

# Wileman's Brazilian Review

A JOURNAL OF TRADE AND FINANCE

PUBLISHED WEEKLY TO CATCH BRITISH MAILS.

VOL. 8

RIO DE JANEIRO, TUESDAY, December 24th, 1918

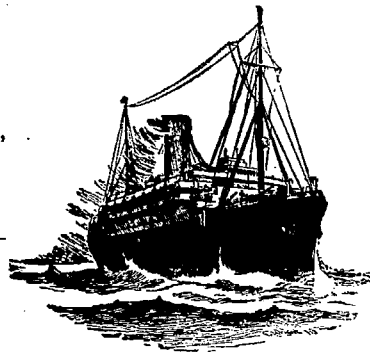
N. 26



**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. 1188 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
<b>Total</b> .....	<b>319,102</b>	<b>2,880,000</b>

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	2,214,508	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 Triunfo n. 328—Pernambuco.**  
**RIO DE JANEIRO—Avenida Rio Branco n. 117, 2º andar.**  
**LONDON—River Plate House, Finsbury Circus, E. C.**

## LONDON AND BRAZILIAN BANK, LIMITED.

ESTABLISHED 1862

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

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

Draws on Head Offices and the following branches:—Lisbon, Oporto, 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, SAO 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.	PRAIA FORMOSA:— (Summer) From 1st November to 30th April.
6.30 Express—Campos, Miracema, Itapemirim, Porciuncula and branch lines, daily.	6.00 Express—Petropolis, Entre Rios, Ubá Ponte Nova, Porto Novo, Cataguazes, Santa Luzia and branch lines, daily.
7.00 Express—Friburgo, Cantagallo, Macuco and Portella, daily	7.30 Express—Petropolis, Sundays and Holidays only.
7.45 Mixed—Macahé, Tuesdays, Thursdays and Saturdays.	8.30 Express—Petropolis, daily.
9.40 Mixed—Friburgo and Cantagallo, Mondays, Wednesdays and Fridays.	10.25 Express—Petropolis, Sundays and Holidays only.
15.35 Passeio—Friburgo, Saturdays and when announced.	13.35 Express—Petropolis, daily, except Sundays and Holidays
16.15 Mixed—Rio Bonito, daily. Wednesday to Capivary.	15.50 Express—Petropolis and Entre Rios, daily.
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.	16.20 Express—Petropolis, daily, except Sundays and Holiday.
	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, 1\$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

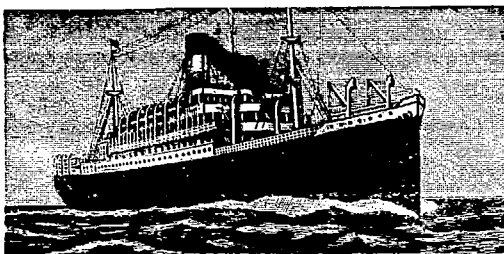
Mail and Passenger Service Between  
**NEW YORK, BRAZIL AND RIVER PLATE**

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

FOR EUROPE :—

RIO DE JANEIRO—Middle January.



— NORWAY

RIVER PLATE

FOR RIVER PLATE :—

ROALD JARI—Middle January.

For further particulars apply to :—

**FREDRIK ENGELHART** - Agent. - Rua S. Pedro 63-60b., Rio de Janeiro.  
Rua 15 de Novembro 172, Santos.

## REDERIAKTIEBOLAGET NORDSTJERNAN

**Johnson Line**

FLEET: 26 STEAM AND MOTOR SHIPS; TOTAL TONNAGE, 120,000. IN CONSTRUCTION: 53,800 TONS.

Regular Service between:—Sweden, Norway-Brazil. Sweden, Norway-River Plate. Sweden, Norway-Chile and Peru.  
Sweden, Norway-North Pacific, and vice-versa.

NEXT SAILINGS:—

s.s. "ANNIE JOHNSON" about 30th Dec. for Buenos Aires.

VALPARAISO—About 10th January for Buenos Aires and Chile.

For further particulars apply to the Agent:—

**LUIZ CAMPOS** — 84, RUA VISCONDE INHAUMA, 84, RIO DE JANEIRO.  
PRAÇA DA REPUBLICA 22, SANTOS.

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A WEEKLY JOURNAL OF TRADE AND FINANCE

VOL. 8

RIO DE JANEIRO, TUESDAY, December 24th, 1918

No. 28

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

TELEGRAMS:  
"Epidermis"

GENERAL TELEPHONE: 1450 NORTE  
SALES DEPARTMENT 165

POST OFFICE BOX  
No. 486

Flours 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 (3er PISO)

**Rosario**

660 CALLE SARMIENTO

**SÃO 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 Paris 1889.

First Prize Brazil St. Louis 1904.

First Prize Turin 1911.

First Prize Brazil 1908

First Prize Brussels 1910

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

## BRAZILIAN WARRANT COMPANY, LIMITED.

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

Authorized Capital.....	£ 1,000,000
Capital Paid up.....	961,500
Reserve Fund.....	160,000

Branches at: SANTOS, RIO DE JANEIRO and SÃO PAULO

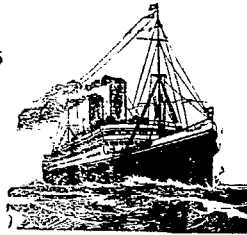
Agencies at: CAMPINAS, JAHU' and SÃO CARLOS DO PINHAL.

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

POCONE—will sail on 28th Dec. for Bahia, Pernambuco, Ceara, Para, Barbados and New York.

#### For the River Plate

SIRIO—will sail on 30th December for Santos, Paranagua, Antonina, S. Francisco, Itajahy, Florianopolis, and M'video  
SERVULO DOURADO—will sail on 10 Jan, 1919, for Santos, Paranagua, Antonina, S. Francisco, Itajahy Rio Grande & Montevideo  
CUYABA—will sail on 28th December for Santos, Rio Grande, Montevideo and Buenos Aires.

#### For North of Brazil

s.s. BRAZIL, CEARA, and BAHIA,

WILL SAIL FOR NORTHERN PORTS ON 26th, and 31st DECEMBER and 3rd JANUARY RESPECTIVELY  
RIO DE JANEIRO—will sail on 5th January for Bahia, Maceio, Pernambuco, Ceara and Para.

#### For Europe

CURVELLO—will sail on 25 Dec. for Bahia, Pernambuco, Madeira, Lisbon and Havre.

### ARRIVALS

#### From United States

FOR FURTHER PARTICULARS APPLY TO THE OFFICES OF THE COMPANY.

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).

SIR ALGERON F. FIRTH, Bart.

(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).

LENNOX B. LEE

(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.

30-2-9

# LLOYD NACIONAL

SOCIEDADE ANONYMA

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

Cable Address: NACIONAL—RIO Post Office Box 1254: AVENIDA RIO BRANCO, 106-108

Telephones NORTE 114 & 4141

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

REGULAR LINE OF STEAMERS TO MARSEILLES, GENOA

AND OTHER MEDITERRANEAN PORTS.

FITTED WITH MARCONI'S WIRELESS TELEGRAPH.

FLEET:

t.s.s. Europe	.....dw	6,000	tons
t.s.s. Asia	.....dw	6,000	"
s.s. Belem	.....dw	4,500	"
s.s. Marne	.....dw	4,000	"
s.s. Piave	.....dw	4,000	"
t.s.s. Campeiro	.....dw	4,000	"
t.s.s. Campinas	.....dw	2,800	"
s.s. Rio Amazonas	.....dw	2,200	"

s.s. Victoria	.....dw	2,800	tons
s.s. Guanabara	.....dw	1,500	"
Pernambuco (sailer)	.....dw	1,800	"

UNDER RECONSTRUCTION:

Natal (marine engines)	.....dw	3,500	tons
Cabo Verde (marine engines)	.....dw	2,000	"
Antonina (oil engines)	.....dw	2,400	"

Brasil and Italia, auxiliary schooners.

UNDER CHARTER: s.s. Neuquen .....dw 2,100 tons

General Agents at Rio de Janeiro & Santos:—  
 " " in Europe  
 " " Genoa

SOCIEDADE ANONYMA MARTINELLI  
 LAMBERT BROTHERS LTD. LONDON  
 COMPAGNIE COMMERCIALE MARTINELLI P.

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

OSAKA, JAPAN.

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

EXCELLENT FIRST AND THIRD CLASS ACCOMMODATION

Future Sailings from Rio de Janeiro:—

A STEAMER, December-January, for Port Said (Egypt).

WILSON SONS & CO., LIMITED.

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

### WHY ARE YOU DEAF

Mr. Thomas Winslade, of Borden, Hants, writes: «I am delighted I tried the new «Orlene,» for the head-nooises, I 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 «ORELNE CO,» 12, Railway Crescent, W. CROYDON, Eng. (Kindly mention this paper.)

*Invicta*  
A melhor tintura  
para os Cabellos  
Guifry-Rio

### 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, O.B.E., Hon Treasurer.

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

### 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

22-19-8

### XMAS AND THE NEW YEAR

Useful and

Seasonable

Presents

PARC ROYAL



SHORE DEPÔT:  
PRAIA DAS PALMEIRAS 2.  
TELEPHONE: VILLA 195.

ISLAND DEPÔT:  
MOCANGUE GRANDE  
(SUL).

**CUERETS ANGLO-BRAZILIAN COALING CO., LTD.**  
*Rio de Janeiro*

OFFICE:  
AVENIDA RIO BRANCO 57.  
TELEPHONE: NORTE 3028.  
TELEG. ADDRESS: "GUERETS."  
POST OFFICE BOX 1193.

(15-1-9)

**HIME & Co.**

**52, Rua Theophilo Ottoni, 52**

TELEPHONE 398.  
Depositos: RUA DA SAUDE 76, e THEOPHILO OTTONI 47


Importadores de Ferro, Ferragens, Tintas, Oleos, e artigos concernentes.

Fabricantes de canos de chumbo, de pontas de Paris, ferraduras, ferros de engommar, fogões, fogareiros, panellas, balanças, louças de ferro. estanhado e esmaltado, chapas para fogões, moendas, pesos de ferro e de latão, caixas d'agua, etc.


UNICOS AGENTES DO COALHO "MINERVA."  
Depositarios da acreditada enxada "PARASOL."  
RIO DE JANEIRO

21-9-8

**"AMERICAN" COLORED OFFICE PENCILS**



No. 74 Blue. Medium, thick lead.      No. 75 Red. Medium thick lead.



No. 196 B Blue, thick lead.      No. 196 R Red, thick lead.      No. 196 RB Red & Blue thick lead.

ASK YOUR STATIONER FOR THEM: ON SALE EVERYWHERE

**AMERICAN LEAD PENCIL COMPANY**      **RIO DE JANEIRO**  
NEW YORK-LONDON-PARIS      RUA DOS OURIVES, 103

2 18-3-9

Cables: "SCANDIA." ALL CODES USED.

**HENRY MARTINIUSON**

**RO DE JANEIRO**      **SANTOS**      **SÃO PAULO**  
RUA SÃO PEDRO 63/65.      RUA SANTO ANTONIO 37.      RUA LIBERO BADARÓ 136

**IMPORT-EXPORT.**

Chartering, Norwegian Shipowners and Underwriters Representative.  
GENERAL REPRESENTATIVE OF  
The Trans-Oceanic Trading Co., Ltd., and The Trans-Oceanic Chartering Corporation.  
KRISTIANIA -- BERGEN -- NEW YORK.

# THE WESTERN TELEGRAPH COMPANY, LIMITED.

THE ONLY DIRECT ROUTE WITH SOUTH AMERICA UNDER ONE MANAGEMENT.

**Cable Stations in South America.**  
**WESTERN TELEGRAPH COMPANY**  
 Pará (Travessa Campos Salles 1).  
 Maranhão (Avenida Maranhense, 17).  
 Ceará (Rua Floriano Peixoto, 4).  
 Pernambuco (Praça Gen. Arthur Oscar).  
 Bahia (Rua Conselheiro Dantas, 1).  
 Rio de Janeiro (Avenida Rio Branco, 117).  
 Santos (Largo Senador Vergueiro).  
 Santa Catharina (P. 15 de Novembro, 10).  
 R. Grande do Sul (R. Andrade Neves, 18).  
**Uruguay:**  
 Montevideo (Calle Cerrito, 449).  
**RIVER PLATE TELEGRAPH CO.**  
**Argentina:**  
 Buenos Aires 555 Calle S. M—49, 557.  
**WEST COAST OF AMERICA TELEGRAPH COMPANY**  
**Chili:**  
 Arica, Pisagua, Iquique, Antofagasta, La Serena, Coquimbo, Concepcion, Coronel, Talcahuano.  
 Valparaiso (Calle Prat, 69 Antigo, 211 Nuevo).  
 Santiago (Calle Huérfanos, 853).  
**Peru:**  
 Callao, Lima e Mollendo.



**Cable Stations in Europe and South America:**  
**EASTERN TELEGRAPH COMPANY**  
 London: 11, Old Broad Street, E.C.  
 Liverpool: K 13, Exchange Buildings.  
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## MAIL FIXTURES

### FOR EUROPE.

DARRO, Royal Mail, Lisbon and Falmouth, 24th December.  
CURVELLO, Lloyd Brasileiro, Havre, 25th December.  
DESEADO, Royal Mail, Lisbon, Vigo and Falmouth, 26th Dec.  
AMIRAL PONTY, Chargeurs Reunis, Bordeaux, 26th December.  
ANSELM, Royal Mail, Lisbon and Liverpool, 27th December.  
RIO DE JANEIRO, Norwegian S. A. Line, for Norway, mid-Jan.

### FOR RIVER PLATE AND PACIFIC.

DEMERARA, Royal Mail, 26th December.  
CUYABA, Lloyd Brasileiro, 28th December.  
HIGHLAND GLEN, Royal Mail, 29th December.  
ANNIE JOHNSON, Johnson Line, 30th December.  
SERVULO DOURADO, Lloyd Brasileiro, 10th January.  
ROALD JARL, Norwegian S. A. Line, mid-Jan.

### FOR THE UNITED STATES.

POCONE, Lloyd Brasileiro, 28th December.  
SAGA, Commercial S. A. Line, end December.

