and 13 5-32d for buying; no bills offered and there was money for bank paper at 13 1-8d.

Thursday, 16th May. Bank of Brazil opened at 13 1-8d for market, others at 13 1-16d and 13 3-32; market paralysed and closed with fair amount of money offering for banks at 13 1-8d and takers at 13 5-32d; no bills.

Friday, 17th May. Banks opened at 13 1-16d and 13 3-32d; takers at 13 5-32d; few bills offered in early part of day at 13 1-8d; market very quiet and closed at 13 1-16d bank; no money and takers at 13 1-8d; no bills.

Saturday, 18th May. Banks opened at 13 1-16d and 13 3-32d; takers at 13 5-32d and 13 1-8d ready; market paralysed and closed at opening rates. No business doing except with banks.

Approximate Value of Five Leading Exports, Rio and Santos.

In £1,000.							
No. days	Coffee	Meat	Manganese	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
30 April	1,428	465	54	241	10	2,198	73
1-2 May	—	—	—	31	—	31	15
3-9 May	220	35	31	5	—	290	41
10-16 May .	209	27	39	2	3	280	40
May to date.	429	62	70	38	3	602	38

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.

Reports are current of the intention of the Government to fix exchange at 13d, to which late oscillations about this rate would seem to give some colour.

—The approval of the Franco Brazilian Convention removed all anxiety so far as the service of the foreign debt was concerned, but judging from the balance of trade, given below, does not seem so certain whether the balance in favour of exports would leave a balance of payments in our favour even if payments for service of the debt be eliminated, seeing that for the first quarter of the current year the balance in favour of exports was only £1,463,000 as against £6,360,000 last year and, with imports going up all the time and no attempt to economise, there seems little chance of improvement.

THE REAL BALANCE OF TRADE.

	1918			1917		
	Imports	Exports	Balance	Imports	Exports	Balance
Jan.	156,602	155,495	+ 1,107	129,091	143,366	-14,275
Feb.	112,976	106,288	+ 6,688	180,052	181,279	- 1,227
March	130,272	154,646	-24,374	165,274	178,847	-13,573

3 months .399,850 416,429 -16,579 474,417 503,492 -29,075

Up to close of February, the balance of deadweight showed 7,795 tons in favour of Exports, and though there was some improvement in March as compared with February, it was much greater in imports than exports, with the result that for the whole three months the balance turned in favour of imports.

In other words, 16,579 tons more of merchandise were imported than exported during the first three months, as against 29,075 tons last year.

	Value in £1,000.			1917		
	Imports	Exports	Balance	Imports	Exports	Balance
Jan.	4,609	3,741	+ 868	4,191	2,959	+ 1,232
Feb.	3,730	3,370	+ 360	6,474	2,969	+ 3,505
March ...	4,243	4,008	+ 235	4,972	3,349	+ 1,623

3 months . 12,582 11,119 + 1,463 15,637 9,277 + 6,360

(Continued on Page 470.)

M E S S A G E

Presented to Congress

by

The President of the Republic

Dr. Wenceslao Braz Pereira Gomes

on the occasion of the opening of the 1st session of the 10th Legislature

3rd May 1918

Gentlemen and Members of Congress,

For the last time I now bring to the knowledge of Congress the events and measures adopted during the year.

In order that you may be in a position to form an impartial opinion on the events of my period of office, permit me to call to your minds the general lines of the situation that I encountered: what I promised to do: what I have done and what still remains to be done.

Nobody can ignore the precarious conditions of the country on my assumption of office on 25 November, 1914, which, in synthesis, was as follows:—

(a) Martial law, which had prevailed for over 8 months, had just ceased;

(b) Excitement was general and party resentment profound;

(c) A second funding loan had been negotiated;

(d) Revenue was insufficient to meet even ordinary expenditure;

(e) Tremendous deficits accumulated month by month;

(f) An enormous floating debt of over Rs. 36,000,000\$ gold and 311,000,000\$ paper remained to be liquidated;

(g) The Treasury was without resources;

(h) Credit shaken;

(i) Quotations of securities falling;

(j) Exchange falling;

(k) Imports and exports profoundly disturbed;

(l) Commerce and industry in precarious conditions, some factories working full time, other half or one-third;

(m) Precarious condition of labour.

What I undertook was:

—to pacify party feeling and conciliate opinion of all classes, a task to which my individual tastes inclined me, no less than the obligations I had assumed and the situation of the country itself imposed;

—to place the true interests of the country before all personal or party considerations;

—to make morality and respect for the laws and justice the corner stone of the edifice of my administration;

—to do all in my power, to reform electoral law and see that it be loyally complied with by all parties and authorities controlled by the Executive and prevent its being abused;

—to protect and develop national production and awake latent energies;

—to cope energetically with the economic-financial problem, cutting down public expense remorselessly and the charges assumed under contracts until budgetary equilibrium be assured and to resume the service in specie of the foreign debt;

—to carefully investigate the requirements of our armed

forces by reinforcing its organisation and rendering it more effective;

—to act decisively, so far as lies in my power and the conditions of the country allow, to improve the conditions of all classes of society.

No one will deny credit of realisation of the following measures to my Government:—

(a) pacification of party feelings;

(b) considerable reduction of public expenditure;

(c) reduction of over Rs. 500,000,000\$ in the onus resulting from previous contracts;

(d) renewal in specie of the service of the foreign debt;

(e) improvement of quotations of public securities, principally owing to Government action;

(f) development of national production;

(g) utilisation of native coal and initiation of iron smelting on a modest but permanent basis;

(h) promulgation of the Civil Code;

(i) settlement of the long-lasting and irritating dispute with regard to the boundaries of the States of Santa Catharina and Parana on a basis that should serve as a model for similar settlements between other States;

(j) reform of education;

(k) electoral reform, the results of which are already appreciable;

(l) military conscription;

(m) improvement of organisation of both land and sea forces;

(n) exercise of the greatest scruple with regard to appointments to the Courts, especially as regard the Supreme Federal Tribunal;

(o) pacification of the State of Matto Grosso, by agreement between conflicting parties, whereby the situation has been entirely normalised;

(p) settlement by mediation of sundry questions between labour and employers, decided in a spirit of justice and equity;

(q) the alleviation of the effect of the drought in the North by measures that, if they do not absolutely prevent droughts in the future, at least diminish their effects.

I should, in fairness, add that these results are not due exclusively to Government action, but likewise to the cooperation of the Legislature and of all social classes, whilst as regards promulgation of the Civil Code, my action was limited to stimulating the conclusion of its consideration by the Legislature.

Future historians will decide whether my promises were sincere and execution loyal. If not all that should have been has been effected, the excuse is that at times obligations exceed the capacity of human endurance in days like the arduous mission of

directing the destinies of the country was aggravated by anxieties concerning the war.

What we have to see to now is:—

—to maintain and defend production—particularly of our great staple exports—at a moment of grave crisis, that demands radical solutions, and furnish Brazil the elements for international exchange;

—to stimulate the production of our promising cotton industry and defend it against the ravages of the boll worm;

—to develop cattle farming, on which the country founds such hopes;

—to develop the production of pig iron, ferro-manganese and steel to serve at least our own requirements, if not for export;

—to develop the working of our coal mines with the recollection that once the war has terminated, steps must be taken for definite protection of so essential an industry.

It is opportune to call to mind the extraordinary wealth of resources with which Providence has gifted Brazil and to prove that we can rise to the height of such generosity. I am convinced that after washing and pulverisation and perhaps in some cases pressing into briquettes, we can supply all the coal for our own requirements.

Mountains of splendid iron ore in the neighbourhood of not less splendid deposits of manganese and powerful water power clamour for the application of technical skill and capital for their utilisation. It is our imperious duty to resolve this problem.

Under other aspects the following are no less urgent:—

—to watch over exact compliance with the conscription law. The adoption of conscription by lot is a conquest that it would be not merely an error but a crime to allow to fall into disuse;

—to watch over the execution of the electoral law and correct any errors that may be noticed.

Purity of election is as essential for the Republic as the air we breathe is to all of us. Neither enlistment nor electoral laws are perfect, but it would be a great injustice to deny that great advances have been made in respect to each.

Let pessimists abandon their conclusions and assume a more healthy and noble attitude by defending the excellent measures these laws contain against fraud of every kind. Criticism, no doubt, is justifiable, but not incredulity.

The future—our situation—is for those who have faith and capacity for intelligent and patriotic action.

In face of these two powerful factors, there should be no difficulties that cannot be overcome. Once before I gave combat, and to-day do so more than ever, to the purely personal element that animates party politics and lead to the neglect of great national problems and their being treated as questions of less importance.

At this terribly anxious moment of the world's history, we see how we have neglected our most important interests and how much time has been wasted in sterile political discussion.

Now is the day, now the hour to call a halt and begin the new life.

Let political directors in the States but turn their backs on mere politicians, and call to their counsel capable men and let all those who now participate in political and administrative functions only lend their support to the eradication of pernicious political customs, and really vital problems such as the extermination of the epidemic diseases that afflict our vast hinterland and enervate its inhabitants, would quickly find solution.

Let all Brazilians join in this campaign and they will do the greatest of all services, not only to their country but to humanity at large. What we aim at is to vigourise and valorise man—the producer and defender of our flag, the father of the family, in fact the whole emaciated race that peoples the hinterland. No sacrifice can be too great to secure such an object.

Why then, may be enquired, has my Government not acted before?

Because, I reply, unhappily I took over the administration in the conditions I have already explained and was obliged to give my first and almost sole attention to solution of the financial problem. Moreover, only now does the Government dispose of even a small appropriation for initiation of this service.

What I can now do in this sense is very little, but I am confident that the eminent Brazilian, who by his efforts succeeded in mastering yellow fever, will find a solution for this problem too!

I was, likewise, unable to give the requisite attention to technical education that it merits.

With regard to the international situation, I will transcribe what I said in my last Message:—"As you are aware, the European conflagration has spread over the whole world, there being no continent not involved. Inflexible in the maintenance of neutrality, generally recognised to be exemplary, the Brazilian Government were obliged to put on record its protest against the menace to neutral countries contained in the German threat of waging submarine warfare without restriction and to make that Government responsible for attacks on the lives and property of Brazilian citizens.

On the occasion of the torpedoing of the s.s. Parana, we only awaited official confirmation of the fact to break off relations with Germany—which has been done.

I can conscientiously affirm that at this critical moment the sincere aim of my Government, strengthened by the unmistakable support of public opinion, is to do its duty!"

By Messages addressed to you on different occasions, you have been informed of what happened afterwards and how we were compelled to declare the existing state of war.

Before proceeding to explain the administration of different Ministries, I ought to add that it is those who raised me to the place of Chief Magistrate, rather than myself, who should say whether I have faithfully complied with the promises of my platform.

I can assure the country, on returning to the obscurity from which your magnanimity rescued me, I do so with an easy conscience, content to believe that I have done all in my power in the cause of my beloved country and that during four years of tremendous responsibilities, have spared no effort of which I was capable.

It may have been insufficient; but it was all I had to offer.

Errors, perforce, have been made, but the intention was always good and worthy.

For all my efforts in the services of Brazil, I feel fully compensated by the honour of investiture and by the sincere and decided support with which the constituted powers and all classes of Brazilian society have afforded me.

FOREIGN AFFAIRS.

...**Antecedents of the State of War.**—Under decree of the 3rd May, 1917, General Dr. Lauro Muller, now a Federal Senator for the State of Santa Catharina, at his own request, was relieved of the office of Minister of State for Foreign Affairs, and, by decree of the 5th of the same month, Dr. Nilo Peçanha, a former President of the Republic and at the moment President of the State of Rio de Janeiro, was appointed to that position, the duties of which he assumed on 7th May, after having transferred the presidency of the State of Rio de Janeiro to his legal substitute.

Brazil continues to maintain good and cordial relations with all foreign Powers, with the exception of the German Empire, which had already by an act of violence forced us to interrupt the diplomatic and commercial relations hitherto maintained with that country, and by repetition of same to accept the state of war initiated by that Empire against the Brazilian Nation.

In my Message of 3 May, 1917, after informing you of the interruption of diplomatic and commercial relations with the German Empire, consequent upon the torpedoing of the Brazilian merchant ship Parana, I informed you of the departure of the diplomatic agent of that Government at this Capital with his suite, on the night of 27th April of the current year, by rail to the town of Sant'Anna do Livramento.

I further mentioned at the time that the Swiss Federal Government having been consulted whether it would be prepared to undertake the care of the archives of the Brazilian Legation in Berlin and the protection of Brazilian citizens in Germany, replied that Switzerland greatly appreciated such a mark of friendship and of confidence on the part of Brazil and was pleased to accept it.

I beg to express the gratitude of the People and Government

of Brazil to the Federal Council of Switzerland for the invaluable services they have since rendered.

We must also express our gratitude for similar courtesy to the Government of His Catholic Majesty, whose Legation at Brussels deigned to undertake protection of Brazilian interests in the part of Belgium occupied by forces of the German Empire since the date at which our own Chargé d'Affaires was, by reason of the rupture of relations, obliged to withdraw from that Capital, this provisional arrangement having been confirmed by formal acceptance of the request presented through our Legation at Madrid by the Spanish Government.

Until the designation of the Power which should take charge of German interests in Brazil, and in accordance with the provisions of article 21 of the Commercial Treaty of 6 Dec., 1891, concluded between Austria-Hungary and Germany, ex-German Consuls were authorised to provisionally hand over the safekeeping of their interests to the Austrian-Hungarian Consuls at the place of their respective residence and, in default of Austrian-Hungarian representation in such localities, to the nearest Austrian-Hungarian Consul.

The Federal Government was informed of this authorization by the Note of 11th April, 1917, of His Imperial and Royal Apostolic Majesty's Legation to Brazil.

The definite protection of German interests in Brazil was, from 27 April of same year, entrusted to the Royal Dutch Legation in this City, as communicated by the said Legation under same date.

Minister Silvino Gurgel de Amaral handed over the archives of our Legation at Berlin to the Swiss Minister in Germany on 21st April, though he was only able to leave that city with the staff of the Legation and our Consular Agents on 4th May, arriving at Zurich on the 5th.

The ex-Minister of Germany to Brazil left the town of Santa Anna do Livramento on 4th May, crossing the frontier to the adjacent Uruguayan town of Rivera.

On 5th February, 1917, the American Embassy in Brazil notified the Brazilian Government of the rupture of diplomatic relations between that Government and Germany and on 7th of the following month of April that, on the 6th, the United States Congress had declared and President Wilson proclaimed a state of war to exist between the United States of America and the Imperial German Government.

The Brazilian Government replied to these communications by the Notes of 8th February and 23rd April of same year.

Under date of 25th April, decree No. 12,458 was promulgated with instructions to the effect that the rules formulated in decree No. 11,037 for 4th August, 1914, should be observed with regard to the state of war between those two nations, and I only waited for the meeting of Congress, then imminent, to explain the serious international position in which Brazil was placed, trusting that, as I stated, in accordance with the authority derived from the Constitution, you would reach the decision that circumstances demanded.

On 22nd May, I had the honour to address to you a special Message in this connection and, referring to the promulgation of decree No. 12,458 of 25th of previous month of April, relative to the neutrality of Brazil in the war between the above mentioned Nations, I made the following remarks:

"In so doing, notwithstanding the interruption of diplomatic and commercial relations with Germany, I but followed the general rule by observance of decree No. 11,037 of 4th August, 1914, summarizing the precepts of the two Conventions signed by Brazil at The Hague, with regard to the rights and duties of the Neutral Powers and Persons, though modifying in that document the expressions adopted in previous acts of the same nature, and instructed the authorities to observe and to comply with the established rules of neutrality until they should be otherwise instructed.

"The Government itself could go no further, but the Brazilian Nation through her legislative organ may, without any martial designs, adopt the conclusion that, seeing that one of the belligerent parties constitutes an integral portion of the American Con-

tinents, to whom we are bound by traditional friendship and by uniformity of political views as regards the defence of interests vital to America and of the adopted principles of International Law.

"Such has been the invariable line of conduct of Brazil. Loyal to the uninterrupted traditions of her foreign policy, the Republic could not to-day repudiate the ideals which inspired the Note of Protest of 15th May, 1866, of the Empire of Brazil, when a European squadron bombarded a South American town.

"Our point of view was then that the Nations of this Continent, whose resources and populations are spread over an enormous and unprotected coastline, require more, perhaps, than others, that the maxims of civilisation, that constitute their main and more efficacious protection, should be maintained.

"Insisting, finally, that the policy of continental solidarity is not peculiar to this Administration, nor to any particular form of Government, but constitutes the traditional policy of the Brazilian Nation, I submit the matter to the judgment of the National Congress with the conviction that whatever resolution may be adopted, it will confirm the happy understanding that has always existed between Brazil and the United States."

On the same day the unexpected news was received by cable of the torpedoing of another Brazilian steamer by a submarine belonging to the naval force of Germany. The vessel in question was the merchant s.s. Tijuca, sunk on the 20th of that month, at 10-40 p.m., five miles south-east of Pierres Noires, at the entrance of the port of Brest; all the crew were fortunately saved and landed at that port, only two of the crew being slightly wounded.

I now submit for your attention, authentic copies of the reports received from the Brazilian Legation at Paris, relative to the torpedoing of another Brazilian merchant ship by the German navy. The Nation is aware of the attitude the Government assumed when Germany communicated to neutrals the establishment of a submarine blockade on the western and south-western shores of Europe, thereby restricting the liberties of the seas, and menacing countries hitherto alien to the conflict, with violent processes of war. Against this violence the Brazilian Government at once protested and after the sinking of the s.s. Parana, broke off diplomatic and commercial relations with Germany.

The sinking of another vessel without previous notice and under the gravest circumstances and menace to our merchant marine and foreign commerce, obliged my Government to take such measures for defence as the National Congress might determine.

In placing this matter under your consideration, as in duty bound, Government does not desire in any way to shirk responsibility for frank statement of its opinions.

My Government is of the opinion that utilisation of the German merchant vessels now lying in our harbours is urgent, with exclusion, however, of any idea of confiscation, repugnant to the spirit of our laws and the general sentiment of the country.

Such utilization is justified by the principle accepted by The Hague Convention of 18 October, 1907, under which no compensation could be exacted until it were determined whether the property in question were private, in which case it would necessarily be respected, or whether ownership was in any way controlled by the German Government.

In either case, it is imperative that Government should be in a position to take the steps necessary to protect public interests and the honour of the country.

In harmony with the sentiment of the people and Government, the National Congress adopted the following resolution, sanctioned in decree No. 3,266 of 1st June:—

Art. 1.—Decree No. 12,458 of April 25th of the current year, whereby the neutrality of Brazil during the war between the United States and Germany is hereby declared to be null and void.

Paragraph.—For execution of the preceding clause, the President of the Republic is hereby authorised to adopt the necessary measures and to practice any acts that cessation of the above mentioned neutrality may entail.

Art. 2.—The Executive is hereby authorized:

(1.) to utilise the German merchant ships anchored in Brazilian ports, and, in accordance with the terms of the Message of May 26th last, to practice any acts that may be necessary.

(2.) to take measures for the defence of our overseas naviga-

tion and make such arrangements with friendly Powers as will secure immunity to our import and export trade, and, to this end, to revoke decrees of neutrality when deemed convenient.

Art. 3.—The Executive is authorized to open the requisite credits for the execution of this law.

Art. 4.—All determinations to the contrary are hereby revoked.

Duly authorised by Clause 1 of Art. 2 of the preceding legislative decree, the following Executive Decree No. 12,501 of 2nd of the current month was promulgated:—

Art. 1.—The Brazilian Government hereby requisitions all the German merchant ships lying in the harbours of the Republic with the object of utilizing same to the greatest advantage to trade and navigation.

Art. 2.—As soon as possession has been taken of said vessels, in accordance with the terms of the preceding Legislative Decree, they shall be treated as Brazilian, in order that the National Flag may be hoisted thereon.

Art. 3.—Government shall take the requisite steps for putting these vessels into fit condition for navigation and transport, as determined by Art. 1.

Art. 4.—All determinations to the contrary are hereby revoked.

On this occasion, His Excellency the President of the United States of America, Mr. Woodrow Wilson, sent through their Embassy at Rio, a message of sympathy and congratulation, which on 13th of same month I duly acknowledged, through our Embassy in Washington.

We have already taken possession of all the German merchant ships lying in Brazilian harbours. The act of taking possession of said ships in different States of the Union, as likewise the landing of German officers and men and their substitution by Brazilian officers and crews was carried out without incident worthy of note.

The greater part of the ships were found to be in a condition that rendered navigation impossible, their machinery having been purposely damaged, and many of the essential parts been removed. Immediate steps were taken to repair them and the German officers and crews were interned and their maintenance provided for by the Federal Government.

The Legation of H.M. the Queen of Holland, in the name of the German Government, lodged a formal protest against the requisition and utilisation of the German vessels lying in Brazilian harbours, reserving the right to demand indemnity for all losses caused to German interests arising from such action.

The protest contained in a Note dated 2nd June, the Brazilian Government answered by a Note on 5th June, as follows:—

“Mr. Minister,—The step taken by the Government of the Republic, after the sinking of its merchant ships by torpedo, for utilization of German vessels was designed to secure direct and immediate satisfaction, even by force, for the damages we suffered and was an act of legitimate defence, justified by German law itself, and, moreover, is universally practised, without recurrence to war, to compel offending nations to make such reparation as the case demand.”

After having justified the rights of reprisal and sequestration, the same note proceeds to state:

“Finally, Mr. Minister, on taking charge of private property and caring for the crews of the ships, the Brazilian Government did not deviate from the principles of international law and only proceeded in the defence of its flag and the interests of its country.

In a circular Note of 2nd June, remitted by cable through the agency of our diplomatic representatives abroad, the Brazilian Government communicated to all friendly nations that the law revoking the neutrality of Brazil in the war between the United States of America and the German Empire had just been promulgated. I now give the essential part of the document in which the attitude of the Government is precisely and firmly laid down: “The Republic acknowledged that one of the belligerents forms an integral part of the American Continent to whom we are bound by traditional friendship and by a common policy in defence of the vital interests of America and the accepted principles of International Law.

Brazil neither nursed nor now nurses warlike ambitions, but though she for long abstained from taking part in the European

struggle, she could no longer remain aloof when the United States was forced to take part in the conflict, without any other interest than the defence of her own rights and those of all other neutrals.

If up to now lack of reciprocity on the part of the American Republics obscured the true character of the Monroe Doctrine and gave rise to erroneous interpretations of sovereign prerogatives, late events have resulted in Brazil's ranging herself once more side by side with the United States at the most momentous crisis in the world's history and in continuing to impress on her foreign policy the feature of continental solidarity that characterized it during the former regime whenever the interests of the sister Republics were menaced.

Faithful to the liberal principles in which the Nation was educated, the Republic has rigorously followed the diplomatic and political traditions of the past.

So, in fulfilment of our plain duty, we are taking up the position that antecedents and the conscience of a free people equally impose; whatever may await us, we shall cherish the Constitution that rules us that, with regard to protection of the rights, lives and property of foreigners, none other surpasses.”

To the above Note, the Governments of the following twenty-nine countries replied:—Bolivia, Italy, Norway, Argentina, Russia, Chile, Great Britain, Uruguay, France, Peru, Denmark, The Holy See, United States, Japan, Portugal, Costa Rica, Guatemala, Dominica, Honduras, Colombia, Mexico, Paraguay, Panama, Cuba, Ecuador, Nicaragua, Haiti, Venezuela and S. Salvador.

On 26th May we received notice of the sinking of the third of our national ships, the steamer Lapa, belonging to the Lloyd Nacional; all the crew were saved. Details of the enquiry that was opened on the 29th, conclusively prove that this vessel was torpedoed by a German submarine on 22nd of May on her way from the Canaries to Marseilles.

On 7th June I presented a special Message to the National Congress, couched in the following terms:—

“In compliance with the promise made in my message to you on 3rd May last, I now present you with authentic copies of the documents referring to the enquiry on the sinking of the steamer Parana, belonging to the Cia. Commercio e Navegação and to the rupture of commercial and diplomatic relations with the German Empire. It is my duty also to bring to your official notice copies of the telegraphic correspondence relating to the steamer Lapa, belonging to the Lloyd Nacional torpedoed on the 22 May last by a German submarine, when on a voyage from the Canary Isles to the French port of Marseilles.

In view of the recurrence of these attempts against Brazilian property, I resolved that our neutrality with regard to France, Great Britain, Japan, Portugal and Italy should be likewise annulled for the duration of the war sustained by them against the German Empire and for this reason, the decree No. 12,533, of 28th June, 1917, to the following effect, was promulgated:—

“The President of the United States of Brazil duly authorized by No. 14 of Art. 48 of the Brazilian Constitution and in accordance with the resolutions contained in Clause 2 of Art. 2 of decree No. 3,266 of 1st June last, hereby resolves to be without effect Decrees Nos 11,038 of 4th August, 11,066 of 12th August, 11,092 of 24th August, 1914; 11,984 of 10th March and 12,171 of 29th August, 1916, whereby the observance of strict neutrality in the war waged by France, Russia, Great Britain, Japan, Portugal, and Italy against the German Empire was enjoined.

All dispositions to the contrary are hereby revoked.

The causes which determined the crisis of oversea and coastwise transport were dual—growing scarcity of tonnage and the dangers that overseas shipping are exposed to.

The former Government expects to overcome by development of its mercantile and coastwise marine, now that the fleet of the Lloyd Brasileiro has been materially increased by requisition of German ships lying in Brazilian harbours.

As regards the latter, instructions were given for the patrol of our coasts by vessels of the Brazilian navy, and in a Note, dated 29 June, 1917, the United States was invited to specify the zone that, in cooperation with the Brazilian Navy, they had undertaken to patrol.

Similar notes were also despatched to the British, French, Italian and Japanese Legations, soliciting information with regard to the zones patrolled by their respective squadrons.

These requests were founded on the revocation, already declared, of neutrality in relation to all the belligerents in the European war.

On 11 July last Government resolved that our Navy should commence operations by taking over the patrol of our own coast from Guayana to the South.

It having come to the knowledge of Government at the beginning of August last that Germany was putting great difficulties in the way of Brazilians leaving that country, who, without resources of their own, were maintained at the cost of the Legation at Berlin, because the Imperial Government refused any assistance to subjects of an enemy country in the position of Brazil, in spite of the generally recognized obligation of assisting indigent foreigners, I gave instructions for the following Note to be presented to the Swiss Government through the agency of our Legation at Berne:—"The Brazilian Government has been verbally informed by this Ministry that the Brazilian citizens who still remain in Germany are being treated in a manner diametrically opposed to that enjoyed by Germans in Brazil, for whom commercial liberty is as complete as for our own nationals. The officers and crews of the German ships, nearly 3,000 men in all, are treated with consideration, well housed and fed by the Brazilian Government."

Such lack of reciprocity on the part of the German Government could not be tolerated without retaliation on the part of the Brazilian Government.

Meanwhile Government still entertains hopes that Germany will consent to Brazilians leaving the country, if only to prevent further reprisals."

In this connection the Dutch Legation at Rio communicated the following telegram received by his Government on the 25th August, to the Minister of Foreign Affairs:—

"Your No. 58 duly received. It may be advisable to inform the Brazilian Government that Brazilian citizens in Germany are not in any way prevented from leaving the country, nor are they treated with discourtesy. They are simply obliged to report themselves regularly to the local authorities and to submit to the dispositions that regulate rights of residence. In order to leave Germany, they, like Germans themselves, must first obtain a special permit, which entails a strict individual examination and naturally takes some time. Hoping that the Brazilian Government will continue to concede to Germans the same liberty they have hitherto enjoyed, the Imperial Government will endeavour to abbreviate the above mentioned formalities."

The torpedoing of the Brazilian ship *Macau* by a German submarine and the imprisonment of the captain of that vessel, combined with repeated German aggressions, decided the Government to take up a more decided attitude, and to demand a radical measure from the National Congress and the acknowledgment of the "state of war" initiated by the German Empire against Brazil.