### SOUTH AFRICA AND EAST.

TOYOHASHI MARU, Nippon Yusen Kaisha, end of Dec.

## NOTICES

The Foreign Office advises that remittances to Palestine can be made now through Anglo-Egyptian Banks, Anglo-Palestine Society and the Credit Lyonnais, all of which have branches in Palestine.

"Wileman's Brazilian Review" is now in a position to furnish full details of Imports by any particular country from Brazil or of Exports by Brazil to same destination

## NOTES

### DECREES.

Decree 13,322, of 11 Dec, 1918, grants to the Motor Union Insurance Co., Ltd., of London, authorisation to operate in the country.

Decree 13,307 of 4th Dec, 1918, authorises the London and Liverpool and Globe Insurance Co., of Liverpool, England, to operate in the country.

Decree 13,324 of 11 Dec, 1918, authorizes the United Lumber and Vencer Co., of Kristiansund to operate in Brazil; capital, 1,500,000 kronens (Diario Official, 20 Dec.)

Decree 13,328, of 18 Dec, 1918, authorizes the Minister of Finance to issue apolices to value of 666:000\$ for payment of indemnity to contractors of the ports of Jaragua and Corumba.

**Financial Interests.** The Minister of Finance authorises us to state that the rumours of foreign loans, so diligently circulated, are without foundation and that the Treasury is fully prepared to meet all its foreign obligations as they fall due.

For the present, and until the manner in which the Peace Conference may affect Brazilian economic interests, Government will go slow and postpone any but purely internal operations until the international position of this country can be accurately defined.

The expansion of credit that the necessities of the belligerents gave rise to, upset economic equilibrium the world over, and of all the tasks Governments have to face, the most urgent and most difficult will be the readjustment of prices.

To return to the ante-bellum conditions, the extravagant wages now paid to labour in the belligerent countries must be reduced pari passu with prices and the cost of living generally. This can only be realised by elimination of the cause of inflation, by curtailment of credit.

Fortunately for this country the problem is much simpler than in other belligerent countries, because though credit has been abused, the general rise of wages is here insignificant, and for readjustment all that has to be done is to curtail the buying capacity of the community by means of restriction of credit until local prices return to normal.

Just as in England, instead of being restricted, credit is still being issued for the purpose of liquidating outstanding purchases abroad and maintenance of exchange during the transition period. Here, too, it may be unavoidable in the actual penurious state of the Treasury to issue more paper money to stop the gap until the precise position of the country can be accurately gauged. Loans are mere stop gaps and unless productively employed, only add to embarrassments in the long run.

The economic resources of the country are incalculable, and have only to be ably and honestly administered, with some readjustment of taxation, to ensure sufficient revenue to meet any reasonable expenditure, and to eliminate the periodic deficits in which issues of paper money and depreciation of the currency originate.

The Peace Conference will discuss many points interesting Brazilian economy—customs tariffs, shipping rates and, perhaps, international exchanges, and, unquestionably, the manner in which the mutual obligations, arising from the war, of Germany and of this country are to be liquidated.

Only when that is known can a definite financial and economic policy be adopted and the country be informed exactly what must be exacted of it to put finances on a permanently stable footing.

**Issues of Paper Money.** As shown in the Treasury Balance of 30 November last, the total amount of paper money issued since 1st January is Rs. 230,000:000\$. of which 100,000:000\$ corresponding to the issue authorised by decree 2,986 of 1915 were issued, Rs. 20,000:000\$ in January, 20,000:000\$ in February, 26,300:000\$ in March, 20,000:000\$ in April and 13,700:000\$ in May.

Since then Rs. 130,000:000\$ have been issued against specie and bullion, authorized by decree 3,456 of 2nd October, 1918, of which Rs. 45,000:000\$ in June, 15,000:000\$ in July, 30,000:000\$ in October and 40,000:000\$ in November.

The gold deposited at the Treasury on 30 November last amounted to 35,555:555\$555 in specie and 3,879:673\$219 in bullion or 39,434:555\$774 in all, against which the Treasury is authorized to issue five times the amount or Rs. 197,172:778\$870, of which 130,000:000\$ have been exhausted, leaving a balance of only Rs. 67,172:778\$870 available, which at the rate of the last two months in October and November, will be entirely exhausted by February.

We have now four kinds of currency:—

1. Notes convertible at 16d.
2. Notes secured to one-fifth of their value by gold.
3. Notes secured by gold apolices.
4. Frankly inconvertible.

**Markets.** Everyone, of course, knew perfectly well that, sooner or later, peace must ensue, but unfortunately not exactly when, as, judging from Winston Churchill's exhortation of munition workers just before the armistice, even the home authorities failed to recognize that fighting might all be over by Xmas!

So it was scarcely to be wondered at that importers should have been scared and imagining that the millenium had arrived, have started to realise high priced imports.

But man proposes. A month has been added to eternity and except for a few over imported or over produced commodities, instead of dropping both prices and freights are on the upward tack once more.

The war, it is true, seems over, but with the Central Empires in a state of dissolution and Russia in the grips of anarchy, the Allied forces seem likely to be kept busy for a long time to come.

Since the armistice the price of most raw materials have hardened and, naturally, those of the corresponding finished article.

Cotton has reached 28c. at New York and 45\$ per 15 kilos at Pernambuco, on the strength of reports of buying by the British Government and seems like going sky-high and naturally dragging textiles with it!

In hardware there was a great scare amongst weak-kneed and ill-informed importers who simply turned over their stocks at any price to more astute competitors, who must have picked up some nice bargains.

In some of the most important lines, like cutlery, manufacturers are full up with orders for delivery 12 months ahead!

There are some lines, like caustic soda, which by some miscalculations of the washing requirements of the populace, was heavily over-imported and should freight happen to fall may leave a loss.

Otherwise, we see little chance of a general fall of prices in either imports or exports for a long time to come.

Such conclusions are confirmed by advices from both England and the United States.

In the issue of 26 October, the New York "Journal of Commerce" says that though German houses are circulating promises that they can supply cotton goods in large quantities at practically pre-war prices, American shippers are not worrying over the Brazilian market because they know very well that if there is one raw material in which Germany is more short of than another it certainly is cotton. It was a foregone conclusion that some Latin-American merchants would cancel orders, but though some houses got quite a number of cancellations, the majority can be counted on to respect their engagements, especially when they find that there is no possible chance of Germany being permitted to come into the market.

The same journal, in its issue of 12th Nov. says: "There is no present likelihood of a dangerous slump in prices of dry goods, which will be prevented by continued control of prices in various directions by Governments, including the United States, by the unequal distribution of present stocks and by the uncertainty as to the methods that will be employed by Governments in rationing the foreign populations suffering from the war. Maximum prices on cotton goods have been extended to 31 Dec."

In its issue of 14 Nov. the same correspondent remarks:—"It is the view of many competent authorities that no general or marked decline of prices in any line is likely to come about for some time to come, due to the fact that the stocks available for civilian use are so low, while it will be months before any considerable number of soldiers can be restored to their former occupations. With stocks short and labour scanty, reduction of prices must be gradual."

**Shipping.** At present, says the "Journal of Commerce," of New York, the scarcity of tonnage is the greatest, relatively, since America entered the war. Two million American soldiers are in France, and should it be decided to complete their full equipment and maintain rather than reduce the establishment, fully 60 per cent of American controlled tonnage would be wanted. Another problem of no small magnitude is the furnishing of the requisite tonnage for the expedition to assist the Czecho-Slovak forces against the Bolsheviks. Mr. Hoover's requirements will also absorb an immense amount of tonnage, and altogether prospects for release of much tonnage for general purposes for a long time to come are not encouraging.

One of the very first things to which the British Government will give attention will certainly be the release of the immense quantities of produce accumulated at Australia and New Zealand ports. In spite of increase of storage space last year by 1,250,000 to the total of 5,600,000 carcases, 5,000,000 have been stored already and storage capacity is almost exhausted.

The problem of readjustment of the steel industry in the U.S. is tremendous. Up to now this industry has been entirely controlled by Government. Shell steel and barbed wire contracts have been the first to feel the effects of peace and hundreds of thousands of the former will be cancelled.

That prices will come down is expected, but if cut materially some high cost plants would be forced out of business and their labour be thrown idle just as thousands of men were released from war service. The country, however, is bare of merchant stocks and in some lines, such as rivets, screws and nuts, buyers have already appeared, as also in the wire trade. The cancellation of orders, dating many months past, is a question many mills have to face, but so far as these were for export, some mills are disposed to insist on their execution.

On 13th Nov. tin was quoted in London £7 down for spot and £17 down for futures. Ferro-manganese (70 per cent) \$250; crude rubber was hardening and quoted on 13 Nov. at 52c first latex crepe. No shipments from Dutch East Indies are expected for a long time to come.

An important British cargo-carrying concern told the New York "Journal of Commerce" that "there is not one chance in a hundred for a return to pre-war shipping conditions for the next six months at least. A large part of the world has been shipped bare and naked of nearly everything it used in the old peaceful days. Stocks of peace commodities on the shelves of retailers, wholesalers and manufacturers all over Europe have been depleted to vanishing point. The same holds good of raw materials, rolling stock, etc. Industrial plants have been allowed to run down. An enormous capital expenditure will be necessary when once more credit conditions have been established. In a word—Europe is bare.

To make good all these deficiencies and to feed the peoples, all the tonnage in sight will be required for a long time to come. With such a situation there seems no chance of Government control being removed, but if shipowners were allowed to make all the profit they could, they would make fabulous sums. Single trips would net millions of dollars and the countries nearest to the great producing or shipping centres would get first served. Distant countries, like Australia and New Zealand, would have to offer several times the freight to get what they wanted.

For such reasons rates, routes and cargoes will remain much as they are, though, of course, less tonnage will be employed in transport of troops, but that will be offset by greater requirements for food, raw and constructive materials.

The prospects for an early resumption of passenger traffic are,

consequently, far from bright. There might be some tourist traffic next summer, though even that is likely to be discouraged until the food position is much clearer.

As regards sugar, it is not expected, says the New York "Journal of Commerce" of 12 Nov., that peace will materially change conditions, seeing that the Sugar Equalization Board is obliged to take over the whole Cuban crop and that the work of supplying overseas requirements will be increased rather than lightened by the termination of hostilities. Heavy demands are made upon the Food Administration for immediate relief, to which must be added some, at least, of recent enemy peoples.

To what extent Java may contribute depends on the tonnage available, which at present does not promise to be greater or as great as in the past two or three years.

—The British Government has promised to release tonnage, "as soon as circumstances permit," the interpretation of which, says "Fairplay," of 14 Nov., is that a gradual commencement may be made in six or perhaps twelve months time.

Coal chartering from Wales is yet entirely confined to French scheduled ports and for neutral destinations charterers have withdrawn from the market for the time being owing to cessation of hostilities.

How scarce tonnage must be in France may be gathered from the fact that although stocks at Havre are down to 173,000 bags, and the French Government holds well over a million bags of coffee at Santos, not to mention 300,000 or 400,000 in U.S., after trying to buy in London, has had to buy at Genoa, probably at top prices, simply because no tonnage is yet available for anything but military requirements and foodstuffs.

**Lard.** In consequence of a paragraph in this Review, stating that imports of Brazilian lard had been prohibited by the British Government, the Ministry of Agriculture ordered an enquiry to be opened.

On enquiry from our correspondent at S. Paulo, by whom the information was supplied, we are assured that the following telegram was received by a leading house at S. Paulo from their agent in London, dated 25 Sept. last:—"You must not ship to the U.K., permission withdrawn." This was confirmed in a letter from same source dated 25th Sept. as follows: "I am in receipt of your telegram quoting £6 5s f.o.b., but whether per cwt or per case you unfortunately do not say. Anyway the matter is of no importance, as under no circumstances must Brazilian lard be shipped to England. The Ministry of Food has withdrawn the permission to importers. Brazilian lard is not suitable for this country and as lard is a rationed article, the whole of the import is in the hands of the Ministry, etc., etc."

Since then, as our weekly statistics show, there have been several consignments of lard to U.K., which are understood to be on account of purchases made before prohibition.

On enquiry at the Consulate General, no further information was available, except that shipments are still liable to license, but that no difficulties seem to have been encountered so far in obtaining same.

To clear up the matter, H.B.M. Consul has cabled to London for definite information and is now awaiting the reply.

Owing to the large percentage of water contained in Brazilian lards, French markets have been already closed to imports of lard, and it is precisely to prevent any further discredit of this important staple that a decree was issued by the Brazilian Government in April last subjecting exports of lard to official analysis and license.

The object of the present enquiry is to establish responsibility, to which end exporters are invited to furnish the Government with any information on the subject they happen to possess.

Apropos of lard, we hear that though imports are prohibited in France, it is still being consigned to that market with option, if refused, of landing at a British port!

**P.S.—**On going to press H.B.M. Consul-General informs us that in reply to his enquiry, the Foreign Office confirms our correspondent's statement to the effect that "Brazilian Lard is not allowed to pass the British Customs, because it does not come up to the British standard of purity."

**Sightseers Not Wanted.** There is no place in Europe yet for the sightseer; for the thousands of Americans who have been awaiting the end of the war to rush over and view the battlefields and devastated cities and towns left in the wake of the great contending armies. The European embassies in Washington already are receiving many applications for permission to take passage for Europe. It was explained that they had been obliged to reply that not only was there still need for governmental purposes of all available transportation services, but the continued necessity of the strictest conservation of the slender food resources of Europe forbids the entry for a long time to come of mere sightseers, and persons who have not the most urgent business reasons for visiting the continent and the British Isles.

**The League of Nations.** In view of the difficulty that seems to prevail in reconciling President Wilson's Fourteen Points with Allied aspirations, we reproduce the latter together with President Wilson's telegram accepting the terms of the armistice, wherein compensation for civil damages was definitely established, but that of "freedom of the seas" reserved for treatment later on.

The Allies are not out for plunder! No indemnity Germany could meet could possibly compensate them for even the material much less the moral damages that the war has inflicted on all belligerent countries, excepting, perhaps, the United States and Japan.