Such was the object of the special Message of the 25th October of 1917, which I had the honour to address to you in view of this fresh aggression, the terms of which are as follows:—

"It is my painful duty to inform the National Congress that telegrams received from London and Madrid just brought to the knowledge of Government the fact that the Brazilian s.s. *Macau* has been torpedoed by a German submarine and her captain taken prisoner. This being the fourth of our ships sunk by the German naval forces is grave enough, which the imprisonment of a Brazilian born captain makes absolutely intolerable! Gentlemen, Members of the National Congress, there is no evading such a situation or the state of war imposed on us by Germany. The prudence with which we have acted does not exclude, but, on the contrary, accentuates the obligation to maintain untarnished the dignity of the Nation and, accepting facts to arrive at the reprisals of open war.

"Unless the National Congress, in its wisdom, should not decide to the contrary, the Government will occupy the German man-of-war lying in the port of Bahia and taking prisoners the officers and crew, decree military internment of the crews of the merchant vessels we are now making use of.

"Gentlemen and Members of the National Congress, the moment has arrived to define by law the defensive position that events have forced upon us, and thus strengthen the spirit of national resistance and complete the evolution of our foreign policy *pari passu* with the aggressions that Brazil has to endure.

The Legislature responded immediately to the appeal of the Executive and voted without delay the following resolutions, sanctioned and promulgated under decree No. 3,361 of 26 October:

Sole Clause.—The state of war initiated by the German Empire against Brazil is hereby admitted and proclaimed, and the President authorised to take the steps demanded in his Message of the 25 October last and employ such measures for national defence and public safety as he shall judge necessary, opening the requisite credits, and making such financial arrangements which shall be advisable for the above purpose. All dispositions to the contrary are hereby revoked.

On the same day the radical decision of the Brazilian Government was communicated in a Circular Note to the Legations of all friendly Powers here accredited and shortly after our diplomatic representatives communicated the fact to the several Governments to whom they were accredited.

As a result of our decision, I received expressive and hearty telegrams of congratulations and solidarity from H.M. the King of Great Britain and Ireland, the Presidents of the United States of America, the French Republic and Portugal, to all of whom I replied thanking them, as in duty bound, for such touching manifestations of friendship for Brazil.

The Foreign Legations on one side and their respective Governments on the other, acknowledged receipt of this communication.

The Chilean Legation did so in a Note dated 30 October, and its Chancery on 30 November declared the intention of their Government to maintain neutrality in the war between Brazil and Germany.

As regards the precautionary measures indicated in my Message of the 25th October, 1917, and confirmed by Legislative Decree on the following day, I beg to inform you that the crew of the German gunboat *Eber* was duly imprisoned at Bahia, and those of the German merchant ships were militarily interned. It proved, however, impossible to occupy the gunboat in refuge at the port, because the crew set fire to the ship and opening its valves endeavoured to sink her to escape her surrender to the Brazilian authorities.

A few days after we were surprised by news of two new "torpedoings" by German submarines of the national merchant ships *Acary* and *Guarahyba*, in the Portuguese harbour of S. Vincent.

This precipitated yet another step on the road to war, and justified further and stronger reprisals by a special law. On 3rd November following a special Message was sent to Congress, recounting this fresh occurrence and suggesting the measures the Executive judged necessary in the emergency:

"I submit to the attention of the Gentlemen and Members of the National Congress the communication the Government has just received relating to the torpedoing by German submarines, of two more Brazilian ships in the waters of St. Vincent. The telegrams state that in this attempt of the enemy naval forces two men were lost and four wounded; the ships in question are the *Acary* of the Lloyd Brasileiro and the *Guahyba*, belong to the Cia. Comercio e Navegação. They were on their way to Havre with a cargo of coffee, hides and cereals from Rio de Janeiro and Santos. If, as appears, Germany continues to decimate our mercantile fleet and to intercept commercial relations with the rest of the world, it is intolerable that German commerce, banking, industry and colonization should not be made to suffer the limitations that patriotism imposes.

Without sacrifice of the liberal spirit of our laws, it is not prudent that resources should be allowed to leave the country in benefit of the enemy, or that their relations with the Government should continue unaltered now that a state of war has been recognized.

It seems advisable—first, to declare null and void all contracts celebrated between Germans individually or collectively for construction of public works of any kind; secondly, to forbid any fresh colonization concessions to German subjects or companies being granted, whilst tolerating those on which families are already

located; thirdly, to place the German banks and other enterprises under control, with power, according to circumstances, to suspend or cancel authorisations granted for transactions of business in this country and to extend control to commercial houses or industrial establishments of same nationality; fourthly to adopt measures to prevent the transfer of German property during the war and determine the time limit for same by legislation; fifthly, to intern in places not used as common prisons any German whose conduct is reprehensible or suspected of plotting against Brazil.

These measures, or any others that Congress may, in its wisdom adopt, should be converted into law and published in order to prevent possible misinterpretation either by the populace or any authority.

Doubtless, complaints will not be lacking with regard to some of the measures suggested to Congress, such as that referring to concessions of public lands for colonization purposes, of invasion of the constitutional prerogatives of the States. At this critical moment, however, Brazil is united, and no unit of the Federation can fail to respect and to obey the sovereignty of the Union.

Gentlemen and Representatives of the Nation, whilst submitting these proposals to your mature judgment, permit me to inform you that I have already authorized the Ministers of War and Marine to adopt the measures and reforms, requisite for efficient organisation of the forces of the Republic without restriction.

The National Congress adopted the measures specified in above cited Message, as also others that their sense of patriotism suggested and voted the War Law, which was sanctioned and published under decree No. 3,393 with the date of 16 November, 1917.

The Law referred to authorised the Government thenceforth and until 31 December of same year to declare successively the state of siege (martial law) in any part of the Union in which it might be exacted by the exigencies of the situation, and adopted other measures with reference to contracts and other operations entered into with enemy subjects; reprisals to be decreed; revision and rescission of concessions of public lands; dissolution and liquidation of contracts with enemies; the conditions on which establishments, societies, banks, factories and stores may be considered to be the property of the enemy; dual nationality and naturalisations; registration; inscription, control, sequestration administration and eventual liquidation of enemy property; insurance companies administered or belonging to enemies with contracts still running in Brazil; deposits at the National Treasury of the product of the liquidation of enemy property; authorization of credit operations and opening of same in execution of this law.

The events of the war lead the belligerent Governments of the Entente and the nations that sympathise with them to unite and coordinate their efforts against the common enemy and in this way to realise the unity of aim indispensable for the triumph of the Cause of Liberty, Law, Civilisation and Humanity.

With this end in view, inter-Allied conferences were celebrated in which plans of campaign and other measures of common interest were decided.

The Brazilian Government was invited on 13 November to send a representative to a conference of this nature, which met at Paris on 30th of same month and closed its sessions on 3rd December. Dr. Olyntho M. de Magalhães, the Acting Envoy Extraordinary and Minister Plenipotentiary of Brazil to the Government of the French Republic, was immediately appointed our representative and took part in the deliberations of the conference.

In January of the current year, the French Minister of Blocade requested the Brazilian Government to appoint two delegates to the Permanent International Committee of Economic Operations, created by the first inter-allied conference of March, 1916.

In answer to this request, the Government appointed our Minister in Paris to represent Brazil from the 26 January at all Inter-Allied congresses and committees. In this capacity Dr. Olyntho de Magalhães on 23 February took part in the preliminary sessions of the Permanent International Committee of Economic Operations before referred to.

With regard to the measures adopted by the Federal Government for prohibition of the exports of contraband of war and other disabilities imposed on the common enemy, our delegate was authorized to explain to this Committee:—That the Brazilian War Law

specifically forbids commercial transactions with Germans outside the country, whether in imports or exports and the transport of enemy cargo in national bottoms and enjoined the seizure at our customs houses of merchandise intended for the enemy transported in neutral bottoms; likewise that in virtue of that Law, remittance of funds to other countries was forbidden and all contracts for public services to which enemy subjects were parties were rescinded: and that amongst other reprisals further land concessions were interdicted.

Our own War Law follows more or less the same lines as the legislation of other countries interested in the conflict, with the distinction that Brazil has not confiscated enemy property nor closed up German houses, exclusively employed in internal trade as is the case likewise in the United States.

As a measure of preventative policy with regard to such German subjects as exercised consular functions in Brazil on account of other nations, to avoid cancelling exequaturs already conceded and so perturbing internal commercial transactions with friendly countries, a circular was issued by the Minister of Foreign Affairs addressed to the Legations of neutral countries in this capital with the object of obtaining from their respective Governments the requisite steps for ensuring that subjects of the German Empire should no longer continue to act as their representatives among us.

After a reasonable period following the request made in the name of the Federal Government, I instructed the Minister of Foreign Affairs to publish the following decree No. 12,766 of 21 December, 1917, by which the exequaturs of all foreign consuls of German nationality were cancelled:—

The President of the United States of Brazil.

“Considering that a state of war exists between Brazil and the German Empire that obliges the Brazilian Government to take measures of convenience and political foresight, together with others of vigilance and public safety as regard to the presence of Germans in its territory.

“Considering that such measures must be of a general character and that the restriction of the liberty of action of said subjects of Germany necessarily inhibits the exercise of the slightest authority in any national or foreign function within the limits of Brazilian jurisprudence.

“Considering that it is not possible to exempt from these measures those Germans who up to now have, as consuls in Brazil, acted as representatives of other friendly nations.

“Considering that the exequaturs that were granted them were obtained when conditions were normal, without regard to their respective nationality, they can be no longer maintained, seeing that consular agents of German nationality became incompatible with the State of war existing between Brazil and their own country, in consequence of the local ascendancy and prerogatives inherent to the functions they executed.

“Considering that the urgency of the case does not permit the Brazilian Government to await any longer the measures solicited from friendly Governments in the sense of exonerating the consular agents in question, that there is no reason to believe would be refused.

Decree:

“All exequaturs conceded for appointment of German subjects to exercise consular functions of any foreign government in Brazil are hereby declared without effect.”

The Federal Government endeavoured to give practical expression to their sense of solidarity with the Allied Powers in the war against the German Empire and communicated same to the British Government in a Note dated 21 December, 1917. The Foreign Office replied thanking the Brazilian Government and enquiring, on its side, if we were in a position to send a squadron of light cruisers and destroyers to cooperate at a certain point with the Allied fleet, under the orders of the respective British Vice-Admiral.

On 31 December our Minister in London was authorized to communicate to the British Admiralty that, with the desire of giving practical expression to our sense of solidarity with the Allied Nations, a fleet was being prepared composed of the “scouts” Rio Grande do Sul and Bahia and the destroyers Parahyba, Rio Grande do Norte, Piahy and Santa Catharina, to proceed to Europe and operate under the orders of the supreme naval com-

mand at the designated point, and that said vessels were being got ready for arrival on the predetermined date.

Later on, I was informed by the British Legation in this Capital by a Note dated 11 February last, that the British Admiralty had decided that the units of the Brazilian Navy about to cooperate with the British naval forces would better assist the Allied cause by proceeding to a different rendezvous than that first indicated and cooperating from that base under the command of a high British officer, in conjunction with units of the United States Navy already stationed at said base.

This new arrangement could not fail to be acceptable to the Brazilian Government, seeing that our war ships and those of the United States of America will cooperate with the British for maintenance and protection of the main routes between the two continents.

This will be the second case of cooperation of these two American Navies, seeing that about the middle of last year the Brazilian Government had already agreed on the joint patrol of the whole Brazilian coast by its own and the United States squadrons.

At the close of last year Rear-Admiral Francisco de Mattos was designated to accompany the operations of the Allied squadrons and superintend Brazilian naval services in Europe.

A Commission of the Ministry of War, composed of seven officers, commanded by Lieut-Colonel D. Alipio Gama, is already in service in the United States.

Another Brazilian Military Mission of Investigation and Purchases and for accompanying the operations of the war, is in Europe, under the direction of General of Brigade Napoleão Fillippe Aché. This commission comprises five officers of artillery, four of infantry, five of cavalry, one of engineering, eight of the medical corps, and one of aviation.

It is well known that on 1 August, 1917, His Holiness Pope Benedict XV addressed proposals of peace to the chief of the belligerents on bases that he judged would be acceptable, just and equitable. An autograph copy of this proposal was sent me by special order of His Holiness through the Chancellery of the Vatican and agency of our Legation.

After declaration of war between Brazil and Germany, I authorised the Minister of Foreign Affairs to reply to the proposal in my name, through our Legation at the Vatican. This was done on 13th November, 1917, and published in the European and Brazilian press, the tenor of my answer having been already approved by me in an official letter addressed personally to his Holiness through our Legation.

I will now proceed to a matter of the highest interest in regard to both home and foreign commerce. I refer to the policy of economic defence that the British and Allied Governments resolved to initiate against the common enemy, when the so-called "Blacklists", prohibiting commerce between firms comprising their nationals and subjects of enemy countries were created, of which the most important is the British Statutory List created in 1915 under the law regulating "Trading-with-the-Enemy."

It is unnecessary to repeat what I said in former annual Messages. Important Notes, however, were exchanged on this subject on the 9th and 12th August, 1916, between our Foreign Minister and the British Legation.

The same Ministry took up the question once more in its Note dated 3rd Sept, 1917, addressed to the same Legation, wherein, after summarising the antecedents of the case and recognizing that, without abandoning his own point of view nor recognition of the principles applied beyond those of the fundamentals involved, that the Ministry of Foreign Affairs was always successful in obtaining the correction of acts of injustice or excess on the part of agents of the British Government and formulated the following proposition:

"The situation, meanwhile, should not be limited to concession of favours. Successive recent additions to the Statutory List exact some more regular proceeding, especially after what has transpired.

The supervision of commercial relations with Germany and official declaration that Brazil is no longer neutral in the war (maintained by Germany itself) within her own alliances, against other adversaries, perfectly characterized the situation and facilitate the settlement of this vital question.

In consequence of the control of shipping and navigation that circumstances imposed, the Brazilian Government thought it would be advisable to open an enquiry on the conditions under which such operations are affected in order to appreciate as far as possible the degree to which such acts may affect friendly countries and those aimed at others no longer neutral, inclusive of operations of internal commerce.

With this object in view, but without recognizing principles which it repudiates nor creating "lists" of its own, the Brazilian Government expects that every case shall be fully brought to its knowledge in order to exercise the intervention justified by the Constitution in the defence of the interests of the cause to which it is no longer alien are requisite.

After exchange of explanatory Notes on 8th by the British Legation and 10th by this Ministry, declaring that the names to be henceforth submitted to the Brazilian Government would be exclusively those of Brazilian firms or of persons genuinely Brazilian and that, in case of acceptance of the proposal of this Government, it would take all the steps requisite for the defence of Allied commerce, the British Legation in Note of 12th of same month, communicated the provisional assent of its Government, subject to examination of details, adding that this agreement would come into execution on same date.

The Anglo-Brazilian agreement had been arrived at previous to the declaration of war against the German Empire. After recognition and proclamation of this fact, it could no longer prevail and for that reason the Ministry denounced it in a Note dated 30 November, duly communicated to said Legation, the tenor of which is as follows:—

"This agreement, arrived at before the declaration of war between Brazil and the German Empire, is, ipso facto, virtually and implicitly invalidated, and its maintenance absurd, seeing that the Brazilian Government has manifested the greatest interest in the control of the firms referred to in decree authorized by special act of Congress, and that sub-delegation of powers is inadmissible. Under actual circumstances and in consequence of law No. 3,393 of 16th of current month, the Brazilian Government, as friend and ally, through the medium of Your Excellency, informs His Britannic Majesty's Government that it has taken over, as is its duty, entire control of actual enemy firms as it will of those that may become enemies later, without distinction of nationalities, throughout the territory of the Republic, and cannot tolerate any other organ parallel to the government and sovereignty of Brazil."

With the requisite modifications, similar Notes were handed to the Portuguese Embassy and the Legations of France, Italy, and Japan.

The German mercantile vessels anchored in Brazilian ports were handed over to the Lloyd Brasileiro, as authorised by the Act of Congress for their utilisation from 2nd June last, in the manner best suited to meet the requirements of navigation and commerce.

The Brazilian Government received with deference appeals from the Governments of France and the United States of America for celebration of a Convention for more effective utilisation of these Lloyd Brasileiro steamers.

Duly authorised by myself, the political and diplomatic phase of the negotiation was undertaken by the Ministry of Foreign Affairs, by whom it was decided that Brazil could make no distinction between Allied nations, and, moreover, excluded the idea of alienation or exchange of vessels taken from the enemy in reprisal for tonnage by them destroyed.

As soon as the basis of an understanding between these two friendly nations was arrived at, the Government of the United States yielded place to France, and in consequence it was decided that the agreement should be celebrated with that country alone.

Negotiations were then transferred to the Ministry of Finance, by whom the financial clauses and conditions of the agreement were determined.

On submission of the minutes of this act to my appreciation, I had no hesitation in approving it, certain as I feel that this agreement equally consults the interests of Brazil, as those of France and all the Allied nations, in whose name France declared she was acting throughout the negotiations.

In view of the state of war and necessity of endorsement by our Government of applications for licences for imports for industrial and commercial purposes, the work of the Ministry of Foreign Affairs increased extraordinarily. For this reason and by special authorisation of Congress the Sub-Secretariat of State, suppressed by decree 12,461 of 9 May 1917, in consequence of the exoneration by request of Sr. Luiz Martins de Souza Dantas, was re-established by decree 12,304 of 9 January last and Sr. Raul Regis de Oliveira, our new Envoy Extraordinary and Minister Plenipotentiary, was appointed, taking charge on the 12th. With the same motive the Legislature authorised the reform of the services of the Secretary of State.

It seems here advisable to summarise the communications received from the Federal Government with regard to the relations between American States and the German Empire.—The Republic of Costa Rica, according to a telegram received from the respective Ministry of Foreign Affairs, suspended diplomatic relations with the Government referred to on the 23rd of Sept, 1917. The Government of the Republic of Peru proceeded in the same manner on 6th October and the Oriental Republic of Uruguay on 7th. On 9th December succeeding, the Government of the Republic of Ecuador, which had already suspended diplomatic relations with that Empire, communicated to the Brazilian Government that national dignity compelled them to break off relations with the German Government.

Previous communications had been received notifying simple rupture of relations on the part of the Governments of Bolivia, on 10th April; of Honduras, on 17th May; of Guatemala, on 27th April; and Nicaragua on 9th May; and a declaration of war on the part of Panama and Cuba on 7th April and by Haiti on an unknown date.

Out of the 21 American Republics, 13 have already declared themselves adversaries of the German Empire!

Our policy with regard to all the Nations of this Continent is that of complete American approximation, solidarity and fraternity, without ambiguities or subtleties of any kind. This historic policy, that dates from the time of our constitution as a nation, it is our duty to maintain, especially in face of the facts of which the old world is now the theatre.

Of the sincerity of the sentiment of American fraternity, the instructions issued on 4 July, 1917, to our Minister at Buenos Aires only lately divulged, bear witness.

In further development of our policy of pan-American fraternity, the Ministries of War and Marine, at the suggestion of our Foreign Office and with my entire approval, have agreed to open matriculation at our military and naval schools to pupils, cadets or students of other Republics of this Continent on requisition through their respective Governments.

With the same end in view, the Ministers of Justice and the Interior this year initiated a course of instruction in the Spanish language and Spanish-American literature at the D. Pedro II College, and permitted matriculation in our Academies of young men of sister Republics, whilst the Minister of War resolved to include the study of the Spanish language in the curriculum of the military schools.

On the other hand, the Government of the Republic of Uruguay has just created a Chair of Portuguese, comprehensive of a two years' course of studies at the Gymnasium and another Chair with three years' course at the Military School, as advised on 3rd Dec. and 5 Dec., 1917, by Notes of the Uruguayan Minister.

In London, likewise, a Chair of the Portuguese language and literature, entitled "The Camoens Chair," has been inaugurated at King's College.

It is with great satisfaction that I acknowledge appreciation of our mother tongue.

In June last year a division of the United States of America's squadron, under the command of Admiral William B. Caperton, visited the port of Bahia de Todos os Santos, and afterwards this Capital, when the cruiser Frederic was incorporated.

On 23rd I received the Commander-in-Chief of the five units, that comprised this division of the navy of the United States, in audience.

On 29th of same month, the cruiser Marseillaise, of the French

Navy, arrived at the port of Rio de Janeiro, under the command of Captain De Closmadeuc, sent here on a mission by his Government specially to express its sentiments of sympathy with Brazil.

On 7th June I received Commander De Closmadeuc in audience.

I gave instructions that 4th July, 1917, the date of the Independence of the United States of America, should be considered a public holiday and that national vessels of war and fortresses should act accordingly and chose that particular day to pay a personal visit to the cruiser Pittsburg, flying the flag of the Admiral in Command of the North American division now in our port.

In the evening of the same day, contingents of the North American Division and crews of the French cruiser Marseillaise and of the British cruiser Glasgow, also anchored here, landed and, incorporated with our own forces and under the command of a Brazilian Admiral, were passed in review by the Chief of the Nation with the applause of the people.

On 15th November, the 28th anniversary of the Proclamation of the Republic of Brazil, the Governments of the United States of America and the Argentine and Uruguayan Republics, respectively sent the North American cruiser Pittsburg, the battleship Moreno and the Oriental cruiser Uruguay to salute the Brazilian Government.

On the occasion of its session of 13 November, 1917, the Brazilian Senate, at the request of several senators, resolved to congratulate the diplomatic representatives of the three above mentioned countries on the spirit of fraternity and loyal friendship of which the arrival of these warships to salute Brazil was evidence.

This was duly communicated to the respective Diplomatic Agents and through them to the commanders of the warships.

On the occasion of the official commemoration of the 15th of November, I received the commanders and officers of the above mentioned vessels charged with special missions, together with the diplomatic representatives of their respective countries and shortly after the commander and officers of the three units of His Britannic Majesty's forces anchored in our port—the cruisers Africa, Amethyst and transport Macedonia.

In January of the current year I paid a visit to the Argentine naval training ship Sarmiento, then anchored at this port, on return from a voyage of instruction and on 14th of same month I received the Commander in audience.

To assist at the inauguration of the actual President of the Republic of Bolivia—H.E. Sr. José Gutierrez Guerra—the Brazilian Government sent a special Embassy, composed of Deputy Dr. Afranio de Mello Franco, as Ambassador Extraordinary, and Srs. Raul Santiago Bergalo, Gustavo Adolpho de Agullar Pantoja, João de Mello Franco and Olegario Mariano, Lieut.-Captain João Soares de Pinna as Naval Attaché and Captain Alberto de Cunha Pitta as Military Attaché.

After execution of their mission at La Paz, where they were received on 14th August by H.E. the President, Gen. Don Ismael Montes, still in office, and assisting at the inauguration of the new President and the festivities celebrated on that occasion, on their return the Brazilian Embassy visited the city of Santiago on special invitation of the Chilean Government, and that of Buenos Aires, where they remained eight days and reached Montevideo, where they likewise landed on 15th September.

I take this opportunity of collectively thanking the Governments of these four Nations for the friendly reception extended by all of them to the representatives of Brazil.

By Decree 12,997, of 24th April last, the organisation of the Ministry of Foreign Affairs underwent reforms and by decree 12,996 that of the Consular Corps was modified and seeing that in Government's opinion the former organisation of the Consular Corps no longer corresponded to the expansion in the foreign trade of the Republic, a branch of the service, to which all other nations now devote great attention, was created with the object of propaganda and originating new markets and developing old ones for our own produce, to which the consular corps should powerfully contribute. Moreover; not only did the actual consular organisation no longer correspond to requirements, but the necessity of

creating a department of control as a guarantee of the new organisation was indispensable.

The Secretariat of State has resumed its former constitution in virtue of which the permanent Secretaryship was created for the maintenance of the traditions of the Ministry. The two general Directorates have been modified and divided into Diplomatic, Consular and Economic and Accountancy and Administration Departments. To the last three sections, Expenditure, Revenue, Archive and Library are subordinated. The former comprises four sections: Political and Diplomatic, Economic and Commercial, and Consular Affairs and the Protocol, and yet another, the Brazilian Pan-American Commission, constituted in virtue of Art. X, of the Resolution of 11 Aug. 1910, of the 4th International American Conference at Buenos Aires, in which the reorganisation of the Union of the American Republics was determined and approved by decree 2,881 of 9 Nov., 1914. For direction of this Commission it was necessary to appoint another Director of Section.

In virtue of the new Consular organisation, the rank of the following Consulates was raised:—That of Barcelona from 2nd class to Consulate General; three others, Bordeaux, Yokohama

and Oporto and two Vice-Consulates, Manchester and Gothenburg; the Consulate at Nantes was transferred to Lyons; five new Consulates of 2nd class were created at Christiania, New Orleans, Zurich, Shanghai and Vera Cruz; fifteen Consulates, S. Luiz, San Francisco de California, Montreal, Livorno, Calcutta, Cape Town, Belgrade, Salonica, Galatz in Roumania, Helsingfors, Alexandria, Cherbourg, Moscow, Odessa and Sydney; and twelve Vice-Consulates, (de carrière), Chicago, Barbados, Bahia Blanca, Liege, Dakar, Swansea, Algiers, Bilbao, Kobe, Bombay, Vladivostock, Liege and Antefogasia, were created, as also the post of Chancellor of the Consulate at Iquitos.

The Consular Service is now composed of Consuls-General of 1st and 2nd class, Vice-Consuls, Chancellors and Consular Agents (previously commercial agents), with the assistants the requirements of the service demand, drawn from the Auxiliary Corps in which consular service is initiated.

Art. 27 of same decree establishes the dispositions that consuls in exercise of their attributes should observe and cause to be observed, with the aim of promoting and intensifying the commercial and economic relations of Brazil abroad.

(Continued from Page 461.)

During the three months, Jan.-March, 1918, no specie was imported or exported, and only £3,000 imported during same period 1917 and £20,000 exported.

The balance in favour of exports fell off again in March and for the first three months of the current year shows only £1,463,000 in favour of exports, against £6,360,000 for same period last year.

Compared with last year, movement of exports by class for the three months were as follows:—

	1918	1917	+ or -
I Animals and their products.....	2,672	2,063	+ 609
II Minerals and their products.....	821	609	+ 212
III Vegetables and their products.....	9,089	12,965	- 3,876

All Exports 12,582 15,637 - 3,055

In Class I only meat and sundries show increase, hides, skins and xarque having fallen off.

In class II the increase compared with last year was due almost exclusively to manganese ores.

Of the decline of £3,876,000 in class III, £3,015,000 or 78 per cent was accounted for by coffee.

NOTES IN CIRCULATION.

31st December each year:—

	Inconvertible milreis	Convertible milreis	Total milreis	Population millions	Per capita milreis
(t)1887 ...	198,815,562	—	198,815,562	13.7	14\$458
(b)1897 ...	789,464,096	—	789,464,096	16.6	47\$658
(c)1902 ...	675,536,784	—	675,536,784	18.2	37\$117
1906 ...	664,792,960	29,094,700	693,887,660	19.3	35\$951
(d)1913 ...	607,025,525	419,069,590	1,026,095,115	23.2	44\$227
(e)1914 ...	822,496,018	157,786,930	980,282,948	23.5	41\$714
1915 ...	982,089,527	94,559,930	1,076,649,457	23.8	45\$237
1916 ...	1,122,559,761	94,559,930	1,217,119,691	24.1	50\$503
1917 ...	1,389,414,967	94,559,930	1,483,974,897	25.0	59\$359
1918					
Jan. 31 ...	1,409,380,332	94,559,930	1,503,940,262	25.0	60\$158
Feb. 28 ...	1,429,367,951	94,559,930	1,523,927,881	25.0	60\$957
Mar. 30 ...	1,455,661,510	94,559,930	1,550,221,440	25.0	62\$009

The increase of Rs. 26,293,959\$ in value of notes in circulation is accounted for by issue of paper to value of Rs. 26,293,959\$ for administration purposes, under authority of decree of 24 Aug. 1914, 8 and 9 March and 27 Feb. 1918, and a discount of 6:039\$120 on notes withdrawn from circulation and of 1\$580 subsidiary coin.