If it is out of the power of our cruel and ruthless enemies to revive our dead; to restore to health our wounded, or to sooth the suffering their frightfulness has caused, at least we can make them pay for the material damages they inflicted to the utmost limit of their endurance!

In the revindication of our own and world-wide liberties, the British Empire has been forced to strain even its great resources in men and treasure.

Capital accumulated by centuries of laborious thrift has been dissipated; our once predominant mercantile marine, on which the very existence of Britain depends, has been decimated; industries disorganized and the resources on which Britain formerly counted to ensure economic equilibrium been so dissipated and weakened that it may take decades of unremitting toil to redeem her position as a creditor nation!

Meanwhile, the Empire must support, with what patience it may, a burden of taxation so crushing that might well intimidate a less tenacious people, all because of the lust of conquest of the German peoples!

With the unspeakable horrors of German frightfulness fresh in our minds, it would be an insult to the memories of our martyred dead could we forgive or forget.

The Huns did their best to ruin England, and, despite the unaidings of international sentimentalists, will be made to pay! It is not plunder or even revenge we are out for, but simply justice!

The speech by Mr. Wilson of January 8 referred to in the German Peace Note embraces the 14 specific items of what Mr. Wilson calls "the programme of the world's peace," which are as follows:—

I. Open covenants of peace openly arrived at, after which there shall be no private international understandings of any kind, but diplomacy shall proceed always frankly and in the public view.

II. Absolute freedom of navigation upon the seas outside territorial waters alike in peace and in war except as the seas may be closed in whole or in part by international action for the enforcement of international covenants.

III. The removal, so far as possible, of all economic barriers and the establishment of an equality of trade conditions among all the nations consenting to the peace and associating themselves for its maintenance.

IV. Adequate guarantees given and taken that national armaments will be reduced to the lowest point possible consistent with domestic safety.

V. A free, open-minded, and absolutely impartial adjustment of all colonial claims based upon a strict observance of the principle that in determining all such questions of sovereignty the in-

terests of the populations concerned must have equal weight with the equitable claims of the Government whose title is to be determined.

VI. The evacuation of all Russian territory, and such a settlement of all questions affecting Russia as will secure the best and freest cooperation of the other nations of the world in obtaining for her an unhampered and unembarrassed opportunity for the independent determination of her own political development and national policy, and assure her of a sincere welcome into the society of free nations under institutions of her own choosing; and more than a welcome assistance also of every kind that she may need and may herself desire. The treatment accorded Russia by her sister nations in the months to come will be the acid test of their goodwill, of their comprehension of her needs as distinguished from their own interests, and of their intelligent and unselfish sympathy.

VII. Belgium, the whole world will agree, must be evacuated and restored without any attempt to limit the sovereignty which she enjoys in common with all other free nations. No single act will serve as this will serve to restore confidence among the nations in the laws which they themselves set and determined for the government of their relations with one another. Without this healing act the whole structure and validity of international law is for ever impaired.

VIII. All French territory should be freed, and the invaded portions restored, and the wrong done to France by Prussia in 1871 in the matter of Alsace-Lorraine, which has unsettled the peace of the world for nearly 50 years, should be righted in order that peace may once more be made secure in the interest of all.

IX. A readjustment of the frontiers of Italy should be effected along clearly recognisable lines of nationality.

X. The peoples of Austria-Hungary, whose place among the nations we wish to see safeguarded and assured, should be accorded the first opportunity of autonomous development.

XI. Rumania, Serbia and Montenegro should be evacuated, occupied territories restored, Serbia accorded free and secure access to the sea, and the relations of the several Balkan States to one another determined by friendly counsel along historically established lines of allegiance and nationality, and international guarantees of the political and economic independence and territorial integrity of the several Balkan States should be entered into.

XII. The Turkish portions of the present Ottoman Empire should be assured a secure sovereignty, but the other nationalities which are now under Turkish rule should be assured an undoubted security of life and an absolutely unmolested opportunity of autonomous development, and the Dardanelles should be permanently opened as a free passage to the ships and commerce of all nations under international guarantees.

XIII. An independent Polish State should be erected which should include the territories inhabited by indisputably Polish populations, which should be assured a free and secure access to the sea, and whose political and economic independence and territorial integrity should be guaranteed by international covenant.

XIV. A general association of nations must be formed under specific covenants for the purpose of affording mutual guarantees of political independence and territorial integrity to great and small States alike.

#### THE BASIS OF PEACE.

The following message was transmitted through the wireless system of the United States Government:—

To the Minister for Foreign Affairs, Berne.—The Secretary of State in a Note, dated November 5, requests me to transmit the following communication to the German Government:

In my Note of October 23, 1918, I advised you that the President had transmitted his correspondence with the German authorities to the Governments with which the Government of the United States is associated as a belligerent, with the suggestion that if those Governments were disposed to effect peace upon the terms and principles indicated, their military advisers and the military advisers of the United States be asked to submit to the Governments associated against Germany the necessary terms of such an armistice as would fully protect the interests of the peoples involved, and assure to the associated Governments the unrestricted power to safeguard and enforce the details of the peace to which the German Government had agreed, provided they deemed such an armistice possible from the military point of view.

The President is now in receipt of a Memorandum of observations by the Allied Governments on this correspondence, which is as follows:—

The Allied Governments have given careful consideration to the correspondence which has passed between the President of the United States and the German Government. Subject to the qualifications which follow, they declare their willingness to make peace with the Government of Germany on the terms of peace laid down in the President's address to Congress in January, 1918, and the principles of settlement enunciated in his subsequent addresses. They must point out, however, that Clause 2, relating to what is usually described as the freedom of the seas, is open to various interpretations, some of which they could not accept. They must, therefore, reserve to themselves complete freedom on this subject when they enter the Peace Conference.

Further, in the conditions of peace laid down in his address to Congress on January 8, 1918, the President declared that invaded territories must be restored, as well as evacuated and made free. The Allied Governments feel that no doubt ought to be allowed to exist as to what this provision implies. By it they understand that compensation will be made by Germany for all damage done to the civilian population of the Allies, and to their property by the aggression of Germany by land, by sea, and from the air.

I am instructed by the President to say that he is in agreement with the interpretations set forth in the last paragraph of the Memorandum above quoted. I am further instructed by the President to request you to notify the German Government that Marshal Foch has been authorized by the Government of the United States and the Allied Governments to receive properly accredited representatives of the German Government, and to communicate to them the terms of an armistice.

(Signed) Robert Lausing.

Sulzer, Minister of Switzerland.

**British Stoics.—The Price of Civilisation.** A fine tribute to British restraint in the hour of victory was paid by Mr. James M. Beck, the American writer, who was the guest of the Executive Committee of the British Pilgrims at luncheon in the American Officers' Club, Mayfair.

The Chairman welcomed Mr. Beck not merely as a member of the committee of the American Pilgrims, but as one of the best friends of the Allies. He said that by his book "The Evidence in the Case," Mr. Beck had done more to bring his fellow countrymen into line with the aims and objects of the Allied countries than any other man outside the enemy Empires.

Mr. Beck said he would like to tell them something of what America was doing in the war, but he would not do so, because every true American, when he began to feel legitimate gratification over what America had done and tried to do—the thought that in the presence of what Great Britain and France had done and suffered an American must be silent about his own country. America's effort was a lesser and a later achievement beside the greatest achievement in history. If vainglory and braggadocio were ever characteristics of his countrymen—and he thought they were the characteristics of only a few—there had come to Americans a great humility of spirit. They thought, not of themselves, but of all that Great Britain and France had done in bearing the heat and burden of the day.

I have been privileged, Mr. Beck went on, to see this stupendous world drama at three different stages. First I saw the curtain rise in France and Britain in the summer of 1914. I can still hear the boys tramping through the streets of Winchester singing "It's a long, long way to Tipperary." It has been a long way, and many a gallant lad has fallen since then. I saw the middle act in 1916, when you were on the crest of a wave and confident of an early victory. Your confidence was not misplaced. But for the treachery of Russia you would have won the war in the spring of 1917. Now I am here again, at the falling of the curtain.

What are the impressions deepest in my mind as I recall acts of the gigantic drama? First, the heroic courage of France in the first days of August, 1914, in accepting the gage of battle, when

there were ten chances to one against her. In those days I saw nothing but the resolute determination that, no matter what came, France would stand no longer the bullying of the great bully, but would fight to the last man and the last franc. It was one of the heroic decisions of history. The second thing that has impressed me is the impressive stoicism of the British character. I have been here a week. This is a supreme moment in British history. You have crushed under your heel a tremendously powerful antagonist. You have saved your Empire and added undying prestige to your record. But I have yet to hear an expression of exultation, or merely vindictive hatred, or anything of that surface enthusiasm that exults in victory such as the Germans would display if they were in your shoes to-day and you in theirs. It is amazing to a stranger. Two days ago in New York, at a given hour, every church bell rang and every whistle was blown, and there was virtually pandemonium. Yet you, who have gone through the darkest hours your Empire has ever known—ininitely darker than when Pitt said, after Austerlitz, "Now let us roll up the map of Europe. It is all over"—you who have come out of the depths show not a single sign of boastfulness or undue self-glorification. England was nobly great in the hour of blackest disaster. She is supremely great in the hour of victory.

What is the meaning of this reticence? If this had been an ordinary war, I would say that this reticence was due to the sportsmanlike character of the British people; I would say that, in leaving the stadium of the nations, you were saying to your antagonist, "Well played!" Unfortunately that cannot be said, for the antagonist played foully. I remember during one of my visits to England the University of Pennsylvania sent over the greatest rowing crew in America to compete at Henley. I was on the grand stand. I saw the two boats come round the bend of the river, and as they passed the stand, almost nose to nose, I called out "Pennsylvania!" My voice broke the absolute silence of the air. The British crew came in a quarter of a length ahead. I turned round to my neighbours, a-quiver with excitement, and there were your compatriots turning over the leaves of the programme to see what was the next event. That taught me a lesson I have never forgotten. If this were an ordinary war, I could well understand that Great Britain would come out of it with the simple remark, "Well, let's have a cup of tea. What's the next event?"

But I know that is not the feeling. England's feeling is that of the judge in a criminal court. The prisoner in the dock has been convicted of a foul and dirty murder, and the judge is putting on the cap to pronounce the sentence. That is the spirit of England to-day. The judge thinks only of two things—the slain victim and the punishment of the assassins. I am convinced that Britain is thinking, in the hour of its triumph, not of its stupendous achievements on land and sea and in the air, but of its million dead. If we could marshal those men from the realms of the departed, and they could pass this club house four abreast, marching continuously day and night, it would take at least a fortnight, and perhaps three weeks, before the last heroic victim would have gone by. Britain can amplify Kipling:—

If blood be the price of civilisation,

My God, we have paid it in full!

So long as there is a branch of the English-speaking race in the world, those who are not of your political sovereignty will never forget the infinite sacrifice of the best blood and youth of these islands that you made to save the basic principles of civilization. I am sure that this is not only in your minds in the time of triumph; it is in the minds of the American people. We are proposing that, in a hundred cities, next month, gatherings of men will meet to pay simple tribute to Britain's sacrifices in the war. You will find on that day a spontaneous demonstration which will show you the warmth of the affection that America feels for its Mother country.

The cause of Anglo-Saxon unity, Mr. Beck continued, had passed through perils in the past. In 1916 the bonds of affection were strained, when tension rose because of certain phases of American policy with respect to British maritime warfare. But the bonds were not broken, and to-day the cause of Anglo-American unity was on a surer foundation than ever before. There was one

very remote, but possible, peril still. It would be infinitely deplorable if at the Peace Conference the two countries were not in entire sympathy. Personally, he had no doubt that they would be.

Yesterday, Mr. Beck added, we had an election in America. Probably 20 million people voted. The election will have some significance; but, no matter who wins, whether the party in power or the party out of power, it will not have the slightest significance with regard to America's policy in the war. We are not in any sense divided on the question of prosecuting the war to conclusive victory; on the contrary, both American parties are committed to it, and each is only vying with the other in the degree to which it would go. In this respect both sides stand loyally behind the Commander-in-Chief of the Army and Navy of the United States, President Wilson, in the determination to carry the war to a final triumph.

**Opportunities for British trade.** 2,282 motor cars of all descriptions are licensed by the Prefecture of the City of Rio de Janeiro alone.

#### DIVIDENDS.

**St. John del Rey.** The directors of the St. John del Rey Mining Co., Ltd., have declared the following interim dividends, payable on Dec. 19:—1s per share on the £1 Preference shares, free of income tax, and 9d per share on the £1 Ordinary shares, less income tax.

**Royal Mail Steam Packet.** The court of directors of the Royal Mail Steam Packet Co. have resolved to pay out of the profits of the current year an interim dividend at the rate of 2½ per cent, less income tax, on the Preference stock, and an interim dividend at the rate of 2 per cent, less income tax, on the Ordinary stock, being at the same rate as in the last three years.

## MONEY

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

	90 days	Sight	Sovs.	Vales
Monday, 16 Dec. ....	13 13-16	13 11-16	20\$950	2\$009
Tuesday, 17 Dec. ....	13 27-32	13 23-32	20\$950	2\$009
Wednesday, 18 Dec. ....	13 47-64	13 39-64	20\$950	2\$009
Thursday, 19 Dec. ....	13 43-64	13 35-64	21\$050	2\$009
Friday, 20 Dec. ....	13¾	13 5-8	21\$050	2\$009
Saturday, 21 Dec. ....	13 49-64	13 41-64	21\$050	2\$009
Average for week ....	13 49-64	13 41-64	21\$000	2\$009

Monday, 16th Dec. The Bank of Brazil posted 13¾d. Most banks opened drawing at 13 7-8d with money for commercial bills at 13 31-32d. Cable dollars were obtainable at 3\$700 and sterling at 13 5-8d and later at 13 11-16d. Few bills were offering locally, but some business was done in Santos at 14d.

Tuesday, 17th Dec. The Bank of Brazil posted 13 25-32d. The market opened dull, the City and River Plate Banks quoting 13 7-8, other banks drawing at 13 13-16d. There was money for commercial bills at 13 15-16d. Cable dollars were quoted at 3\$700 and sterling at 13 5-8d. No bills were offering locally and few were sold in Santos. During the afternoon there was money at 13 7-8d and 13 27-32d for prompt. Before the close the banks lowered their rates 1-16d all round.