The notes in circulation on 30 March last consisted of 6,267,053 notes of 1\$000 each, 4,110,903½ of 2\$000, 7,275,544 of 5\$000,

9,823,010½ of 10\$000, 6,887,952½ of 20\$000, 5,731,233½ of 50\$, 1,456,384½ of 100\$, 892,351½ of 200\$ and 1,116,271½ of 500\$.

Railway News

THE LEOPOLDINA RAILWAY COMPANY. ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1918	May. 11th.	655:000\$	13d.	£ 30,063	£ 599,006
1917	" 12th.	401:000\$	13 1/4d.	£ 23,139	£ 430,259
Increase...	—	154:000\$	—	£ 7,924	£ 168,747
Decrease...	—	—	1 1/4d.	—	—

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

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency.	Exchange	Sterling	
1918	May 5	396:230\$900	12 15/16	21,362-0-4	555,772-3-4
1917	May 6	425:700\$000	12 13/16	22,726-3-5	394,846-16-0
Increase..	—	—	1/8	—	160,925-7-4
Decrease..	—	29:419\$100	—	1,364-3-1	—

Comparison with corresponding week last year:—Differences of exchange, increase £221 14s 5d; meat, increase (4:453\$800) £240 7s 2d; beans, decrease (15:512\$400) £836 4s 4d; other traffic decrease (18:365\$500) £990 0s 4d; net decrease, £1,364 3s 1d.

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency	Exchange	Sterling	
1917	May. 12	415:016\$200	13 1/16	22,583-2-5	573,300-5-9
1918	May. 18	432:537\$100	18 1/2	24,330-4-3	419,177-0-3
Increase..	—	—	—	—	159,183-5-6
Decrease..	—	17:520\$300	7/16	1,742-1-10	—

Comparison with corresponding week last year:—Differences of exchange, decrease, £788 9s 7d; meat, increase (3:220\$600) £175 5s 9d; beans, decrease, (8:367\$800) £455 8s 8d; other traffic, decrease (12:373\$700) £673 9s 4d; net decrease £1,742 1s 10d.

COFFEE

The Rio Market closed on Saturday, 18th May, steady at 6\$800 for No. 7, with sales of about 4,000 bags.

The Weather over the S. Paulo coffee area during the week was unsettled, two days fine and four days rain and sunshine.

Entries at the two ports for the week ended 16th May show increase of 32,790 bags or 25.7 per cent, of which 4,738 bags at Rio and 28,052 bags at Santos.

Compared with the same week last year, entries at the two ports show increase of 85,511 bags or 113.9 per cent, of which 18,821 bags at Rio and 66,690 bags at Santos.

For the crop to 16th May, entries at the two ports show increase of 1,837,522 bags or 15.6 per cent, of which 381,720 bags or 19.5 per cent at Rio and 1,455,802 bags or 14.8 per cent at Santos.

Clearances Overseas at the two ports for the week ended 16th May show decrease of 5,994 bags compared with the previous week, accounted for by decrease of 35,448 bags at Rio, but increase of 29,454 bags at Santos, the total to all destinations aggregating 111,681 bags, as against 117,675 bags for the previous week, 92.4 per cent of the former total going to the United States, 3.1 per cent to Italy, 3.1 per cent to the Plate and Pacific and 1.4 per cent to Greece.

Of the total clearances for the week for the two ports, 33,552 bags or 29.8 per cent were cleared from Rio and 78,129 bags or 70.2 per cent from Santos.

For the crop to 16th May, clearances at the two ports show decrease of 3,222,227 bags or 29.5 per cent as against 29.6 per cent up to 9th May.

Clearances for the United States continue to show improvement but for the crop to 16th show net shrinkage of 1,484,874 bags or 23.2 per cent, as against 24.4 per cent for previous week. All other destinations likewise show decrease, with exception of Italy, Plate and Pacific, South Africa, Japan and Greece. The week's clearance for Greece was the first for the current crop.

Of the total clearances overseas for the crop to 16 May aggregating 7,682,135 bags, 1,656,229 bags or 21.6 per cent were cleared from Rio and 6,025,906 bags or 78.4 per cent from Santos.

Coastwise clearances at the two ports continue to show improvement and for the crop to 16 May show net increase of 38,777 bags or 15.5 per cent, as against 16.6 per cent for previous week. Of the total coastwise clearances for the week 1,160 bags or 83.6 per cent were from Rio and 227 bags or 16.4 per cent from Santos.

Clearances Overseas to 16th May, 1918:—

	Bags	%	Bags	%	Week to
British to U.S.	169,407	42.9			—
To Europe	34,261	8.7			—
To The Cape	55,554	14.1			—
Plate & Pacific.	135,320	34.3			—
Total British	394,542	5.1			—
Other Flags—French	260,380	3.4			1,004
Italian	294,416	3.8			3,500
Dutch	57,581	0.8			—
Japanese	249,366	3.3			—
American	874,036	11.4			78,126
Spanish	100,214	1.3			—
Scandinavian	3,125,812	40.7			25,003
Brazilian	2,222,726	28.9			2,548
Cuban	41,112	0.5			—
Chilian	53,000	0.7			—
Portuguese	7,500	0.1			—
Grecian	1,500	—			1,500
Total	7,682,185	100.0			111,681

F.O.B. Value for the two ports for the week ended 16th May averaged £1.872 per bag, as against £1.866 for previous week and £1.908 for the current crop, as against £2.342 for 1916-17 crop.

Coffee Loaded (embarques) at the two ports were larger, 172,129 bags as against 150,976 bags for the previous week and their f.o.b. value £322,225 as against £293,683.

Sales (declared) at the two ports were small 190,478 bags, as against 259,129 for the previous week.

Stocks at the two ports on 16th May show increase of 9,117 bags, accounted for by increase of 20,536 bags at Rio, but decrease of 11,419 bags at Santos, distributed as follows:—

Rio de Janeiro, earmarked	64,541	
Ditto, free	700,429	764,970
Santos, earmarked	2,826,437	
Ditto, free	3,219,820	6,046,257
Total, two ports	6,811,227	

—By order of the S. Paulo Government 102,103 bags of coffee were withdrawn on 15th inst from free stocks, thus raising the quantity in the hands of that Government to 2,890,978 bags, of which 64,541 bags of Rio and 2,826,437 bags of Santos coffee.

—The Minister of Finance, Dr. Antonio Carlos, has, at the request of the Associação Commercial if this city, taken steps to ensure equitable purchases of Rio stocks on account of the Franco-Brazilian Convention.

COFFEE CLEARANCES, RIO AND SANTOS, 1st July, 1917 TO 16th MAY, 1918.

	1916-17		1917-18		Inc or Dec.	%	Crop		Week ending May 16.
	1916-17	1915-16	1916-17	1915-16			1916-17	1915-16	
United States	6,387,413	4,902,539	—	1,484,874	23.2	6,837,718	5,896,114	103,126	
France	2,379,749	1,057,919	—	1,321,830	55.5	2,474,868	2,381,320	—	
Italy	651,653	757,556	+	105,903	16.2	724,335	1,119,225	3,500	
Holland	131,197	55,048	—	76,149	58.0	157,757	3,260,947	—	
Scandinavia	135,616	132,596	—	3,020	2.2	135,442	618,582	3	
Great Britain	549,071	21,983	—	527,088	96.0	596,259	392,066	—	
Spain	136,241	88,974	—	47,267	34.7	150,530	130,293	—	
Portugal	11,026	1,278	—	9,748	88.4	11,373	12,450	—	
Egypt	21,000	—	+	21,000	100.0	21,000	94,473	—	
Plate and Pacific	257,565	366,964	+	109,399	42.5	324,856	328,431	3,552	
South Africa	243,881	260,452	+	16,571	6.8	247,257	208,067	—	
Japan	—	16,225	+	16,225	100.0	5,004	—	—	
Russia	—	19,151	+	19,151	100.0	7,082	—	—	
Greece	—	1,500	+	1,500	100.0	—	21,035	1,500	
Total	10,904,412	7,682,185	—	3,222,227	29.5	11,698,461	14,463,003	111,681	
Coastwise	250,641	289,418	+	38,777	15.5	319,307	257,707	1,387	
Grand Total	11,155,053	7,971,603	—	3,183,450	—	12,012,768	14,720,710	113,068	

Clearances during April, 1918, from Victoria:—

26—Olinda, Buenos Aires, via Rio de Janeiro	bags	300
29—Aymore, ditto		400
Rio and Coastwise		17,666
		18,366

! Total Exports during April, 1918:

	U.S.A.	B. Aires	Coastwise	Total
Vivacqua & Irmãos ...	—	700	3,639	4,339
Cruz, Sobrinhos & Co. ...	—	—	975	975
A. Prado & Co.	—	—	11,177	11,177
A. Franco & Co.	—	—	750	750
Cia. Commercial	—	—	505	505
Sundries	—	—	620	620
		700	17,666	18,366

Total Exports from 1st July, 1917, to 30 April, 1918:—

	U.S.A.	B. Aires	Coastwise	Total
Hard. Rand & Co. ...	206,200	—	—	206,200
Arbuckle & Co.	72,000	—	—	72,000
Vivacqua & Irmãos ...	127,135	700	24,092	151,927
Cruz, Sobrinhos & Co. ...	44,250	—	4,902	49,152
A. Prado & Co.	18,000	—	73,998	91,998
A. Franco & Co.	—	—	8,270	8,270
Cia. Commercial	—	—	6,550	6,550
Sundries	—	—	712	712
	467,585	700	118,524	586,809

Total Export from 1 July, 1916, to 30 April, 1917bags 454,410
 Total Export from 1 July, 1916, to 30 June, 1917, 503,780

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.	1,667	122	2,493	1,827	159	2,306
5 Feb.	1,702	103	2,524	1,904	105	2,310
13 Feb.	1,791	115	2,599	1,823	120	2,405
18 Feb.	1,773	146	2,475	1,772	123	2,322
25 Feb.	1,702	141	2,462	1,771	99	2,422
4 March	1,924	140	2,402	1,753	91	2,759
11 March	1,775	150	2,348	1,822	121	2,700
18 March ...	1,707	168	2,218	1,905	133	2,731
25 March ...	1,585	184	2,034	1,792	131	2,710
1 April	1,507	151	1,921	1,236	107	2,641
8 April	1,485	160	1,822	1,183	99	2,678
15 April ...	1,440	154	1,767	1,198	82	2,697
22 April ...	1,377	130	1,716	1,121	138	2,831
29 April ...	1,253	124	1,736	1,158	135	2,880
6 May	1,247	99	1,780	1,134	106	2,810
13 May	1,245	100	1,732	1,212	127	2,728

Havre:—

	1918			1917		
	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	2,198
12 April ...	1,329	216	1,535	1,864	300	2,164
19 April ...	1,325	213	1,538	1,844	320	2,164
26 April ...	1,217	212	1,429	1,813	301	2,114

3 May	1,204	208	1,412	1,774	298	2,072
10 May	1,176	202	1,378	1,768	299	2,067
17 May	1,158	198	1,356	1,755	298	2,053

Quotations:—

	Exch.	Spot No. 7 Store N. Y.	Near Options	Rio No. 7	f.o.b. Cost	C.A.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 1/4	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
(x) 23 Feb.	13	13-32	8 3-8	Hol.	6\$200	6.45 8.72
(x) 28 Feb.	13 1/2	8 5-8	8.23	6\$300	6.60 8.87	
(x) 9 March ...	13	13-32	8 7-8	8.56	6\$200	6.50 8.77
(x) 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 8.64
(b) 27 April ...	13	1-32	7 7-8	7.98	6\$600	6.65 8.54
(b) 2 May	13	7 7-8	8.28	6\$700	6.70 8.59	
(b) 11 May	13	1-8	8 5-8	8.34	6\$800	6.75 8.64
(b) 18 May ...	13	1-8	8 5-8	8.26	6\$700	6.80 8.69

(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.

Estimate of 1918-19 Crop. Investigations at Santos go to show that, under no circumstances could the production of the State of S. Paulo be less than 8,000,000 and that, in view of the increase in the number of trees since the season 1910-11, when the crop aggregated 8,110,000 bags, and seeing that, during the growth of the 1918-19 crop, no specially unfavourable weather conditions developed, and, moreover, that the upkeep of fazendas, as far as can be ascertained, has been fairly adequate and, finally, that the coming crop (1918-19) will not be less than 9,500,000 and may even reach 10,000,000 bags.

For Rio and Minas the current crop is estimated at only 2,000,000 bags, with about 1,500,000 to 2,000,000 bags left on planters hands up country in Minas and Rio on 30 June, 1918.

Number of Trees in bearing in the State of S. Paulo, according to an uncontradicted statement published in the "Bulletin du Correspondance" of 11 Feb, 1918:—

District	1913-14	1914-15	1915 16	1916-17	1917-18	1918 19
	In 1,000 trees.					
Paulista ...	230,000	230,000	235,000	245,000	270,000	320,000
Mogyana ..	240,000	240,000	245,000	255,000	280,000	330,000
*Minas	60,000	60,000	60,000	65,000	70,000	80,000
Sorocabana .	156,000	160,000	160,000	180,000	200,000	270,000

686,000 690,000 700,000 745,000 820,000 1,000,000
 *The increase in Minas coffee refers to the district bordering on S. Paulo, most of whose coffee is marketed at Santos. In addition the large new plantations laid down in Parana are now coming into production. With an increase of over 45 per cent in the number of bearing trees, how it can be pretended that the current crop can under any circumstances yield a crop of only 8,500,000 bags or 38 per cent less than 1913-14, is hard for any but inveterate optimists to grasp.

—The easier tone noted in the market for coffee futures seemed to be connected with a more optimistic view of prospective imports. The rumours circulated in this connection were rather vague, but evidently made a considerable impression on sentiment. They included intimations that the Shipping Board might fix ocean freight rates for berths as well as charters and that a closer study of distribution would lead to the provision of additional tonnage in time to prevent any actual scarcity. There were also reports that local importers had accumulated considerable lines of

coffee purchased f.o.b. Brazil which they were holding at primary points for shipment as soon as tonnage became available and some of the selling around the ring here was attributed to that account. —“Journal of Commerce,” New York.