Wednesday, 18th Dec. The Bank of Brazil again posted 13 25-32d. The market opened undecided, some banks quoting 13 13-16d and drawing at 13¾d, among the former was the London and River Plate Bank. However, soon after the opening all dropped to the lower rate and before noon some would not give better than 11-16d. There were no bills offering locally, for which there was money at the current bank rate for quick delivery.

Thursday, 19th Dec. The Bank of Brazil posted 13¾d. The

market opened undecided, banks quoting 13 5-8d, with money for commercial at 13 11-16d. Some bills were sold at 13 21-32d for prompt delivery. The market was weak in Santos during the forenoon. Soon after mid-day bills began to appear and rates firmed, banks drawing at 13 21-32d and 13 11-16d and before the close bills were offering at 13¾d for future delivery.

Friday, 20th Dec. The Bank of Brazil posted 13¾d. The market opened firm, banks quoting 13 11-16d and 13 23-32d, which was soon after raised to 13¾d and later to 13 25-32d by one or two banks. Few bills were offering but there was an absence of takers in the market, which accounted for the firmness.

Saturday, 21st Dec. The market opened with banks drawing at 13¾d and 13 25-32d, with money for private bills at 13 27-32d and 13 13-16d according to delivery. Locally there were no bills offering above 13 25-32d, which were bought later in the day by S. Paulo, the Santos market being bare of bills. The Bank of Brazil again posted 13¾d.

Rio de Janeiro, 21st December, 1918.

	Bank Brazil	Others.
Saturday, December 14th .....	13 11-16	13 13-16 to 13 7-8
Saturday, December 21st .....	13¾	13¾ to 13 25-32
Difference .....	+ 1-16	- 1-16 to - 3-32

Bills were scarce at both Rio and Santos especially during the earlier part of the week in consequence of dearth of tonnage. Towards the close of the week there was some improvement, which, however, was neutralized by the demand for ready bills to meet coupon and dividends remittances next month, and the week closed with a decline of 1-16d to 3-32d compared with the previous Saturday. The Bank of Brazil was a taker last week, as surmized, for the service of the foreign debt. That, however, we understand is contradicted by the Minister of Finance.

Several steamers are posted to load coffee next month and by February or March, it seems likely that the tonnage position will be much easier and permit a great deal of produce paid and drawn for months ago being got rid of. This, of course, will not give bills, but by relieving storage room will allow more produce to come down to the ports for negotiation. There must be an immense amount of coffee and other produce up-country awaiting storage space at the ports.

**Movement of Rio de Janeiro Exchange Banks, 30 November, 1918**  
In Contos of Réis.

	Cash	Disc. unts and L. ans	Sight Deposits	Fixed Deposits	Percentage of Cash to Sight Deposit
London & Brazilian ....	13,095	18,352	24,236	7,836	51.0
London & River Plate .	9,461	14,706	18,044	3,890	52.4
British of S. America ...	15,068	24,046	16,502	18,434	91.3
National City of N. Y. .	26,614	42,418	44,356	1,911	60.0
Nacional Ultramarino .	18,367	32,287	21,325	31,997	86.1
Portuguez do Brazil ...	12,869	31,316	27,353	8,570	47.0
Hollandische voor S.A. .	3,847	14,907	5,127	4,153	75.0
Bank of Brazil .....	25,966	136,079	119,113	15,053	21.8
Total, 8 Exch. banks.	125,287	314,111	276,056	91,849	45.4
Less inter-b'k deposits	15,268	—	—	—	—
Net total, 8 banks ....	110,019	314,111	276,056	91,849	39.9
German banks in liquidation:—					
Brasiliensche fur Dd..	5,240	3,445	2,728	498	192.1
Dd. Ueberseeische ....	2,241	1,295	987	1,820	227.1
Dd. Sudamerikanische .....			liquidated		
Total, German banks .	7,481	4,740	3,715	2,318	201.4
Grand total, 11 banks .	132,768	318,851	279,771	94,167	47.5
Less inter-b'k deposits	15,268	—	—	—	—
Grand net total, 11 bks.	117,500	318,851	279,771	94,167	42.0



	Cash	D.&L.	S.Dpts.	F.Dpts.
Summary of movement:—				
3 British banks .....	37,624	57,104	53,782	30,160
2 Portuguese banks ...	31,236	63,603	48,678	40,567
1 American bank .....	26,614	42,418	44,356	1,911
1 Brazilian bank .....	25,966	136,079	119,113	15,053
1 Dutch bank .....	3,847	14,907	5,127	4,153
<b>Total, 8 Exch. banks</b>	<b>125,287</b>	<b>314,111</b>	<b>276,056</b>	<b>91,849</b>
Less interb'k deposits.	15,268	—	—	—
<b>Net total, 8 exch. bks.</b>	<b>110,019</b>	<b>314,111</b>	<b>276,056</b>	<b>91,849</b>
3 German bks in liquidn.	7,481	4,740	3,715	2,318
<b>Grand total, 11 banks.</b>	<b>132,768</b>	<b>318,851</b>	<b>279,771</b>	<b>94,167</b>
Less interb'k deposits..	15,268	—	—	—
<b>Grand net total .....</b>	<b>117,500</b>	<b>318,851</b>	<b>279,771</b>	<b>94,167</b>

Increase or decrease as compared with October last:—				
London and Brazilian ...	+3,040	+1,253	+4,765	- 283
London and River Plate+	313	-2,525	-7,250	+ 30
British of S. A. ....	+1,124	+ 518	+ 349	+ 191
Nat. City of N. York..	+9,067	+ 379	+1,053	- 508
Nac. Ultramarino .....	+4,625	-3,402	+ 697	+ 218
Portuguez do Brazil ...	+1,277	+1,290	+ 130	+ 221
Hollandische voor S. A.-	841	-3,948	-1,474	- 57
Bank of Brazil .....	+ 115	+2,259	-7,345	-2,909

<b>Total, 8 banks</b> .....	<b>+18,720</b>	<b>-4,176</b>	<b>-9,075</b>	<b>-3,097</b>
Less inc. interbnk depts	10,340	—	—	—

<b>Net total, 8 banks</b> .....	<b>+8,380</b>	<b>-4,176</b>	<b>-9,075</b>	<b>-3,097</b>
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German banks in liquidation:—				
Brasilianische .....	+ 534	- 825	- 44	- 163
Ueberseeische .....	+ 133	- 671	-2,121	- 121
Dd. Sudamerikanische .....			liquidated	

<b>Total, German banks....</b>	<b>+ 667</b>	<b>-1,496</b>	<b>-2,165</b>	<b>- 284</b>
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<b>Grand total, 11 banks.</b>	<b>+19,387</b>	<b>-5,672</b>	<b>-11,240</b>	<b>-3,381</b>
Less inc. interbnk depts	10,340	—	—	—

<b>Grand total, 11 banks.</b>	<b>+9,047</b>	<b>-5,672</b>	<b>-11,240</b>	<b>-3,381</b>
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Summary of increase or decrease for November:—				
3 British banks .....	+4,477	- 754	-2,136	- 62
2 Portuguese banks ...	+5,902	-2,112	+ 827	+ 439
1 American bank .....	+9,067	+ 379	+1,053	- 508
1 Dutch bank .....	- 841	-3,948	-1,474	- 57
1 Brazilian bank .....	+ 115	+2,259	-7,345	-2,909

<b>Total, 8 Exch. banks.</b>	<b>+18,720</b>	<b>-4,176</b>	<b>-9,075</b>	<b>-3,097</b>
Less, inc. interbnk depts	10,340	—	—	—

<b>Net, 8 exchange banks.</b>	<b>+8,380</b>	<b>-4,176</b>	<b>-9,075</b>	<b>-3,097</b>
3 German bks, in liquidn+	667	-1,496	-2,165	- 284

<b>Grand total, 11 banks.</b>	<b>+19,387</b>	<b>-5,672</b>	<b>-11,240</b>	<b>-3,381</b>
Less, inc. interbnk depts	10,340	—	—	—

<b>Net total, 11 banks.....</b>	<b>+9,047</b>	<b>-5,672</b>	<b>-11,240</b>	<b>-3,381</b>
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Of the total of 15 268:000\$ of interbank deposits, 7,018:000\$ is accounted for by the National City Bank, 5,526:000\$ by the Banco Portuguez do Brazil and 2,724:000\$ by the Banco Nacional Ultramarino, reducing their cash balance to 19,595:000\$, 7,344:000\$ and 15,643:000\$ net and the ratio of cash to sight deposits to 44.2 per cent, 26.8 per cent and 73.4 per cent respectively. Deducting 15,268:000\$ of interbank deposits from the aggregate of 125,287:000\$ cash in the 8 exchange banks, there remains a balance

of 110,019:000\$ the real amount of cash in said banks, reducing the ratio of cash to sight deposits in the 8 banks to 39.9 per cent.

For the German banks re-deposits are not discriminated, but they are understood to amount to about 2,893:000\$ or 40 per cent of the aggregate of 7,481:000\$ for the two banks, reducing their net cash to Rs. 4,589:000\$ and ratio to 123.5 per cent.

The Deutsche Sudamerikanische Bank has been liquidated and is the first of the three German banks to become a mere shadow of the past.

**Approximate Value of Five Leading Exports, Rio and Santos.**

No. days	Coffee	Meat	Mang-nese	Beans	Rice	Total	Per-diem
31 January .	1,656	270	80	167	22	2,195	70
28 February .	2,155	393	97	72	22	2,739	97
31 March ...	1,897	122	257	159	22	2,457	79
30 April ....	2,300	262	246	278	22	3,108	103
31 May .....	1,300	269	270	349	83	2,271	73
30 June .....	1,041	307	153	196	236	1,933	64
<b>6 mos, 1917 .</b>	<b>10,349</b>	<b>1,623</b>	<b>1,103</b>	<b>1,221</b>	<b>407</b>	<b>14,703</b>	<b>81</b>
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
<b>6 mos, 1917 .</b>	<b>9,635</b>	<b>1,539</b>	<b>1,541</b>	<b>652</b>	<b>417</b>	<b>13,834</b>	<b>75</b>
<b>12 mos, 1917.</b>	<b>19,984</b>	<b>3,212</b>	<b>2,644</b>	<b>1,873</b>	<b>824</b>	<b>26,...</b>	<b>78</b>
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
31 May .....	2,149	124	191	162	4	2,630	85
30 June .....	1,592	196	118	153	23	2,082	69
<b>6 mos, 1918 .</b>	<b>8,315</b>	<b>1,610</b>	<b>980</b>	<b>1,050</b>	<b>57</b>	<b>12,012</b>	<b>67</b>
31 July .....	1,524	448	137	142	40	2,291	74
31 Aug. ....	1,005	257	303	169	63	1,802	58
30 Sept. ....	1,015	237	285	93	7	1,687	56
31 Oct. ....	1,147	274	70	93	7	1,591	51
30 Nov. ....	1,352	65	159	140	21	1,737	53
1-5 Dec. ....	79	—	20	—	—	99	20
6-12 Dec. ...	260	66	26	—	2	354	51
13-21 Dec. ...	214	10	12	44	—	280	40
Dec. to date .	553	76	58	44	—	731	35

Shrinkage of daily average of five leading Exports, Rio and Santos, first 6 months compared with same period last year, 17.3 per cent.

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.

**Railway News**

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

Year	Week Ended.	Receipts for Week			Total from 1st Jan.
		Currency.	Exch.	Sterling.	
1918	Dec. 14th	699:000\$	13 11/16	£ 81,782	£1,559,569
1917	Dec. 15th	672:000\$	13 21/32	£ 82,547	£1,494,768
Increase....	—	37,000\$	1/32	2,185	£ 61,811
Decrease....	—	—	—	£ —	—

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

Year	Week Ended	Receipts for Week			TOTAL from 1st January
		Currency	Exchange	Sterling	
1918	Dec. 15	731,312\$000	13 11/16	41,707-12-9	1,605,057-0-3
1917	" 16	810,095\$000	13 9/16	45,775-9-4	1,523,864-18-0
Increase..	—	—	1,8	—	—
Decrease..	—	78,723\$900	—	4,067-16-7	19 307-17-9

Comparison with corresponding week last year:—Differences of exchange, increase, £421 17s 10d; meat, increase, (185\$300), £10 11s 4d; beans, increase (8:486\$) £483 19s 4d; other traffic, decrease, (87:395\$200), £4,984 5s 1d; net decrease, £4,067 16s 7d.

## COFFEE

**Rio Market** closed on Saturday, Dec. 21st, firm, with No. 7 at 15\$800 per 15 kilos, as against 15\$200 to 15\$300 on previous Saturday and 14\$600 on Dec 7. Sales on 21st inst amounted to 4,000 bags.

**Santos Market.** Our Santos correspondent informs us that there are about 600,000 bags of coffee awaiting shipment at that port for New York and New Orleans.

At Santos spot 4s closed on 21st at 13\$100 per 10 kilos, and March options at 13\$825, as against 13\$100 and 13\$775 respectively on Saturday, 14th.

Although there seems to be little or no commercial demand from Europe, and some shippers have even cancelled contracts and pocketed their profits, stocks in London, Havre and Italy are down almost to bedrock and must be replenished. Sellers don't care much who buys so long as coffee is bought and foundations for fresh business laid at rising prices.

The States have been buying at Santos, but, with prices pushed in the way they are, there is no knowing how soon they may drop out, as tonnage seems as far off as ever and, with money tight, it takes quite a lot to finance even a few thousand bags of coffee.

At 410 reis per bag, it costs 2:200\$ or £125 per month to carry 5,000 bags of coffee, which may be easy enough so long as prices are booming, but when the reaction sets in, as it inevitably must some day, will put a lot of the speculators into queer street.

The question is to what level can prices be pushed with impunity?

Before the war roast coffee was selling in the United States at 25 cents per lb; to-day it must be costing something like 45 cents, and but for so phenomenal a rise of wages, would be inevitably reflected in consumption. Even so, a rise of nearly 100 per cent must tend to drive some classes of consumers out of the market and lead them to adopt cheaper substitutes.

As prices were pushed, the number of consumers would be mechanically reduced by curtailment of purchasing power and unless production suffered in a similar or greater ratio, prices would fall.

In other words, the limit to which prices could be pushed with impunity is that at which a maximum effective supply would balance a minimum demand.

At present supply and demand are both in a state of flux! Supply because, in consequence of the frost, production has been reduced to such a point as to possibly be insufficient to meet the demand of more than a limited number of consumers, who do not care what they pay for an article they regard as a necessity; and demand, because of the general reduction of wages and of purchasing power that must follow the switching of labour from high-paid war to low paid civil industries.

Even suppose equilibrium could be established, it would be unstable at best and liable to be upset by financial pressure at any moment. The further prices are pushed the greater instability would be.

When prices were pushed to 8\$250 for No. 7 by October, 1912, they dropped, under financial pressure, to 4\$350 by July of the following year.

This had nothing to do with the war and should the banks take fright again and insist on credits being curtailed, it is quite possible that the experience of 1913 may be repeated, though, of course, local markets are much less dependant on outside financial support than formerly.

**The Weather** during the week ended 21 Dec. over the S. Paulo coffee area was unsettled throughout the week, rain falling in several districts for five days running.

**Entries** at the two ports for the week ended 19th December show decrease of 12,468 bags, or 5 per cent, accounted for by increase of 11,097 bags at Rio, but decrease of 23,565 bags at Santos.

Compared with same week last year, entries at the two ports show decrease of 112,703 bags or 32.4 per cent accounted for by increase of 8,397 bags at Rio but decrease of 121,100 bags at Santos.

For the crop to 19th Dec, entries at the two ports show decrease of 3,396,768 bags or 39.8 per cent, of which 564,782 bags or 38.7 per cent at Rio and 2,831,986 bags or 40 per cent at Santos.

**COFFEE CLEARANCES, RIO AND SANTOS, 1st JULY, 1918, TO DECEMBER 19th, 1918.**

	1917-18		1918-19		Inc. or Dec.	%	Crop		Week ending Dec. 19.
	1917-18	1918-19	1917-18	1918-19			1917-18	1918-17	
United States .....	2,761,448	961,366	—	—	-1,800,082	67.4	5,926,760	6,837,720	—
France (Continent) ..	970,957	85,602	—	—	-885,355	91.2	1,033,302	2,402,596	—
Cette (Switzerland) ..	—	34,750	+	34,750	34,750	100.0	90,792	—	—
Algiers, Dakar etc. ...	—	270	+	270	270	100.0	6,400	72,272	—
Italy .....	406,472	368,868	—	37,604	37,604	9.3	1,071,677	724,335	—
Trieste .....	—	30,000	+	30,000	30,000	100.0	—	—	—
United Kingdom .....	—	12	+	12	12	100.0	57	583,074	—
Gibraltar, Malta, Canada	10,100	59,550	+	49,450	49,450	589.6	25,475	13,185	—
South Africa .....	60,444	123,385	+	67,941	67,941	112.4	287,329	247,257	—
Belgium .....	—	33,015	+	33,015	33,015	100.0	—	—	—
Holland .....	55,048	—	—	55,048	55,048	100.0	55,059	157,757	—
Scandinavia .....	97,483	188,573	+	91,090	91,090	93.4	156,209	135,442	36,680
Spain, Mellilla, Ceuta ..	79,036	73,271	—	5,765	5,765	7.3	89,115	150,530	—
Portugal .....	455	—	—	455	455	100.0	2,278	11,371	—
Egypt .....	—	—	—	—	—	—	75,000	21,000	—
Plate and Pacific .....	171,914	296,472	+	124,558	124,558	72.5	425,174	324,856	13,199
Japan and East .....	9,061	56	—	9,005	9,005	99.3	9,061	5,004	—
Russia .....	11,644	—	—	11,644	11,644	100.0	28,852	7,062	—
Greece .....	—	—	—	—	—	—	1,500	—	—
<b>Total .....</b>	<b>4,634,062</b>	<b>2,260,190</b>	<b>—</b>	<b>-2,373,872</b>	<b>-2,373,872</b>	<b>51.2</b>	<b>9,284,040</b>	<b>11,693,461</b>	<b>49,879</b>
<b>Coastwise .....</b>	<b>157,348</b>	<b>98,610</b>	<b>—</b>	<b>-58,738</b>	<b>-58,738</b>	<b>37.3</b>	<b>330,165</b>	<b>305,170</b>	<b>5,082</b>
<b>Grand Total .....</b>	<b>4,791,410</b>	<b>2,358,800</b>	<b>-2,432,610</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>9,641,205</b>	<b>11,998,631</b>	<b>54,061</b>

**Clearances overseas** at the two ports for the week ended 19th December were smaller still, and amounted to 49,879 bags, of which 5,173 bags or 10.4 per cent were cleared from Rio and 44,706 bags or 89.6 per cent from Santos.

Compared with the previous week, clearances overseas at the two ports show decrease of 14,916 bags or 23 per cent, of which 14,027 bags at Rio and 889 bags at Santos, the total for the week under review aggregating 49,879 bags, as against 64,795 bags for the previous week, of which former 36,680 bags or 73.5 per cent went to Scandinavia and 13,199 bags or 26.5 per cent to the River Plate.

For the crop, clearances overseas fell off and to 19 Dec. show decrease of 2,373,872 bags or 52.1 per cent, as against 49.9 per cent up to the previous week, the shrinkage to the United States alone amounting to 1,800,082 bags or 67.4 per cent of the total, to France 885,355 bags or 91.2 per cent, Holland 55,048 bags or 100 per cent, Italy 37,604 bags or 9.3 per cent, Russia 11,644 bags or 100 per cent, Japan and East 9,005 bags or 99.3 per cent, Spain and Colonies 5,765 bags or 7.3 per cent and Portugal 455 bags or 100 per cent, all other destinations showing increase, viz: Plate and Pacific 124,558 bags or 72.5 per cent, Scandinavia 91,090 bags or 93.4 per cent, South Africa 67,941 bags or 112.4 per cent, Gibraltar, Malta and Canada 49,450 bags or 589.6 per cent, Switzerland (via Cette) 34,750 bags or 100 per cent, Belgium 33,015 bags or 100 per cent and United Kingdom and French Colonies with insignificant amounts.

Coastwise clearances at the two ports for the week ended 19th Dec. improved, and amounted to 5,082 bags, of which 5,050 bags or 99.4 per cent were cleared from Rio and only 32 bags or 0.6 per cent from Santos. Compared with the previous week, coastwise clearances show increase of 5,007 bags.

For the crop, coastwise clearances improved slightly and to 19 Dec. show net decrease of 58,738 bags or 37.3 per cent, as against 38.8 per cent up to the previous week.

**Shipments by Flag to 19th December, 1918:—**

	Bags	%	Bags	%	Week to Dec. 19
British to U.S.	15,934	8.5			—
To Europe	51,324	27.4			—
Plate and Pacific	119,885	64.1			4,559
<b>Total, British</b>			187,143	8.2	4,559
<b>Other Flags—French</b>			42,760	1.9	1,500
Italian			103,059	4.6	—
American			374,905	16.6	—
Scandinavian			668,221	29.6	41,812
Brazilian			596,791	26.4	2,008
Greek			8,434	0.4	—
Spanish			57,013	2.5	—
Japanese			217,087	9.6	—
Argetnine			4,777	0.2	—
<b>Total</b>			2,260,190	100.0	49,879

**F.O.B. Value** for the two ports for the week ended 19th Dec. averaged £4.284 per bag, as against £4.007 for the previous week and for the crop to date £2 914 as against £1.924 for 1917-18 crop to same date.

**Coffee Loaded** (embarques) at the two ports for the week were larger 217,117 bags, as against 61,525 bags for the previous week and their f.o.b. value £90,129 as against £242,531.

**Sales** (declared) at the two ports were likewise larger, 113,814 bags, as against 63,091 bags for the previous week.

**Stocks** at the ports of Rio and Santos during the week ended 19th December show increase of 82,749 bags, of which 36,687 bags at Rio and 46,062 bags at Santos, total Brazilian stocks on same date being distributed as follows:—

Rio de Janeiro, in hands of S. Paulo Govt.	124,131	
Ditto, free	907,198	1,031,329
Santos, in hands of S. Paulo Government	2,949,454	
Ditto, in hands of French Government	1,150,000	
Ditto, free	3,978,022	8,077,476
Bahia, free		90,000
<b>Total, stocks at three ports, 19 Dec, 1918</b>		9,198,805
<b>Stocks at three ports on 12th Dec, 1918</b>		9,116,056
Ditto, two ports (ex Bahia), 20 Dec, 1917		4,831,872

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

	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
18 Feb.	1,791	115	*2,599	1,823	120	2,405
4 March	*1,924	140	2,402	1,753	91	2,759
25 March	1,585	*184	2,034	1,792	131	2,710
1 April	1,507	151	1,921	*2,236	107	2,641
29 April	1,253	124	1,736	2,158	135	*2,880
1 July	1,222	113	2,156	1,760	57	2,066
7 July	1,417	78	2,438	1,672	65	2,053
15 July	1,386	86	2,453	1,661	120	1,997
22 July	1,304	115	2,087	1,770	94	1,952
29 July	1,308	120	1,986	1,660	110	1,902
5 Aug.	1,280	119	1,950	1,704	65	1,966
12 Aug.	1,248	148	1,918	1,628	120	1,974
19 Aug.	1,158	151	1,752	1,561	89	2,063
26 Aug.	1,069	108	1,654	1,605	87	2,165
2 Sept.	1,091	83	1,637	1,596	97	2,246
9 Sept.	1,117	90	1,533	1,577	51	2,328
30 Sept.	1,139	84	1,515	1,718	95	2,425
7 Oct.	1,054	87	1,458	1,778	119	2,644
14 Oct.	992	78	1,412	1,868	134	2,592
21 Oct.	962	88	1,324	1,937	107	2,663
28 Oct.	869	93	1,318	1,981	129	2,641
Nov. 5	899	99	1,218	2,039	159	2,513
Nov. 12	910	85	1,232	2,059	143	2,598
Nov. 19	877	91	1,175	2,014	150	2,476
Nov. 26	899	129	1,050	1,938	133	2,354
Dec. 3	804	138	1,016	1,909	138	—
Dec. 10	750	107	913	2,007	154	2,382
Dec. 17	646	105	847	1,884	177	2,344

**Havre:—**

	1918			1917		
	Brazil	Other	Total	Brazil	Other	Total
4 Jan.	1,360	*297	*1,651	1,911	292	2,203
25 Jan.	1,300	269	1,569	*1,947	303	2,250
22 Feb.	*1,406	239	1,645	1,917	308	2,225
1 March	1,353	233	1,586	1,920	*309	2,229
28 March	1,343	214	1,557	1,916	299	*2,315
5 July	766	174	940	1,760	265	2,025
12 July	741	169	910	1,742	268	2,010
19 July	648	164	812	1,725	268	1,993
26 July	635	161	796	1,703	271	1,974
3 August	610	158	768	1,670	287	1,957
9 Aug.	583	153	736	1,643	304	1,947
16 Aug.	559	148	707	1,635	307	1,942
23 Aug.	679	144	823	1,620	301	1,921
30 Aug.	507	140	647	1,594	297	1,891
6 Sept.	479	150	615	1,585	297	1,882
13 Sept.	450	132	582	1,545	302	1,870
20 Sept.	422	128	550	1,545	303	1,846
27 Sept.	405	126	531	1,527	302	1,829
3 Oct.	385	119	504	1,498	303	1,801
11 Oct.	374	115	489	1,472	298	1,680
18 Oct.	352	111	463	1,433	285	1,718

	1918			1917		
25 Oct. ....	336	107	443	1,414	281	1,675
1 Nov. ....	324	106	430	1,396	284	1,680
8 Nov. ....	285	106	391	1,378	292	1,668
15 Nov. ....	260	93	353	1,376	294	1,670
22 Nov. ....	224	87	311	1,367	300	1,667
29 Nov. ....	186	85	271	1,357	301	1,658
6 Dec. ....	146	79	225	1,374	307	1,681
13 Dec. ....	122	69	191	1,383	305	1,688
20 Dec. ....	109	64	173	1,370	301	1,671

\* Maximum

Quotations:—

	Exch.	Spot No. 7 Rio Store N. Y.	Near Options	Rio No. 7	f.o.b. Cost	C.&F.
3 Jan. 1918 ....	13	29-32 8 1-4	8.05	7\$000	7.40	8.76
(c)6 July ...	12½	8 3-8	8.25	8\$300	7.70	9.00
(c)13 July ...	12 5-32	8 5-8	8.56	10\$100	8.80	10.10
(c)20 July ...	—	8 5-8	8.50	9\$600	8.35	9.65
(c)27 July ...	12	11-16 8 5-8	8.41	9\$400	8.70	10.00
3 Aug. ....	12 5-32	8 1-2	8.26	9\$100	8.10	9.40
10 Aug. ....	12½	8 1-2	8.35	9\$700	8.80	10.10
17 Aug. ....	12	13-32 8 1-2	8.43	9\$700	8.70	10.00
24 Aug. ....	12	3-16 8 1-2	8.35	9\$700	8.55	9.85
31 Aug. ....	12 5-16	9	8.52	9\$900	8.80	10.10
Sept. 6 ....	12 1-4	9½	8.95	10\$300	9.05	10.35
Sept. 14 ....	12 7-32	9¼	8.95	10\$100	8.90	10.20
Sept. 19 ....	12 3-32	9¼	8.95	10\$100	8.80	10.10
(d)Sept 28 ...	12 1-8	9¼	8.95	9\$800	8.60	9.75
(c)Oct. 5 ....	12½	10	8.80	10\$100	9.10	10.40
(c) Oct. 11 ...	12½	10¼	8.80	10\$300	9.45	10.75
(c) Oct. 16 ...	12 5-8	10¼	8.80	10\$500	9.50	10.80
(c) Oct. 26 ...	12¼	10 5-8	No.	10\$600	9.75	11.05
(c) Nov. 4 ....	13 1-8	10 5-8	No.	12\$000	11.20	12.50
(c) Nov. 9 ....	13 7-8	10¼	No.	13\$800	13.30	14.70
(c) Nov. 18 ...	13 3-8	10¼	No.	13\$300	12.60	13.90
(c) Nov. 23 ...	13 13-16	10¼	No.	13\$500	13.15	14.45
(c) Nov. 30 ...	13 7-8	10¼	No.	14\$100	13.75	15.05
(c) Dec. 7 ...	13 23-32	10¼	No.	14\$600	14.05	15.35
(c) Dec. 14 ...	13 29-32	10¼	No.	15\$200	14.80	16.10
(c) Dec. 21 ...	13 13-16	17 1-4	No.	15\$800	15.20	16.50

- (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.
- (c) Basis of freight \$1.70 in full per bag.
- (d) basis of freight \$1.50 in full per bag.