To Buy or not to Buy? That seems to be the question that the agents of the French Government cannot decide, if it is true that after inviting brokers last week to tender for 100,000 bags, when it came to close the business the offer was withdrawn!

Selling Price at Havre. “Le Bulletin du Correspondance” calculates the selling price on the basis of purchase of French Government of 2,000,000 bags at 4\$700 per 10 kilos, as follows:—

	Francs
Purchase at 4\$700 per 10 kilos or 28\$200 per bag equivalent per 54 kilos to	36.40
Commission, 2 per cent.	0.75
Brokerage and centage	11.60
Commissarios' charges per bag	3.10
Cost	51.85
Freight, per bag	41.65
C. and F.	93.50
Insurance, 8 per cent	7.50
Discharge, tare 2 per cent, discount 2 months 1¼ per cent, bankers commission 3-8 per cent	7.20
Selling price, Havre	108.20
Market price, Havre	115.00

... **Conditions of Sale of Valorisation Coffees at Havre.** The Société Generale, as representative of the Valorisation Committee announce that Messrs. Louis Reinart have been commissioned by the S. Paulo Government to proceed with sale of 200,000 bags of coffee on 21 March at 10 a.m., until sale is completed on usual conditions of the market. The sellers reserve the right to demand bank guarantees. Invoices will be delivered by the Société Generale. Only offers from the French Government and Havre houses and banks acting for local houses through the agency of a broker will be accepted. The highest offer for each lot in excess of the upset price fixed for the day will be accepted and in case of equal bidding will be decided by lot.

168,000 bags of the 200,000 bags were sold in one day and 32,000 the next. This, says the “Bulletin,” shows that coffee was badly wanted. Why, in view of such a demand and the absorption of 100,000 bags by the French Government itself, the quantity was not raised to 300,000 bags right off, instead of taking two bites at a cherry; perhaps someone will explain?

—Apropos of the sale of valorisation coffees in February, “Le Bulletin,” of 13th same month says:—It was well known in January that the negotiation were well under way for purchase by France of all valorisation stocks, but only a month or so later were negotiations renewed, with the result that French consumers have been forced to pay 8 to 10 francs more than necessary. Anyhow, says the “Bulletin,” France stands to lose by such prescience some 10,000,000 francs on the last operation alone.

Coffee Statistics

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.
IN BAGS OF 60 KILOS.
During the week ending May 16th, 1918.

	May 16 1918		May 9 1918		Crop to May 16/1918	
	Bags	£	Bags	£	Bags	£
Rio.....	38,552	64,384	69,000	128,165	1,659,229	2,719,172
Santos.....	78,129	154,472	45,675	96,362	6,025,906	11,937,019
Total 1917/1918..	111,681	208,856	114,675	224,527	7,685,135	14,656,191
do 1916/1917..	156,923	313,847	147,611	337,164	10,904,412	25,539,008

ENTRIES.

IN BAGS OF 60 KILOS.
During the week ending May 16th, 1918.

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	May 16 1918	May 9 1918	May 17 1917	May 16 1918	May 17 1917
Central and Leopoldina Ry.....	36,798	38,161	25,800	2,290,551	1,799,932
Inland.....	558	1,037	134	33,749	24,045
Cyastwise, discharged ..	7,690	1,300	501	71,286	104,304
Total.....	45,046	40,518	26,435	2,335,586	1,929,281
Transferred from Rio to Nietheroy	—	—	—	—	12,615
Net Entries at Rio.....	45,046	40,518	26,435	2,335,586	1,915,666
Nietheroy from Rio & Leopoldina.....	—	—	—	—	98,206
Total Rio, including Nietheroy & transit.	45,046	40,518	26,435	2,335,586	1,953,866
Total Santos:	151,290	87,253	45,600	11,298,574	9,643,072
Total Rio & Santos.	160,546	127,756	75,635	13,634,160	11,796,938

The total entries by the different S. Paulo Railways for the Crop to May 16 1918 were as follows:

	Past Judiciary	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1917/1918	9,504,552	1,766,636	11,261,188	11,298,574	—
1916/1917	7,683,104	1,820,073	9,503,177	9,843,072	—

FOREIGN STOCKS.

IN BAGS OF 60 KILOS.

	May 16/1918.	May 9/1918	May 17/1917
United States Ports ...	1,215,000	1,267,600	2,212,000
Havre.....	1,378,000	1,412,000	2,067,000
Both.....	2,623,000	2,679,600	4,279,000
Deliveries United States Visible Supply at United States ports.....	100,000	99,000	127,000
	1,792,000	1,780,600	2,728,000

SALES OF COFFEE.

During the week ending May 16th, 1918.

	May 16/1918.	May 9/1918	May 17/1917.
Rio.....	19,478	21,129	10,637
Santos.....	171,000	233,900	—
Total.....	190,478	259,129	10,637

COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.
During the week ending May 16th, 1918.

	DURING WEEK ENDED			FOR THE CROP TO	
	1918 May 16	1918 May 9	1917 May 17	1918 May 16	1917 May 17
Rio.....	45,420	65,153	8,641	1,795,582	2,052,457
Nietheroy.....	—	—	—	—	29,145
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit.....	45,420	65,153	8,641	1,795,582	2,051,632
Santos.....	126,709	85,823	81,977	5,646,266	8,806,434
Rio & Santos.....	172,129	150,976	90,618	7,441,848	10,858,066

COFFEE SAILED.

During the week ending May 16th, 1918, were consigned to the following destinations:
IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITER- RANEAN	GOANSI	RIVER PLATH	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	25,000	5,000	1,160	3,552	—	—	34,712	1,898,332
Santos....	76,126	8	227	—	—	—	78,356	3,073,899
1917/1918..	103,126	5,008	1,387	3,552	—	—	113,068	4,972,271
1916/1917..	84,446	121,570	3,626	907	—	—	160,549	11,139,650

COFFEE PRICE CURRENT.

During the week ending May 16th, 1918.

	May 10	May 11	May 13	May 14	May 15	May 16	Average	Closing May 18
RIO—								
Market N. 6 10k..	4.834	4.902	—	4.834	4.834	—	—	—
" N. 7	4.630	4.698	—	4.630	4.630	4.634	4.659	4.634
" N. 8	—	4.426	—	4.426	4.426	—	—	—
" N. 9	4.426	4.494	—	4.426	4.426	4.426	4.451	4.425
" N. 9	4.153	4.153	—	4.153	4.153	4.153	4.178	2.221
SANTOS—								
Superior per 10 k..	4.906	4.900	—	4.900	4.900	4.900	4.900	4.900
Good Average	4.200	4.200	—	4.200	4.200	4.200	4.200	4.200
Base N. 4	—	—	—	—	—	—	—	4.963
N. YORK, per lb..								
Spot Rio N. 7 cent.	—	—	—	8 5/8	—	—	—	—
" " 6	—	—	—	9/-	—	—	—	—
" Santos N. 7	—	—	—	10 1/8	—	—	—	—
" " 4	—	—	—	10 7/8	—	—	—	—
Options—								
" July....	8.34	8.34	8.36	8.36	8.30	8.33	8.33	8.26
" Sept....	8.45	8.44	8.47	8.47	8.72	8.44	8.49	8.38
" Dec....	8.57	8.57	8.62	8.62	8.57	8.59	8.59	8.53
HAVRE per 50 kilos								
Options..... francs								
" July....	—	—	—	—	—	—	—	—
" Sept....	—	—	—	—	—	—	—	—
" Dec....	—	—	—	—	—	—	—	—
LONDON cwt.								
Options..... shillings								May 10
" July....	65/9	65/9	65/9	65/9	65/9	65/9	65/9	65/9
" Sept....	67/-	67/-	67/-	67/-	67/-	67/-	67/-	67/-
" Dec....	—	—	—	—	—	—	—	—

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

RIO Stock on May 9th, 1918	655.814
Entries during week ended May 16th 1918.....	65.248
	711.062
Loaded «Embarques», for the week May 16th 1918...	45.420
	665.642
STOCK IN RIO ON May. 16th 1918.....	
Stock at Nictheroy and Porto da Madama on	
" Ilha do Vianna May 16th 1918.....	95.654
" Afloat on May 16th 1918	62.766
Entries at Nictheroy plus total embarques including transit.....	45.420
	134.040
Deduct : embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week May 16th 1918.....	34.712
	99.328
STOCK IN NICTHEROY AND AFLOAT ON May. 16th 1918.	
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON May 16th 1918.....	784.970
SANTOS Stock on May 9th 1918.....	6,057,676
Entries for week ended May 16th 1918.....	115,290
	6,172,966
Loaded (embarques) during same week.....	328,709
	6,046,257
BAHIA stock on May. 10th, 1918..	85,700
Entries for week ended May. 17th 1918..	1,700
	87,400
Loaded (Embarques) during same week	1,000
Stock at Bahia on May. 17th, 1918..	86,400
Stock in Rio Santos on May 16th, 1918 and Bahia on May 17th	6,897,627
do do on May. 9th, 1918 do on May 10th	6,897,610
do do only May. 17th, 1917.	1,413,780

MANIFESTS OF COFFEE.

Manifests of Europe-bound steamers will only be published 30 days after departure of vessel.

RIO DE JANEIRO.

During the week ending May 16th, 1918.

RUY BARBOSA—Montevideo	Sequeira & Co	200
Ditto "	Norton Megaw & Co... ..	100
		300
TOSSIFOGLÉN—Piraeus	Ed. Johnston & Co	1,500
THELMA—New York	Arbuckle & Co	13,000
Ditto— "	Leon Israel & Co.....	6,500

Ditto "	Pinto & Co	4,000
Ditto "	Grace & Co	1,000
Ditto— "	Jessouroun Irmaos	500
		25,000

S. PAULO—Buenos Aires	Norton Megaw & Co	1,150
Ditto— "	A. Brasil Fróes	598
Ditto "	Arthur Garcia & Co.	250
Ditto— "	A. J. Fernandes	250
		2,248

PLATA—Buenas Aires	Ed. Johnston & Co	704
Ditto— "	Grace & Co	100
Ditto "	Castro Silva & Co	100
Ditto— "	Jessouroun Irmaos	100
		1,004

RIO—COASTWISE.

S. PAULO—Pelotas	Grace & Co	100
Ditto—Porto Alegre	H. Barcellos	100
		200

MAYRINK—Laguna	Jessouroun Irmaos	100
Ditto— "	Zenha Ramos & Co	50
		150

RUY BARBOSA—Pelotas	H. Barcellos	175
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MINAS GERAES—Pará	Monarchi & Pino	55
Ditto "	Kastrup & Co.	50
		105

AYMORE—Penedo	Zenha Ramos & Co.....	30
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OLINDA—Manaos	Monarchi & Pino	100
Ditto— "	Jessouroun Irmaos	60
Ditto—Santarem	McKinley & Co	50
Ditto—Maranhão	McKinley & Co	40
Ditto "	Pinto & Co	100
		350

ITASSUCE—Porto Alegre	Lee & Vitella	25
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ITAQUERA—Cabedello	Sequeira & Co	25
--------------------------	---------------------	----

FLORIANOPOLIS—Porto Alegre .	De Lamare Faria	50
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ITAIPERUNA—Pelotas	Ornstein & Co	50
--------------------------	---------------------	----

Total coastwise

SANTOS

During the week ending May 16th, 1918. !

DAYLITE—New York	R. Alves Toledo & Co. ...	42,126
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TIMES—Norway	Ed. Johnston & Co	3
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GOV. POWERS—New York	R. Alves Toledo & Co. ...	36,000
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Total overseas

SANTOS—COASTWISE

ITAPEMA—Pernambuco	Carlos Ferraz Costa	5
--------------------------	---------------------------	---

ITASSUCE—Pelotas	R. Alves Toledo & Co. ...	122
------------------------	---------------------------	-----

FLORIANOPOLIS—Pelotas	A. Carlos Bastos	100
-----------------------------	------------------------	-----

Total coastwise

**MANIFESTS RECEIVED AFTER DATE OF ANALYSIS.
SANTOS.**

S. PAULO—Montevideo	J. de Siqueira & Co... ..	200
Ditto— "	Ed. Johnston & Co	3,500
Ditto "	Freitas Lima Nogueira 1,632	
Ditto— "	Levy & Co	300
Ditto "	J. de Siqueira & Co	223
Ditto— "	Prado Ferreira & Co. ...	187
Ditto— "	J. C. Mello & Co	150
Ditto— "	J. de Almeida Cardia	100
		6,292

Manifests not published in our issue of 23rd April, for the week ended 18th April, 1918.

RIO DE JANEIRO.

COMETA—Christiania	McKinley & Co	2,850
Ditto— "	Ed. Johnston & Co	375
Ditto— "	Pinto & Co	125
Ditto—Bergen	McKinley & Co.	1,500
Ditto— "	Hard, Rand & Co	750
Ditto— "	Castro Silva & Co	250
Ditto—Trondhjem	Ed. Johnston & Co	1,250
Ditto— "	McKinley & Co	1,000
Ditto— "	Hard, Rand & Co	1,000
Ditto— "	Norton Megaw & Co	500
Ditto—Dramen	Norton Megaw & Co	125
Ditto— "	Pinto & Co	125
Ditto— "	Overseas Co. of Brazil ..	125
Ditto—Skien	McKinley & Co	600
Ditto—Arendal	McKinley & Co	625
Ditto—Christiania	Hard, Rand & Co	550
Ditto—Christiansund	Jessouroun Irmaos	575
		12,325

COMPANHIA COMMERCIAL DE SÃO PAULO

P. O. BOX 1113.

CABLE ADDRESS "WYSARD"

SÃO PAULO

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AGENTS FOR THE EXPORT DEPARTMENT LONDON MERCHANT BANK LIMITED. LONDON.
AGENT GENERAL IN EUROPE: C. H. WINRAM, 59 EASTCHEAP, LONDON, E.C.

SANTOS.

GROTHETA—Bordeaux	J. Osorio	—	4,018
TAQUARY—Genoa	Cia. Prado Chaves	6,685	
Ditto—	Nioac & Co	5,000	
Ditto—	Hard, Rand & Co	5,000	
Ditto—	J. de Almeida Cardia	3,000	
Ditto—	Baccarat & Co	3,000	
Ditto—	J. C. Mello & Co	2,000	
Ditto—	Ligure I. Commerciale	2,000	
Ditto—	Levy & Co.	2,000	
Ditto—	Naumann Gepp & Co.	2,000	
Ditto—	J. Siqueira & Co.	1,000	
Ditto—	Prado Ferreira & Co	1,000	32,688

PERNAMBUCO MARKET REPORT.

Pernambuco, 10th May, 1918.

Sugar. The April entry was 176,268 bags compared with 170,524 bags for same month last year and total for crop to date amounts to 2,146,609 bags, compared with 2,216,969 bags for previous crop, showing a deficiency of 70,360 bags on present crop compared with that of 1916-17—so that all the good prospects for an increased crop predicted at commencement of the present crop have come to nought and instead of estimated increase of 200,000 bags, it is likely to prove of deficiency of more or less that quantity by end of the crop. In many places there is considerable cane in the fields, but a good deal will not now be cut and what they do get in will hardly pay for expense, as sugar percentage will be so low. Many of the old plantations commenced very late, chiefly owing to shortage of labour, but some were delayed by non-arrival of machinery to replace worn out parts. So far the growing crop is not looking nearly so well as was the case this time last year, owing to scarcity of rains last month, but present month has begun better and some really heavy rains have fallen during present week, so it may be hoped if these continue that the backward state of growing crops may soon be remedied to a large extent. The market during the week has been quite animated, with good enquiry from every quarter, not only of home markets but also from the Plate ports and samples in market have been cleared early and in some cases planters have obtained more money this week and prices paid in market have been: Usinas 10\$800 to 11\$200, with sales outside done at 11\$500, white crystals for several days there have been no samples exposed in market, but outside there have been sales at 10\$500 at station, but on quite a small scale owing to scarcity; whites 3a are quoted 7\$500 to 8\$200, somenos 6\$500 to 7\$200, bruto secco 3\$700 to 4\$000 a granel. Some business was done during the week in bruto secco for Rio and Santos at 4\$ bagged and price is still offered with upward tendency, and future will depend upon how much of this quality sold long ago for U.K. will be able to be shipped by the s.s. Traveller due in about ten days from Liverpool. Dealers prices for bagged article are about same as last week, but market is decidedly firm and probably not much could be bought at the quotations in view of firmness in market and great drop in entries past few days, which for first four days of present month were only 28,083 bags compared with 17,919 bags same date last year. Shipments during the week have been: Rio 1,266 bags, Santos 50 bags, Northern ports 1,060 bags, Rio Grande ports 23,232 bags.

Stocks are said to-day to be about 3/400,000 bags of all kinds, considerably more than half of which is already sold and waiting shipment.

Cotton. April entry was 13,655 bags compared with 23,646 for same month last year and total for crop Sept.-April amounts to 199,796 bags compared with 245,077 bags for previous crop, the present crop thus showing shrinkage of 45,281 bags. Market is unchanged, sellers generally holding out for 50\$ without guarantees of quality, whilst buyers demand guarantee of 20 per cent mediums and on these conditions small lots of 40 to 50 bags have been sold to shippers, but total for week does not exceed 300 bags and sellers show no pressure to sell, doing so only when stuff arrives at stations and has to be cleared and entry for first four days of present month has only been 931 bags compared with 3,641 bags for same date last year. So far no new cotton has arrived and although some is arriving at the up-country towns, none is expected to find its way here much before July, which is fully a month later than usual. Complaints of damage from pink worm continue to arrive from the sertão districts. Shipments during the week have been only 150 bags to Victoria.

Coffee unchanged, with buyers at 7\$500 to 8\$, according to quality, business being restricted owing to scarcity of sellers.

Cereals. A fair demand all the week; milho firm at 10\$500 to 11\$ per bag of 60 kilos; beans 30\$ to 31\$ per bag of 60 kilos; farinha weakening owing to scarcity of tonnage and last sales were at 10\$ to 11\$500 per bag of 50 kilos, according to quality and locality of growth.

Freights. No change and coast cargo continues plentiful; the s.s. Traveller seems to be going to load homewards, but she is not on the market and from what one hears her cargo will consist almost entirely of old government purchases, so that outsiders need not expect any room.

Exchange. Collection all the week has been at 12 7-8d and nothing better until 8th, when in response to firmness advised from Rio, banks came out at 12 15-16d for business and at close were offering 13d, but apparently there is no money at this rate; in private there have been no transactions this week.

RUBBER

The Rubber Position. Mr. A. T. Macer has a letter in the "Financier" on this subject which we quote:—"The decision to stop shipping rubber from the East for the next two months is, I think, causing much unnecessary alarm. I understand that for months past the tonnage provided for rubber shipments to England has been limited to approximately 20 per cent only of the output. The balance of the crop has been shipped direct or purchased for shipment direct to America. The effect of injudicious selling has been to force down the price in Singapore and to play completely into the hands of the American buyer, I believe, to the extent that Malayan rubber has been shipped to this country via New York. The stoppage of shipments from Malaya, therefore, for two months, amount to 2,000 tons per month, or 4,000 tons altogether. Now that practically the whole of the English rubber companies are in agreement, through the Rubber Growers' Association, and are reducing outputs to 80 per cent only of the 1917

output, I would suggest that the Rubber Growers' Association might go a little further and advise its members to reduce output 50 per cent in March, April and May, making up the arrears in subsequent months. The stocks in the East are not large; the difficulty is that there is very little storage accommodation.

SUGAR

With the exception of one bag shipped per s.s. Vaquillona at Santos for consumption on board, there were no exports of sugar from either ports of Rio and Santos during the week ending 16th May. Shipments to date were as follows:—

Date	Port of Origin.		Total
	Rio	Santos	
Total May to date	—	1	1
Ditto, 1 Jan. to 16 May	1,582	506	2,088
F.O.B. value May to date	£ —	2	2
Ditto, 1 Jan. to 16 May	£ 3,695	1,180	4,875
Average f.o.b. value for May for the two ports works out at £2.34 per bag.			

—So far no manifests have been received of shipments at northern ports during May to date.

BEANS

Shipments of Beans at the ports of Rio and Santos during the week ended 16th May in bags of 60 kilos, according to following manifests:—Rio de Janeiro: per s.s. Thelma to U.S., Jessouroun Irmaos and Co. 1,000 bags.

Destination	Port of Origin.		
	Rio	Santos	Total
United States, total for week	1,000	—	1,000
Total, May to date	3,500	15,440	18,940
Ditto, 1 Jan. to 16 May	87,168	377,624	464,792
Ditto, 1917	301,145	441,710	743,855
F.O.B. value for week	£ 1,996	—	1,996
Ditto, May to date	£ 6,986	30,818	37,804
Ditto, 1 Jan. to 16 May	£143,481	631,233	774,714

—Average f.o.b. value for the week and month of May for the two ports works out at £1.996 per bag.

Shipments during the week were small, only 1,000 bags at Rio and none at Santos. A British steamer is loading at Santos a cargo of beans and other cereals, etc.

—Our Santos correspondent reports: Prices for mulatinho closed on 16th unaltered at 23\$ per bag of 60 kilos for immediate delivery. Black and white not quoted.

RICE

Shipments of Rice at the ports of Rio and Santos during the week ended 16th May, in bags of 60 kilos, as per following manifests:—Santos, s.s. S. Paulo to Buenos Aires, J. C. Mello and Co. 1,000; Pedro Murano 280; s.s. Vaquillona, consumption 1; total 1,281 bags.

Destination	Port of Origin.		Total
	Rio	Santos	
Buenos Aires	—	1,280	1,280
Consumption	—	1	1
Total week ending 16 May			
	—	1,281	1,281
Ditto, May to date	—	1,281	1,281
Ditto, 1 Jan. to 16 May	2,600	15,308	17,908
F.O.B. value for week and month ..	£ —	2,428	2,428
Ditto, 1 Jan. to 16 May	£ 4,997	28,718	33,715
F.O.B. value for the week and May average £1.889 per bag.			

—Our Santos correspondent reports: Prices closed on 16th May unaltered at 27\$ to 28\$ per bag of 60 kilos, at which some small business was done.

MANDIOCA MEAL

Shipments of Mandioca Meal at the ports of Rio and Santos during the week ended 16th May, in bags of 50 kilos, according to following manifests:—Rio de Janeiro: —, France, Soc. Ind e Commercial Suissa no Brasil 1,000 bags.

Destination	Port of Origin.		Total
	Rio	Santos	
Santos, total for week	1,000	—	1,000
Total for May to date	12,517	—	12,517
Ditto, 1 Jan. to 16 May	137,014	15,676	152,690
F.O.B. value for week	£ 1,244	—	1,244
Ditto May to date	£15,571	—	15,571
Ditto, 1 Jan. to 16 May	£208,780	24,476	233,256
F.O.B. value for week and May for the two ports averaged £1.244 per bag.			

—Our Santos correspondent reports: Notwithstanding sales of small lots, prices weakened during the past week and on 26th closed at 25\$500 to 26\$ per bag of 60 kilos for Rio Grande superior quality, as against 29\$ to 30\$ for previous week; S. Paulo quality unaltered at 19\$ to 20\$ per bag.

Through pressure of work we have been obliged to leave out the weekly statistics for Cocoa, Lard, Hides and Tobacco, which will be included in our next issue.

MEAT

Shipments of Meat at the port of Rio and Santos during the week ended 16th May, in tons of 1,000 kilos, according to following manifests:—Rio de Janeiro: —, U.K., Cia. Braz. e Britannica de Carnes 171, Brazilian Meat Co. 31; total Rio 202 tons; Santos: —, U.K., Continental Products Co., 159, Cia. Frigorifica Pastoral 141; total Santos, 300; total two ports, 502 tons.

Vessel—Destination	Port of Origin.		Total
	Rio	Santos	
United Kingdom (total for week) ...	202	300	502
Total, May to date	857	300	1,157
Ditto, 1 Jan. to 16 May	11,570	15,153	26,723
F.O.B. value for the week	£10,929	16,231	27,160
Ditto, May to date	£46,365	16,231	62,596
Ditto, 1 Jan. to 16 May	£648,123	815,737	1,463,860

F.O.B. value for the week and May for the two ports averaged £54.102 per ton.

MANGANESE

Shipments of Manganese at the ports of Rio and Bahia during the week ended 16th May, in tons of 1,000 kilos, as per following manifests:—Rio de Janeiro: s.s. Laennec to U.S., Wm. Lowry 2,960; Themis, U.S., Morro de Mina 3,000; total Rio, 5,960 tons; Bahia, s.s. Newa, U.S., E. J. Lavino and Co. 3,700; total two ports, 9,660 tons.

Destination	Port of Origin.		Total
	Rio	Bahia	
United States (total for week)	5,960	3,700	9,660
Total, May to date	10,810	3,700	14,510
Ditto, 1 Jan. to 16 May	111,098	19,218	130,316
F.O.B. value for week	£38,692	20,017	58,709
Ditto, May to date	£70,178	20,017	90,195
Ditto, 1 Jan. to 16 May	£737,754	120,181	857,935

Average f.o.b. values for the week and May work out as follows:—Rio £6.492 per ton and Bahia £5.410 per ton.

Stocks of manganese at Rio on 16th May amounted approximately to 30,674 tons.

SHIPPING

Engagements.—Royal Mail, Lamport and Holt, Chargeurs Reunis and Transportes Maritimes.—Nothing to report.

—Tonnage for Europe is accumulating, and with the arrival of three ex-German s.s. chartered to France and another loading at Santos and a fourth about to load, as well as several Comercio e Navegação steamers mentioned in our last, a good deal of the accumulated stocks will be cleared off. For the United States tonnage does not look so promising, there being only some six steamers berthed for that destination for May-June loading, inclusive of the Aracaju, ex-Persia, chartered to the French Government, which is now loading 40/50,000 bags of coffee at Santos for the United States at \$2.00 per bag in full on account of the Cia. Commercial e Maritima. So far only one Dutch steamer of the several which are supposed to be on the way to load coffee on account of the U.S. Government has turned up. It does not look as if the intention of that Government to ship 300,000 bags per month on their account will materialize, at least not as soon as was expected. The agreement between the U.S. and Holland was that the Dutch s.s. requisitioned by the United States would not be used on war zone routes, and, as manganese ores are of all commodities, except nitrates, most urgently wanted, it might be expected that more of these steamers will soon put in their appearance.

Besides the berthings for Europe mentioned above, the s.s. Belem of the Lloyd Nacional, July sailing, the s.s. Philadelphia, May sailing, recently purchased from a Bahia firm by a Brazilian concern and a Lloyd Brasileiro ex-German s.s., have been berthed. The first named will load coffee for Italy or France; the Philadelphia 8,000 hides at Rio, completing at Bahia, for Italy, and the last named will load at Rio and Santos on account of the British Government.

The Lloyd Brasileiro is still out of the running for Europe and the United States and has no steamer on the berth. The s.s. Avaré, which was expected to return to load in May, has been ceded to the U.S. Government as a transport and is now in a British port awaiting orders. The Lloyd has five ex-German s.s. in the Plate and coastwise services, and if they have not been likewise berthed for the U.S. it is because they are too badly wanted to relieve the congestion in outports, especially the north, where thousands of tons of perishable cargo await shipment for southern ports and the River Plate.

Freights for the U.S. are unaltered, ruling \$1.70 by Dutch boats on account of U.S. Government; \$2.00 per chartered ex-German s.s. and from \$2.00 to \$2.50 for general run. The Comercio e Navegação rate for Genoa is 720\$ per 1,000 kilos. The s.v. Mearim, ex-Henriette, which left Rio with a cargo of manganese in January, after much delay in consequence of trouble with the crew, arrived safely at Baltimore without any further incident. The Lloyd Brasileiro s.s. Benevente, which was ceded temporarily to the French Government in place of the Taubaté, has returned to this port and in all likelihood will be berthed for the U.S.