**The Surtax.** The following bill is now under discussion in the S. Paulo Legislature:—

Art. 1. Government is authorized to suppress the surtaxe of five francs actually levied on exports of coffee as soon as the loans for which it is security are entirely liquidated.

Art. 2. The official value of coffee for appraisal of the export tax for the year 1919 is maintained at 700 reis per kilo.

Paragraph. As soon as the surtaxe of five francs is suppressed, official value shall be appraised in accordance with the quotations of type No. 4 of the Official Coffee Exchange.

Art. 3. All dispositions to the contrary are hereby revoked.  
16th December, 1918.

A "Consercium" has been organized at Genoa amongst coffee houses for importation and distribution of coffee at a pre-agreed price under the fiscalisation of the Italian Government.

—Circular of Minford Lueder and Co., 15 Nov, 1918:—Conditions existing in the spot coffee market have gone from bad to worse. No one engaged in the business can remember any such a situation as now prevails. With a stock in New York of 844,000 bags Brazil and 544,000 bags of mild coffees, totalling 1,388,000 bags, almost the entire stocks are tied up and owners either unable or unwilling to offer for sale. Out of the above stock, there is supposed to be about 300,000 bags owned by our Allies or neutrals, originally purchased for export, but unshipped and which cannot

be forced to be sold without authority of the State Department at Washington, also about 100,000 bags sold to the interior but not yet shipped and about 250,000 bags recent arrivals not yet in store which would leave about 757,000 bags which should be for sale. Prices are very irregular and vary for the same grade fully a cent. The irregularity of prices arises from the regulations of the Food Administrators restricting the profit allowed and forcing some dealers to sell at a much less price than that at which they can replace. The clearances from Brazil the past week were 41,000 bags Santos by sail, 11,000 bags Santos and 16,000 bags Victoria by steamer, all for the U.S. The visible supply of Brazil coffee for the United States is down to 1,207,809 bags, against 2,525,856 bags last year and 2,431,086 bags two years ago. No change in freight rates from Brazil. Brazil exchange on London reached 14d and is now quoted 13 5-16d. 14d was the high mark this crop, against 13 3-32d last year. The receipts in Brazil are moderate and stocks show little change. The Santos future market has shown violent fluctuations and during the week showed advances equal to from 94 to 113 points in our market from last week's report, but has since had quite a reaction with some recovery. Last quotations show a decline equal to 38 to 48 points for the week. At present it is practically impossible to buy any Santos coffee and most other kinds are difficult to purchase. We see nothing to change our advice to keep if possible a full 90 days' stock as supplies for the next 30 and possibly for 60 days will be scant and the control of future prices lies with the producing countries.

Deliveries of Brazil coffee in the United States for the 14 days of November were 174,375 bags against 169,062 bags in October and 307,260 bags in November last year.

Milds.—Offerings are very limited, owing to light arrivals. Spot stocks continue to decrease. Offerings are very few and of the stock quite a considerable quantity is supposed to be owned by our allies or neutrals which cannot be disturbed unless allowed by the U.S. State Department. Prices are so irregular as to make it impossible to quote. Colombian coffees have sold at from 20 to 21½c, Maracaibos from 17¼ to 18 3-8c and all other kinds are proportionally higher. The arrivals between Nov. 1 and 11 in the U.S. were 39,308 bags and deliveries 101,191 bags. Stocks of milds in the U.S. on Nov. 11 as reported by the Coffee Exchange were 544,545 bags against 666,439 bags a year ago.

Coffee Futures.—There are no open contracts on the Coffee Exchange. The Board of Managers telegraphed to the Food Administration on Nov. 11 advocating the reopening of the Exchange and the removal of all restrictions governing the coffee trade. At the present writing no reply has been received. It is generally expected that the Exchange will reopen for trading at least by Dec. 1 and that prices under existing conditions will be very much higher than those at which all contracts were ordered liquidated.

## Coffee Statistics

### ENTRIES.

IN BAGS OF 60 KILOS

During the week ending 19th December, 1918

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Dec. 19 1-15	Dec. 12 1-18	Dec. 20 1-7	Dec. 19 1918	Dec. 20 1917
Central and Leopoldina By .....	43,632	34,392	35,718	812,113	1,400,625
Inland.....	5,078	1,421	893	26,119	22,399
Coastwise, discharged ..	200	—	1,961	58,659	31,369
Total.....	48,910	35,813	38,513	897,921	1,456,793
Transferred from Rio to Nitheroy .....	—	—	—	—	—
Net Entries at Rio.....	48,910	35,813	38,513	897,921	1,456,793
Nitheroy from Rio & Leopoldina.....	—	—	—	—	—
Total Rio, including Nitheroy & transit.	48,910	35,813	38,513	897,921	1,456,793
Total Santos:	188,131	211,691	309,231	4,215,996	7,077,982
Total Rio & Santos	237,041	247,509	347,744	5,113,917	8,534,685

# COMPANHIA COMMERCIAL DE SÃO PAULO

## SÃO PAULO

Rua Alvares Penteado, 39.  
Caixa do Correio No. 1,113

## CABLE ADDRESS.

"WISARD"

## SANTOS

Rua José Ricardo, 35  
Caixa do Correio No, 482.

**Managing Director:** Edward W. Wysard. (Member of the British Chamber of Commerce of São-Paulo)  
**Exporter of:** COFFEE—BEANS—RICE—LARD and other Brazilian Produce.

**IMPORTERS, COMMISSIONS, CONSIGNMENT. CUSTOM HOUSE DESPATCHING IN SANTOS**

**AGENTS for the EXPORT DEPARTMENT of the LONDON MERCHANT BANK, Ltd. London**  
**Sole AGENTS for Messrs. FARQUHAR & GILL, North of Scotland Colour Works.**  
**GENERAL AGENT NI EUROPE: G. H. WINRAM, 59 Eastcheap, LONDON., E. C.**

The total entries by the different S. Paulo Railways for the Crop to Dec. 19 1918 were as follows:

	Past Jundiaby	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1918 1919	3,735,246	467,802	4,193,043	4,245,996	—
1917/1918	6,096,141	994,934	7,091,075	7,077,982	—

### SALES OF COFFEE.

During the week ending 19th December, 1918

	Dec. 19/1918.	Dec. 12/1918	Dec. 20/1917
Rio.....	37,614	19,091	22,924
Santos.....	78,000	41,000	142,000
Total.....	115,614	60,091	164,924

### VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending 19th December, 1918  
IN BAGS OF 60 KILOS.

	Dec. 19 1918	Dec. 12 1918	Dec. 19 1918	Dec. 12 1918	Crop to Dec. 20/1918	
	Bags	Bags	£	£	Bags	£
Rio.....	5,173	19,200	17,419	62,127	639,732	1,517,655
Santos.....	44,706	45,595	196,295	197,559	1,620,468	5,069,183
Total 1918/1919..	49,879	64,795	213,714	259,686	2,260,190	6,586,838
do 1917/1918..	221,319	111,228	428,219	203,272	4,634,062	8,915,251

### COFFEE LOADED (EMBARQUES).

IN BAGS OF 60 KILOS.  
During the week ended 19th December, 1918.

	DURING WEEK ENDED			FOR THE CROP TO	
	1918 Dec. 19	1918 Dec. 12	1917 Dec. 20	1918 Dec. 19	1917 Dec. 20
	Rio.....	75,048	18,760	31,932	649,116
Nietheroy.....	—	—	—	—	—
In transit.....	—	—	—	—	—
Total Rio including Nietheroy & transit.....	75,048	18,760	31,932	649,116	1,260,321
Santos.....	142,069	42,775	59,555	1,781,407	3,696,048
Rio & Santos.....	217,117	61,535	91,487	2,430,523	4,956,369

### COFFEE SAILED.

During the week ending 19th Dec., 1918, were consigned to the following destinations:  
IN BAGS OF 60 KILOS.

PORTS	UNITED STATES	EUROPE & MEDITER-RANKAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	—	—	5,050	5,173	—	—	10,223	728,239
Santos.....	—	36,680	32	8,026	—	—	44,706	1,631,601
1918/1919..	—	36,680	5,082	13,199	—	—	54,961	2,359,840
1917/1918..	57,329	158,475	4,449	5,515	—	—	225,768	4,791,637

### COFFEE PRICE CURRENT.

During the week ended 19th December, 1918.

	Dec. 13	Dec. 14	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Ave- rage	Clos- ing Dec.21
RIO—								
Market N. 6 10ks.	10,554	10,622	10,769	10,826	10,826	10,826	10,748	11,030
• N. 7	—	—	10,486	10,554	10,554	10,554	10,476	10,768
• N. 8	10,282	10,350	10,213	10,282	10,282	10,282	10,203	10,455
• N. 9	9,737	9,805	9,941	10,009	10,009	10,009	9,931	10,213
SANTOS—								
Market N. 4 10ks.	12,800	12,800	13,000	13,000	13,000	13,200	12,867	13,200
No. 7 - 10ks.	12,200	12,200	12,400	12,400	12,400	11,900	12,250	12,000

### OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO Stock on Dec. 12th 1918 .....	959,785
Entries during week ended Dec. 19th, 1918 .....	46,910
Loaded (Embarques), for the week Dec. 19th, 1918..	1,006,695
STOCK AT RIO ON Dec. 19th, 1918.....	75,048
Stock at Nietheroy and Porto da Madama on	
• Ilha do Vianna Dec. 12th, 1918.....	29,586
• Afloat on Dec. 12th.....	5,321
Entries at Nietheroy plus total embarques includ- ing transit.....	75,048
Deduct : embarques at Nietheroy, Porto da Ma- dama and Vianna and sailings during the week Dec 19th, 1918.....	109,905
STOCK IN NITHEROY AND AFLOAT ON Dec. 19th, 1918.	10,223
STOCK IN 1st and 2nd HANDS and THOSE AT NITHEROY and AFLOAT ON Dec. 19th, 1918.....	99,682
SANTOS Stock on Dec. 12th, 1918 .....	8,081,414
Entries for week ended Dec. 19th, 1918.....	189,131
Loaded (embarques) during same week.....	8,219,545
STOCK AT SANTOS ON Dec. 19th, 1918.	142,069
BAHIA stock on Dec. 12th, 1918..	8,077,476
Entry during week ended Dec. 20th, 1918..	89,400
Deliveries during same week .....	8,400
Stock at Bahia on Dec. 20th 1918.	97,800
Stock in Rio Santos and Bahia Dec. 19th, 1918	8,600
do do " " Dec. 12th, 1918	89,200
do do ex Bahia Dec. 20th, 1917	9,198,055
	9,115,465
	4,831,872

### MANIFESTS OF COFFEE.

RIO DE JANEIRO.

During the week ending 19th December, 1918

LIGER—Buenos Aires .....	Jessouroun Irmaos .....	1,100
Ditto— " .....	E. Johnston & Co. ....	400
HIGHLAND ROVER—Buenos Aires	Hard, Rand & Co. ....	1,665
IGUASSU—Buenos Aires .....	R. Barcellos .....	2,008
Total overseas .....		5,173

RIO—COASTWISE.

ITAPERUNA—Santos	Jessouroun Irmaos	—	2,000
ITAPUHY—S. Francisco	Jessouroun Irmaos	—	100
ITAPUCA—Pelotas	O. Souto	450	550
Ditto—Porto Alegre	O. Souto	100	—
OLINDA—Pará	Hard, Rand & Co.	—	100
FLORIANOPOLIS—Paranaguá	De Lamare Faria	300	—
Ditto	Castro Silva & Co.	200	—
Ditto—Antonina	Soares Bastos & Co.	150	—
Ditto—Pelotas	McKinley & Co.	25	900
RIO DE JANEIRO—Porto Alegre	H. Barcellos	—	300
MAYRINK—S. Francisco	Castro Silva & Co.	—	400
ITAUBA—Porto Alegre	O Souto	—	200
ANNA—Paranaguá	Secco, Maia & Co.	—	500
Total coastwise			5,050

SANTOS.

During the week ending 19th December, 1918

RIO DE LA PLATA—Christiania	F. S. Hampshire & Co.	6,700	—
Ditto	Cia. Prado Chaves	5,000	—
Ditto	Ed. Johnston & Co.	2,000	—
Ditto—Bergen	Hard, Rand & Co.	3,250	—
Ditto	Ed. Johnston & Co.	1,000	—
Ditto—Dramen	Ed. Johnston & Co.	2,000	—
Ditto	F. S. Hampshire & Co.	1,650	—
Ditto—Trondhjem	Ed. Johnston & Co.	3,500	—
Ditto—Stavanger	Ed. Johnston & Co.	3,250	—
Ditto—Christiansund	F. S. Hampshire & Co.	1,350	—
Ditto	Ed. Johnston & Co.	750	—
Ditto—Skien	Ed. Johnston & Co.	1,650	—
Ditto	Louis Boher & Co.	250	—
Ditto—Aalesund	Ed. Johnston & Co.	1,000	—
Ditto	Hard, Rand & Co.	400	—
Ditto—Christiansund	Hard, Rand & Co.	550	—
Ditto	Ed. Johnston & Co.	200	—
Ditto—Arendal	Hard, Rand & Co.	650	—
Ditto—Flekkefjord	Ed. Johnston & Co.	400	—
Ditto—Fredrikstad	F. S. Hampshire & Co.	300	—
Ditto—Hangesund	Hard, Rand & Co.	300	—
Ditto—Sandefjord	Hard, Rand & Co.	250	—
Ditto—Larvik	Ed. Johnston & Co.	250	—
Ditto—Consumption	Fredrik Englehart	30	36,680
SALONICA—Buenos Aires	Harold Cross	2,773	—
Ditto	Prado Ferreira & Co.	2,031	—
Ditto	S. A. Levy	600	—
Ditto	F. Lima Nogueira	426	—
Ditto—Consumption	Matheson & Co.	2	5,132
DPV1 EN—Buenos Aires	Prado Ferreira & Co.	1,000	—
Ditto	Ed. Johnston & Co.	754	—
Ditto	R. Alves Toledo & Co.	40	—
Ditto	Nico & Co.	250	—
Ditto	F. L. Nogueira	220	—
Ditto	Jessouroun Irmaos	200	2,894
Total overseas			44,706

SANTOS—COASTWISE.

OYAPOCK—Cananéa	Luz Francisco Santos	15	—
Ditto	J. J. Figueiredo	8	23
MINAS GERAES—Corumbá	N. Pizanc & Co.	—	8
ITAPACY—Aracaju	A. Freire & Co.	—	1
Total coastwise			32

COFFEE SAILED DURING THE MONTH OF NOVEMBER, 1918  
PER SHIPPERS.

	Rio	Santos	Total
E. G. Fontes & Co.	16,000	—	16,000
Pinto & Co.	13,850	—	13,850
McKinley & Co.	7,270	—	7,270
Hard, Rand & Co.	5,685	3,125	8,810
Norton, Megaw & Co.	5,270	—	5,270
Grace & Co.	4,700	1,001	5,701
Ed. Johnston & Co.	3,050	8,473	11,523
Jessouroun Irmaos & Co.	3,315	3,900	7,215
Castro Silva & Co.	3,700	—	3,700
Sequeira & Co.	2,950	—	2,950
Hermano Barcellos	2,500	—	2,500
Roberto do Couto	1,000	—	1,000
Carlo Pareto & Co.	762	—	762
Moirelles, Zamith & Co.	500	—	500
Leon Israel & Co.	500	11,500	12,000
H. J. Greenewald	500	—	500
Gomes Ribeiro & Bastos	600	—	600
Louis Boher & Co.	3,450	—	3,750
O. Souto	3,600	—	3,600

De Lamare Faria	2,170	—	2,170
Secco, Maia, & Co.	900	—	900
Produce & Warant Co.	800	—	800
Arthur Garcia & Co.	535	—	535
C. G. C. do Rio de Janeiro	380	—	380
Seraphim & Oliveira	316	—	316
José Villemont	300	—	300
A. Brazil Froes & Co.	485	—	485
Soares Bastos	250	—	250
Theodor Wille & Co.	186	—	186
Francisco Sattamine	170	—	170
Zenha Ramos & Co.	60	—	60
J. Aron & Co.	—	40,381	40,381
Soc. Anonyma Levy	—	36,677	36,677
Nico & Co.	—	34,538	34,538
R. Alves & Co.	—	25,640	25,640
Companhia Prado Chaves	—	13,104	13,104
Arbuckle & Co.	—	18,350	18,350
Joao Osorio	—	9,430	9,430
Soc. A. Casa Michaelson Wright	—	8,002	8,002
Naumann, Gepp & Co.	—	7,110	7,110
Baccarat & Co.	—	6,801	6,801
Soc. Franco Bresilienne	—	5,046	5,046
Comp. Leme Ferreira	—	4,683	4,683
Freitas Lima Nogueira & Co.	—	4,02	4,02
J. C. Mello & Co.	—	3,950	3,950
Prado Ferreira & Co.	—	3,115	3,115
Harold Cross	—	3,307	3,307
McLaughlin & Co.	—	2,750	2,750
Vils Johnson & Co.	—	2,700	2,700
F. S. Hampshire & Co.	—	1,250	1,250
Ranhael Sampaio & Co.	—	1,300	1,300
Joao de Sequeira & Co.	—	1,000	1,000
Santos Coffee Co.	—	1,000	1,000
A. Freire & Co.	—	346	346
Andrade Junqueira & Co.	—	300	300
Augusto Carlo de Bastos	—	275	275
Henry Martiniussen	—	242	242
Consumption	—	99	99
Sundry	7	118	125
Total	85,071	263,355	349,426

Per Destinations Overseas.

	Rio	Santos	Total
New York	26,300	128,671	154,971
East London	9,100	—	9,100
Port Elisabeth	7,400	—	7,400
Buenos Ayres	7,047	30,017	37,064
Cap Town	5,150	—	5,150
Montevideo	3,300	522	3,822
Durban	3,200	—	3,200
Mossel Bay	2,950	—	2,950
Punta Arenas	1,170	—	1,170
Cette (for Switzerland)	500	2,000	2,500
Valparaiso	100	570	600
Antwerp	—	33,005	33,005
Trieste	—	30,000	30,000
Copenhague	—	9,430	9,430
New Orleans	—	9,430	9,430
Bordeaux	—	5,000	5,000
Genoa	—	832	832
Shanghai	—	50	50
Consumption	—	99	99
Total	66,217	262,176	328,393

COASTWISE

	Rio	Santos	Total
Manaos	170	—	20
Itacatiara	20	—	20
Santarem	50	—	50
Belem do Pará	1,495	—	1,495
Maranhao	45	—	45
Tutoya	2	—	2
Camocim	5	2	7
Portaleza	250	—	250
Mossoró	10	—	10
Natal	10	—	10
Aracaju	—	4	4
Rio de Janeiro	—	2	2
Paranaguá	1,140	346	1,486
Antonina	200	—	200
S. Francisco	250	—	250
Itajahy	300	—	300
Laguna	350	—	350
Rio Grande	670	275	905
Pelotas	3,391	550	3,941
Porto Alegre	11,536	—	11,536
Total	19,854	1,179	21,033

PERNAMBUCO MARKET REPORT.

Pernambuco, 12th Dec., 1918.

Sugar. Entries to 10th have been 154,934 bags against 118,032 bags for same date last year. The week opened very quiet and crystals were down to 10\$300 in Exchange at one time, with little desire shown by dealers to operate, but after two days a new demand appeared and the price rapidly rose to 10\$800 once more and yesterday planters obtained 11\$200 to 11\$300 a granel and outside

some sales were reported at 12\$ bagged at station and this price is still obtainable owing, it is said, to some shortage in dealers' hands for shipments next week; but beyond this there is an enquiry to-day from Europe and brokers are busy trying to get together a decent lot firm to be offered on basis of 12\$000 bagged, but so far they do not seem to think there is much chance of planters agreeing to give any firm offers just now, and position appears quite firm and any moderate sales for Europe would no doubt react in the Plate and send values for those markets once more up to 13\$ in any case. Dealers do not make any change in their last week's quotations for the bagged article, but if market continues firm to-morrow, it is doubtful if they would agree to make any sales at them. Planters yesterday obtained in Exchange the following prices for samples shown: Usinas 11\$ to 12\$, white crystals 11\$200 to 11\$300, white 3a 8\$800 to 9\$500, Somenos 7\$300 to 7\$800, bruto secco 4\$400 to 5\$ a granel and first two qualities were in great demand. Brutos of good quality were also enquired for and easily obtained the higher price of 5\$000. Shipments during the week have been: Rio 14,450 bags, Santos 10,370 bags, Rio Grande ports 2,550 bags, Northern ports 5,361 bags, and Buenos Aires 58,500 bags, being 21,000 bags per Norwegian s.s. Rio de Janeiro and 37,500 bags per s.s. Jaguaribe.

**Cotton.** Entries to 10th have been 3,909 bags compared with 13,378 bags for same date last year, from which it will be seen that the shortage continues in this article, but whether it is real or due to holding back by the country people of supplies is not yet definitely decided. In any case the drop to 30\$ did not bring out sellers beyond one small lot and on 7th buyers indicated 32\$ without result and on 9th free offers came from shippers at 30\$, with speculators offering 34\$, but nothing was done and next day a speculator secured a few hundred bags at 35\$ with 30 per cent guarantee and yesterday 200 bags were sold at 36\$ without guarantee to speculator for covering purposes. To-day there is greater firmness and shippers are in the market at 35\$ without having secured anything and market is quite talked up as even the recovery in price during the past few days of 6\$ has brought no offers from sellers on the market and with continuance of present small entries some of the people who made sales for this month's delivery may be forced into the market and cause a further rise in prices and an opinion prevails that next week price may once more be up to 40\$. Shipments this week have been only 100 pressed bales to Itajahy and 100 bales to Pelotas.

Cotton closes firm and speculators are offering at close 38\$ without anything being done.

A small parcel was sold late yesterday to speculators at 40\$ and market opened firm this (14th) morning at this quotation.

**Coffee.** Market continues firm, with fair sales this week at 12\$500 for present crop and 13\$ for old crop, of which there are still some parcels coming forward that had been left over by planters.

**Cereals.** The enquiry has been on a fair scale during the week. Beans are easier at 35\$ per bag of 60 kilos for home grown and 21\$ to 32\$ for imports from south for mulatinho, but black unchanged at 26\$ to 27\$. Milho firmer at 12\$ per bag of 60 kilos. Farinha still quoted at 9\$ to 12\$ per bag of 50 kilos according to quality and zone of production. Shipments this week have been 500 bags to Rio and 900 bags to Northern ports and there is a sailing vessel loading about 9,000 bags for Havre.

**Freights.** Nothing new, the s.s. Traveller has commenced to load Government cargo, but so far there does not seem to have been any outside engagements.

**Exchange** opened on 7th for collection at 13 5-8d, but the American bank still gave 13 13-16d, but rates for market was not over 13 5-8d all day and nothing doing. 8th, Sunday. 9th, collection again at 13 5-8d, but only 13 9-16d in Ultramarino, with American Bank again at 13 13-16d, but on Rio news coming to hand rates became weaker and banks only quoted 13 1/2d for business, but no takers appeared and at close of day 13 9-16d was obtainable by anyone that wanted to buy. 10th, collection at 13 1/2d in British banks, 13 9-16d in Banco Recife and 13 5-8d in American bank, but market was quite dull. 11th, collection at 13 1/2d in all banks with exception of American, which again posted 13 23-16d, but on Rio news market remained very quiet at 13 1/2d all day, takers not appearing for anything of importance. To-day collection at same rates as yesterday and later on Rio news became firm-r.

and banks offered to draw at 13 9-16d, but this did not bring in takers. In private paper no transactions have been reported this week.

## RUBBER

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

	London s. d.	Para
31st March, 1917	3 2 1/2	*5\$400
6th October, 1917	*3 4 1/2	4\$300
March 23rd, 1918	2 8 1/2	14\$100 Bk Braz.
April 27th, 1918	3 2	14\$200 market
July 6th, 1918	3 0 1/2	3\$800
July 13th, 1918	3 0	3\$750
July 20th, 1918	3 0 1/2	3\$800
July 27th, 1918	3 0 1/2	3\$850
August 3rd, 1918	3 0	3\$800
August 10th, 1918	3 0 1/2	3\$900
August 17th, 1918	3 0	3\$900
August 24th, 1918	3 1 1/2	3\$900
August 31st, 1918	3 3 1/2	3\$900
September 14th, 1918	3 8	3\$800
September 28th, 1918	3 4	3\$800
October 5th, 1918	3 1	3\$600
9th November, 1918	2 11	3\$600
23rd November, 1918	2 10	3\$700
Nov. 30th, 1918	2 10 1/2	3\$700
December 7th, 1918	2 8 1/2	3\$700
December 21st, 1918	2 7	3\$850

\* Maximum 1917. † Maximum 1917 and 1918.

**Economic Values of Crude Rubber.** With regard to the gross import value, cubical storage, dollar values and deadweights, crude rubber, says the "India Rubber World", compares very favourably with most other import commodities.

Total imports by Pacific route in 1917:—

British East Indies	.....lbs.	195,325,015	\$113,480,730
Dutch East Indies	.....	59,689,895	\$ 36,671,226

Long tons and total value ..... 113,846 \$150,151,956

Crude rubber stores about 30lbs to the cubic foot and 100 cubic feet therefore represent 85,005 rubber cargo tons for total Pacific tonnage of 233,140 and the percentage of total tonnage is therefore 3.6 per cent.

The value in U.S. currency of imports on the Pacific Coast is as follows:—Total imports, \$539,335,640; rubber imports, \$150,151,590; percentage of rubber to total imports, 28 per cent.

From 28 per cent for the 12 months 1917, the percentage dropped for June, 1918, to 22 per cent.

Out of 29 principal commodities imported in January and Feb., representing 198,835 long tons, valued at \$96,155,357, raw products, including rubber, totalled 76,448 tons, valued at \$47,901,094 or nearly 50 per cent of that of the whole 29 commodities imported. With the exception of coffee, rubber exceeds all other commodities in value per 40 cubic feet and its dollar value exceeds the weight.

The following table gives the merchandise values of the commodities to one cargo space unit of 40 cubic feet:

	Value in Dollars in 40 cub. ft.	Excess value of rubber	Per cent of excess value of rubber
Rubber	\$685.20	—	—
Tea	187.20	\$498.00	266
Burlaps	171.60	513.60	299
Manila fibre	139.20	546.00	392
Coffee	87.00	598.20	688
Peas	79.20	606.00	765
Gunnies	56.16	629.04	1,120
Nitrates	41.48	643.72	1,552
Copper	1,384.24	649.04	49

## COTTON

Pernambuco Market, Dec. 19.—Entries for the crop to date 29,700 bags, as against 92,100 bags last year. Stocks on same date 22,200 bags, as against 62,000 bags last year. Market closed today steady, but buyers holding off, sellers' prices quoted at 41\$ per 15 kilos for 1st sorts as against 35\$ on 14th inst and 43\$ same date last year.

Liverpool Market, Dec. 20.—Market closed steady, quotations ruling as follows:—Pernambuco fair 26.60d per lb, as against 24.50d same date last year; Maccio fair, 26.60d as against 24.45d; American good middling 20.88d as against 21.75d; ditto futures, Dec. delivery, 21.02d as against 22.43d, ditto, March delivery, 18.07d as against 22.25d same date last year.