—The s.s. Santarem, ex-Eisenach, chartered to France, which left Rio for Havre on 4 Feb. with a cargo of beans, rice, mandioca meal, lard, etc., entered this port on 17th inst from Cardiff, via Dakar, with a cargo of coal for the Chargeurs Reunis. The voyage which was without incident, took only 29 days.

—The s.s. Lages, ex-Rauenfels, also chartered to the French Government, which left Rio for Havre late in December with a cargo of cereals, etc., entered this port on 11th May, from Cardiff, also via Dakar, with 3,000 tons of coal. The voyage took 23 days. At Dakar the steamer was armed with four anti-submarine guns, which will be manned by 8 French marines supplied by the French Government.

—The Portuguese Embassy advises that the anchorage of S. Vincent (Cape Verde Islands) is now protected by nets against submarine attacks, as well as by the Portuguese gunboats permanently stationed at that port.

—After six months' enforced idleness, the Dutch s.s. Hollandia left B. Aires on 18th ult for Amsterdam, via Halifax, where she will load wheat for account of the Dutch Government.

—750 tons of coal from Rio Grande do Sul for use of the Lloyd Brasileiro Line is expected to arrive shortly by a barge in tow of the Lloyd Brasileiro s.s. Guajara.

—The Minister of Finance has given orders for reduction of warehouse charges on 39 bales of wool discharged from the ex-German s.s. Gertrude Woermann.

—The Lloyd Brasileiro s.s. Servulo Dourado that ran on a bank in the Santa Catharina channel on both the inward and outward voyages, arrived at this port yesterday.

—Cables from the Lloyd Brasileiro agent at New York assert that 27,000 tons of coal for that company will be delivered up to end of current month.

The American Transport "Cyclops", of which no news has been heard since leaving Barbados for New York, was ceded by the U.S. Government for two round voyages from this port to U.S. She took 10,000 tons of manganese ore for the Steel Corporation and had she not been lost would by now have been on her return voyage with 11,000 tons of coal for the Central Railway for resumption of traffic early this month.

—During the year ended Dec. 31, 1917, the weight of sea-borne traffic on the Manchester Ship Canal on which tolls were paid amounted to 3,843,324 tons, a decrease of 696,843 tons compared with 1916. This decrease is due to the restrictions placed upon imports and exports owing to war conditions. The total receipts from ship canal tolls, ships' dues and miscellaneous receipts received during the year 1917 amounted to \$4,194,903, an increase compared with the previous year of \$147,513. Although the receipts have increased, it should be mentioned that the rates and charges at the port of Manchester had to be increased upon three different occasions during the year 1917, in order to meet the war allowances granted to the employees on the waterway by the Manchester Ship Canal Co., and to the continued enhanced prices of consumable stores and materials. The port of Manchester has been kept free from congestion during the whole of the year. There has, however, been a shortage of labour at the docks, which has retarded the loading and unloading of vessels.

Vessels Arriving at the Ports of Rio and Santos during the week ending 16th May, 1918.

Flag	Rio		Santos		Total	
	No.	Tons	No.	Tons	No	Tons
British	10	32,263	3	19,130	13	51,393
French	4	14,768	—	—	4	14,768
Italian	1	4,363	—	—	1	4,363
American	2	2,540	1	2,150	3	4,690
Russian	1	1,362	—	—	1	1,362
Greek	2	3,615	—	—	2	3,615
Braz., Overseas	4	11,498	2	2,028	6	13,526
Norwegian	3	5,928	2	4,062	5	9,990
Total Overseas	27	76,337	8	37,270	35	103,707
(Braz., coastwise)	8	5,938	13	11,193	21	17,131
Total for week	35	82,275	21	38,563	56	120,838
Ditto, 9 May	45	91,256	16	13,255	61	104,511

Overseas arrivals declined during the week ended 16th May, and show decrease of 5 vessels compared with previous week, but tonnage shows increase of 15,104 tons in consequence of arrival of a large number of big vessels. The British flag, as usual, keeps the lead and for the week under review accounts for 13 vessels aggregating 51,393 tons, followed by the Brazilian Overseas, Norwegian, French, American, Greek, Italian and Russian flags.

VESSELS ARRIVING AT THE PORT OF RIO DE JANEIRO.

During the week ending May 16th, 1918.

ITAPOA, Brazilian s.s., 512 tons, from Brazilian ports
 BAHIA, Brazilian s.s., 1548 tons, from Brazilian ports
 ARIENDO, American s.s., 1998 tons, from United States
 SCOTTISH GLEN, Norwegian s.s., 1977 tons, from United States
 EL VITTORIO, Italian s.s., 4363 tons, from Argentina
 HARMONIUS, British s.s., 2315 tons, from Argentina
 HELDER, Norwegian s.s., 2594 tons, from Argentina
 CRAIGWEN, British s.s., 2731 tons, from Argentina
 LIGER, French s.s., 3150 tons, from France
 BOCAINA, Brazilian s.s., 371 tons, from Argentina
 EDINGTON, British s.s., 2442 tons, from Argentina
 LAGES, Brazilian s.s., 5472 tons, from United Kingdom
 EDITH NESTA, American lugger, 542 tons, from High Seas
 URANO, Brazilian s.s., 192 tons, from Brazilian ports
 ITASSUOE, Brazilian s.s., 926 tons, from Brazilian ports
 PIAUHY, Brazilian s.s., 495 tons, from Brazilian ports
 STORFIELD, Norwegian s.s., 1357 tons, from Argentina
 ITAUBA, Brazilian s.s., 2310 tons, from Brazilian ports
 ITAQUI, Brazilian s.s., 513 tons, from Brazilian ports
 PLATA, French s.s., 3480 tons, from France
 PENLEE, British s.s., 2451 tons, from Argentina
 G. VOLASIDOS, Grecian s.s., 1934 tons, from Argentina
 DESEADO, British s.s., 7258 tons, from Argentina
 MACEIO, Brazilian s.s., 2310 tons, from Argentina
 MALAKUTA, British s.s., 4516 tons, from Argentina
 CAMAMU, Brazilian s.s., 2845 tons, from Argentina
 BENEDICT, British s.s., 2180 tons, from Argentina
 ROTHLEY, British s.s., 2486 tons, from Argentina
 KALOMO, British s.s., 3263 tons, from Argentina
 CHINS, Grecian s.s., 1681 tons, from Argentina
 ITAGIBA, Brazilian s.s., 927 tons, from Brazilian ports
 WINDSOR PARK, Russian s.s., 1253 tons, from United States
 MALTE, French s.s., 5280 tons, from Uruguay
 ESPAGNE, French s.s., 2580 tons, from Argentina
 BAYFORT, British s.s., 2603 tons, from Argentina

VESSELS ARRIVING AT THE PORT OF SANTOS.

During the week ending May 16th, 1918.

LANCUIG, Norwegian barque, 2547 tons, from United Kingdom
 OMEGA, Brazilian barque, 219 tons, from Argentina
 ITAPUCA, Brazilian s.s., 869 tons, from Brazilian ports
 ITAITUBA, Brazilian s.s., 613 tons, from Brazilian ports
 ITAPEMA, Brazilian s.s., 825 tons, from Brazilian ports
 ITAPERUNA, Brazilian s.s., 613 tons, from Brazilian ports
 ITAGIBA, Brazilian s.s., 869 tons, from Brazilian ports
 ANNA, Brazilian s.s., 267 tons, from Brazilian ports
 DESEADO, British s.s., 7258 tons, from Argentina
 AMERICA, Brazilian s.s., 841 tons, from Brazilian ports
 RUY BARBOSA, Brazilian s.s., 567 tons, from Brazilian ports
 SIDDONS, British s.s., 2650 tons, from United Kingdom
 ITAUBA, Brazilian s.s., 825 tons, from Brazilian ports
 JOBSHOVEN, American s.s., 2150 tons, from United States
 ITASSUOE, Brazilian s.s., 926 tons, from Brazilian ports
 GUAJARA, Brazilian s.s., 927 tons, from Argentina
 AMAZONAS, Brazilian pontoon, 229 tons, from Brazilian ports
 S. PAULO, Brazilian s.s., 1487 tons, from Brazilian ports
 FLONG, Norwegian barque, 1515 tons, from Brazilian ports
 IBAPABA, Brazilian s.s., 882 tons, from Argentina
 ARACAJU, Brazilian s.s., 2182 tons, from Brazilian ports
 NUMBER 13, British s.s., 9192 tons, from High Seas

The Week's Official War News

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

London 14th May, 1918.

No operations on a grand scale on the western front. Raids and other minor engagements occur almost daily in the vicinity of Mont Kemmel and the Ancre.

The success of the Ostend blocking exploit is confirmed. The War Cabinet telegraphed to Vice-Admiral Keyes, commanding Dover, their warmest congratulations "for the successful efforts." It is announced that during the period from 5th to 12th May, British airmen successfully and heavily bombed Ostend and Zeebrugge. As usual, the German Admiralty claims that German batteries sunk the Vindictive, declaring that that vessel was not blown up and was not filled with cement. The British Admiralty states emphatically in the account published on 10th May, in which it was stated that the Vindictive was filled with cement and sunk by her British crew, that this is absolutely correct and that the German message is entirely false.

The British have laid a new minefield over wide ranges of the North Sea, which must have a great effect in limiting submarine operations, it being the most extensive ever laid. Both ends of the North Sea are now fenced in. Naval experts point out that the proposed new German submarine cruisers, if they eventuate, will be very vulnerable owing to their size. The French Minister of Marine, Admiral Leygues, stated that the destruction of enemy submarines during the last 4 months has outrun their construction.

A German air report of 13th May states that the Germans lost 123 aeroplanes and 14 captive balloons during April. The German figures bear no relation to the facts. Taking only enemy machines destroyed by the British and French, there was a total of 273 aeroplanes and 25 balloons destroyed or captured, apart from those forced down behind the enemy's lines. British headquarters reported that only 78 British machines failed to return during April.

In the House of Commons on 13 May Mr. Bonar Law, answering Sir Edward Carson's questions on the economic policy of Britain and her Allies, said that in order to leave their country's hands free for the time when peace arrived, the French Government had denounced all commercial conventions containing a general clause regarding the most favoured nations. In view of the probable scarcity of raw material after the war, and of the necessity for providing for the needs of the British Empire and its Allies, the British Government intended to adopt a similar course.

Two members of the War Cabinet, Mr. Barnes, Labour representative and Mr. Austin Chamberlain, Unionist representative, made speeches favouring a solution of the Irish question by a scheme of federal home rule to England, Scotland, Ireland and Wales, with the supremacy of the Imperial Parliament.



BOATS LOADING OR EXPECTED TO LOAD COFFEE.

FOR THE UNITED STATES.

	Capacity	Rio	Santos	Engagements Total	Rate of freight
Viben s.v. (Norwegian) May	75,000	—	—	—	
Benkelsdijk (Dutch) May	120,000	—	120,000	120,000	\$1.70
Talisman (Norwegian) May-June	50,000	—	—	—	
Cratheus (Norwegian) May	30,000	—	—	—	
ex-Buda II (American) May-June	50,000	—	—	—	
Saga (Swedish) June-July	30,000	—	—	—	

FOR SOUTH AFRICA AND EAST.

Hawaii Maru (Japanese) May	120,000	—	—	—
Takoma Maru (Japanese) June	120,000	—	—	—

FOR EUROPE.

Valbanera (Spanish) May	30,000	—	30,000	30,000	450peset. & 10%1000k
Pirangy (Braz.)	*28,000	—	—	—	720\$ per 1,000 kilos.
Jacuby (Braz.)	*33,000	—	—	—	720\$ per 1,000 kilos.
Mucury (Braz.)	*32,000	—	—	—	720\$ per 1,000 kilos.
Aracaty (Braz.)	*35,000	—	—	—	720\$ per 1,000 kilos.
Araquary (Braz.)	*60,000	—	—	—	720\$ per 1,000 kilos.
Gurupy (Braz.)	*35,000	—	—	—	720\$ per 1,000 kilos.
Tibagy (Braz.)	*51,000	—	—	—	720\$ per 1,000 kilos.
Tupy (Braz.)	*52,000	—	—	—	720\$ per 1,000 kilos.
Jaguaribe (Braz.)	*35,000	—	—	—	720\$ per 1,000 kilos.
Belem (Braz.)	*70,000	—	—	—	
Philadelphia (Braz.)	*10,000	—	—	—	

* coffee and/or Cereals.

Note.—s.s. Times has been taken off the berth. Valbanera doubtful. All Brazilian s.s. for Europe are May-June sailings; we prefer not to publish further details of dates, etc. of same.

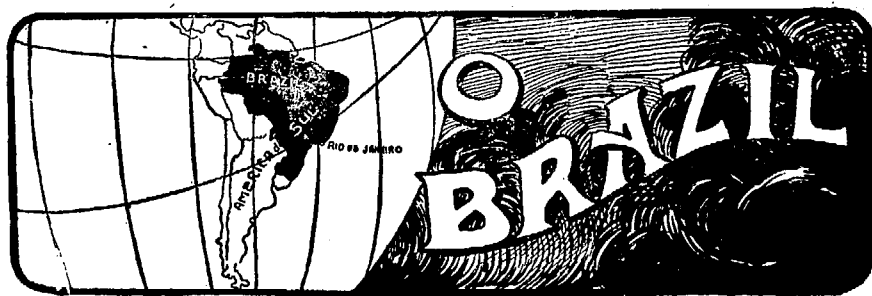
Capacity by Flag.

Capacity	For United States—				For Europe—				For South Africa and East—			
	May	June	July	Total	American	Neutral	Brazilian	Neutral	Japanese	Neutral	Total	
					50,000	275,000	103,000	30,000	120,000	—	—	
					—	30,000	268,000	—	120,000	—	—	
					—	—	70,000	—	—	—	—	
					325,000	305,000	133,000	30,000	—	—	240,000	
					325,000	305,000	133,000	30,000	—	—	240,000	
For United States.	325,000	30,000	—	355,000								
For Europe	133,000	268,000	70,000	471,000								
S. Africa and East	120,000	120,000	—	240,000								
	578,000	418,000	70,000	1,066,000								

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