New York Market.—According to the U.S. Census Bureau, Ginners Report, cotton ginned up to 12 Dec. amounted to 10,252,000 bales, as against 9,563,000 bales up to 30 Nov. and 10,143,000 bales to 12 Dec. last year. Market closed on 19th inst. steady, with American futures Jan. delivery, at 27.95c per lb, as against 29.45c same date last year; ditto, May, 25.52c, as against 29.81c last year.

Rio Market, Dec. 29.—Market closed very firm at 37\$ to 40\$ per 10 kilos. Sales declared were small. Entries from 1 to 20 Dec. amounted to 3,908 bags and deliveries 9,650 bags; stocks on same date amounted to 29,179 bags.

S. Paulo market paralysed and no buyers.

## SUGAR

There were no shipments of Sugar at the ports of Rio and Santos during the week ended 19 Dec. In consequence of late arrival of manifest of s.s. Anselm for 3,070 bags shipped at this port for Buenos Aires by Monarcha & Pina, cleared on the 4 Dec. and not published in previous numbers, the amount is now included in the month's total as below:—

Destination	Port of Origin.		
	Rio	Santos	Total
Total, Dec. to date .....	45,604	47	45,651
Ditto 1 Jan. to 19 Dec. ....	326,449	10,662	337,111
F.O.B. for Dec. to date .....	125,183	129	125,312
Ditto, 1 Jan. to 19 Dec. ....	878,165	25,979	904,144

Movement at Rio de Janeiro during the week ended 19th Dec, in bags of 60 kilos:—

Stocks on 12th December .....	105,965
Entries during the week .....	40,903

Available .....	146,868
Deliveries during the week .....	22,143

Stocks on 19th December .....

For the first time since October entries were larger than deliveries. For the week the former show increase of 23,941 bags as compared with the previous week, but deliveries decrease of 2,557 bags; stocks show increase of 18,760 bags.

Rio Market.—The Food Controller's Department continues to show much activity. The opposition raised by the press, dealers and certain elements in Congress seems to have waned. This may have been influenced by Dr. Rodrigues Alves' opposition to the suppression of this Department. The Controller has come to an understanding with the wholesalers with regard to supplies to local refineries and has suspended requisition.

Market closed on 19th inst. with prices unaltered at Food Controller's maximum.

Pernambuco Market closed on 19th Dec. firm, quotations ruling as follows, per 15 kilos: Usinas superior and 1sts 11\$600 to 12\$, crystals 10\$300 to 10\$500, demeraras nil, terceira sorts 8\$200 to 8\$700, somenos 6\$800 to 7\$300, and brutos seccos 4\$400 to 5\$500, as against 11\$600 to 12\$, 11\$200 to 11\$300, nil, 8\$800 to 9\$500, 7\$300 to 7\$800 and 4\$400 to 5\$500 on 12 Dec. respectively and 8\$800, 7\$700, nil, 7\$200, 6\$200 and 3\$400 on 19 Dec. last year. Compared with the previous week, the rise and fall registered was as follows: usinas superior and 1st unaltered, crystals fall of \$900, demeraras not quoted, terceira sorte fall of \$600 to \$800, somenos fall of \$900, brutos seccos unaltered.

Entries for the crop to 19 Dec. amounted to 988,300 bags, as against 976,100 bags last year, stocks 547,500 bags, as against 482,800 bags on 12 Dec. and 569,000 bags last year. Stocks show increase of 64,700 bags as compared with last week and of 7,100 bags with last year.

S. Paulo market paralysed. There were no entries and stocks are very small.

## BEANS

Shipments of Beans at the ports of Rio and Santos during the week ended 19th Dec. in bags of 60 kilos.

Manifests—Rio de Janeiro.

Dec. 13. Maindy Abbey—Marseilles, Ravaitaillement Frs. ....	30,258
Dec. 15 Corcovado—Cette, Sundry shippings .....	3,000

Total Rio .....

	Port of Origin.		Total
	Rio	Santos	
Marseilles .....	30,258	—	30,258
Switzerland (via Cette) .....	3,000	—	3,000
Consumption .....	—	2	2

Total for week and Dec. to date....	33,258	2	33,260
Ditto, month of Nov. ....	43,400	70,216	113,616
Ditto, Jan. to 19 Dec. 1918.....	254,728	863,541	1,118,269
Ditto, 1 Jan. to 20 Dec. 1917.....	688,215	767,640	1,455,855
F.O.B. Value for week and Dec. £	43,568	3	43,571
Ditto, month of Nov. ....£	53,295	86,225	139,520
Ditto, 1 Jan. to 19 Dec. ....£	347,528	1,222,363	1,569,891

Shipments at Rio during the week were heavy and amounted to 33,260 bags, which represents the total for the current month to date. For the year to date shipments at the two ports show decrease of 337,586 bags, accounted for by decrease of 433,487 bags at Rio, but increase of 95,901 bags at Santos.

Rio Market.—Some enquiries, both French and Swiss Governments being in the market for beans.

S. Paulo Market closed on 19th, Dec. firm with mulatinho quoted at 23\$000 per bag of 60 kilos, as against 22\$ for the previous week.

The s.s. Maindy Abbey will take from Santos 43,950 bags of beans for Marseilles for account of the French Government.

## RICE

There were no shipments of rice at either ports of Rio and Santos during the week ended 19th, Dec. The ss. Maindy Abbey will take 4,500 bags of rice from Santos to Marseilles for account of the French Government.

Rio Market.—Nothing doing and prices nominal.

S. Paulo Market closed on 19th, inst steady at 48\$ per bag of 60 kilos for Agulha superior and 45\$ for Cattete superior. No buyers in the market.

## MANDIOCA MEAL

Shipments of mandioca meal at the ports of Rio and Santos during the week ended 19th, Dec. in bags of 50 kilos.

Manifests—Rio de Janeiro, Dec. 13, Maily Abbey, Marseilles, Ravaitaillement Française. ....	12,799
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Destination	Port of Origin.		Total
	Rio	Santos	
Marseilles, total for week .....	12,799	—	12,799
Total Dec. to date .....	26,799	—	26,799
Ditto 1 Jan. to 19 Dec. bags .....	465,281	108,858	574,139
F.O.B. value for the week .....	18,072	—	18,072
Ditto, Dec. to date .....	37,840	—	37,840
Ditto, 1 Jan. to 19 Dec. ....£	630,551	152,877	783,428



Shipments during the month to date were heavy and amounted to 26,799 bags, all shipped at Rio, and only 587 bags short of the total for the whole of November.

Rio Market—Some enquires.

S. Paulo Market. No demand for this commodity during the past week.

The s.s. Euclid is loading at Santos mandioca meal on account of the British Government.

## COCOA

There were no shipments overseas of Cocoa at either ports of Rio and Bahia during the week ended 19th Dec. Exports from the two ports for the year to 30 Nov. were as follows:—

Date—Totals.	Port of origin.		
	Rio	Bahia	Total
Jan. to Sept.*	48,250	366,017	414,267
October	3,153	65,532	68,685
November	1,006	121,050	122,056
<b>Total 11 months*</b>	<b>52,409</b>	<b>552,599</b>	<b>605,008</b>
F.O.B. value Jan.-Sept.*	£ 130,830	996,800	1,127,630
Ditto, October	£ 9,427	163,240	172,667
Ditto, November	£ 3,258	326,714	329,972
<b>Total, 11 months*</b>	<b>£ 143,515</b>	<b>1,486,754</b>	<b>1,630,269</b>

\*Adjusted.

Destinations of exports for the month of November only were as follows:—

Destination	Port of origin.		
	Rio	Bahia	Total
Marseilles	—	61,956	61,956
New York	—	47,694	47,694
Buenos Aires	50	6,400	6,400
Stockholm	—	5,000	5,000
Cape Town	956	—	956
<b>Total November 1918</b>	<b>1,006</b>	<b>121,050</b>	<b>122,056</b>

Exports from the two ports for the month of November were very heavy and amounted to 122,056 bags or 20.1 per cent of total for the year to date, of which former 121,050 bags were shipped at Bahia and 1,006 bags at Rio.

F.O.B. Value for November averaged as follows:—Rio, 58\$260 or £3.239 per bag, as against 57\$540 or £2.990 for October; Bahia, 48\$540 or £2.699 per bag against 48\$180 or £2.491.

Shipments during December to date amounted to 27,281 bags shipped at Bahia to New York.

Indian Corn is in great demand at the S. Paulo market, but there are no sellers and no prices quoted as the market is bare of the commodity. The s.s. Euclid is loading at Santos maize on account of the British Government.

## MEAT

Shipments of meat at the ports of Rio and Santos during the week ended 19th December in tons of 1,000 kilos:—

Manifests, Rio de Janeiro—Desna U. Kingdom, Companhia Brasileira e Britanica de Carnes	160	
Desna, U. Kingdom, Brazilian Meat Co.	26	186

Destination	Port of Origin.		
	Rio	Santos	Total
U. Kingdom, total for week	186	—	186
Total, Dec. to date	1,029	346	1,375
Ditto, 1 Jan. to 19 Dec.	27,448	32,000	59,448
F.O.B. value for the week	£ 10,341	—	10,341
Ditto, Dec. to date	£ 57,211	19,237	76,448
Ditto, 1 Jan. to 19 Dec.	£ 1,471,465	1,704,530	3,175,995

Shipments at the two ports for the month to date show increase of 109 tons as compared with last month, but decrease of 2,853 tons as compared with Dec. (1-20th) last year. F.O.B. value for the two ports for the current month averages £55.599 per ton. as against £48.5 for same month last year.

## LARD

Shipments of Lard at the ports of Rio and Santos during the week ended 19th December, reduced to cases of 60 kilos.

Manifests—Rio de Janeiro, Dec. 16 Broadcliff, Havre, Brazilian Meat Co. 960.

Destination	Port of Origin.		
	Rio	Santos	Total
Havre, total for week	960	—	960
Total 1-19 Dec.	5,684	—	5,684
Ditto, 1 Jan. to 19 Dec. cases	116,969	33,045	150,014
F.O.B. value for the week	£ 6,437	—	6,437
Ditto, Dec. to date	£ 38,111	—	38,111
Ditto, 1 Jan. to 19 Dec.	£ 750,048	206,200	956,248

Rio Market.—Nothing doing. The prohibition of imports of lard into the U. Kingdom as reported by our S. Paulo correspondent and published in this Review on Dec. 3rd, has been the cause of much comment in the local press. The Minister of Agriculture has taken the matter up and is making an enquiry as to the reasons that induced the British Government to condemn Brazilian lard.

A special article on this subject is published in another column of this number.

## HIDES

There were no shipments of Hides at either ports of Rio and Santos during the week ended 19th Dec.

## MANGANESE

Shipments of manganese ore at the ports of Rio and Santos during the week ended 19th Dec. in tons of 1,000 kilos:—

Manifests—Rio de Janeiro, Dec. 19, Laennec, New York, Cia. Metallurgica, 1,800.

Bahia, Dec. 11, Asulf, Philadelphia, International Ore Corp., 3,500.

Destination.	Port of Origin.		
	Rio	Bahia	Total
Philadelphia	—	3,500	3,500
New York	1,800	—	1,800
<b>Total for week ended 19 Dec.</b>	<b>1,800</b>	<b>3,500</b>	<b>5,300</b>
Ditto, Dec. to date	8,702	3,500	12,202
Ditto, 1 Jan. to 19 Dec. tons	309,831	68,276	378,107
F.O.B. value for the week	£ 12,010	19,460	31,470
Ditto, Dec. to date	£ 53,060	19,460	72,520
Ditto 1 Jan. to 19 Dec.	£ 1,962,734	389,339	2,352,073

Shipments at the two ports for the month to date were small and amounted to 12,202 tons, as against 23,649 tons for same period last month and 13,245 tons for year.

Movement of Manganese at Rio only for the week ended 19 Dec, in tons of 1,000 kilos:—

Stocks on 12 December	90,917
Entries during the week	16,350

Available	107,267
Clearances during the week	1,800

Stocks on 19th December (approximately) 105,467

Entries for the week show increase of 7,813 tons, clearances decrease of 2,100 tons and stocks increase of 14,550 tons, as compared with previous week.

Manganese tonnage is very scarce, with little hope of improvement, seeing that the United States Government is in no hurry to send tonnage to load the 80,000 tons of ore awaiting shipment here. It is reported that the United States is already overstocked and that the American market has gone to pot and new business outside the question, as no ore can be sold in that market at ruling prices.

A number of manganese vessels have been held up at this port for repairs due to damages caused by fire on board. Traces of bombs have been found amongst the coal shipped at New York and other U.S. ports and it is believed that these were responsible for the fires.

## TOBACCO

Shipments of Leaf Tobacco during the week ended 19 Dec. were confined to one shipment of 238 tons from Bahia per s.v. Misty Star for Cadiz.

## SHIPPING

**Tonnage and Freight.** The tonnage situation does not show any inclination for improvement. Enormous quantities of produce are awaiting shipment at different Brazilian ports; at Santos alone there are some 600,000 bags of coffee for the U.S. hung up for want of tonnage. As time goes by congestion tends to increase and any little tonnage that may find its way down here will be but a drop in the ocean of our requirements. The past week was bare of new steamer berthings for the States and apart from the three Lloyd Brasileiro steamers already mentioned to load in January and Feb., there does not seem any promise of relief.

Two sailers were reported to have been chartered to Santos shippers for the U.S. and one at Victoria.

Freight rates for the United States remain at \$1.70 in full. The speculation in rates for French ports was squashed by the French Transi Maritime, and the Lloyd Brasileiro will, like every other owner, have to toe the line and consent to blue book rates or go elsewhere.

Rates for Spanish ports rule 500 pesetas and 5 per cent per 1,000 kilos.

Tonnage for Antwerp is in demand and the Lloyd Brasileiro is about to earmark two or three steamers for that port.

With the re-establishment of the European line, the Lloyd Brasileiro has placed the following steamers on the overseas route: Brazil-Europe, ex-German Avaré, Curvello, Caxias and Campos; Brazil-U.S., ex-German Pecaná, Benevente and Cuyaba and Lloyd Brasileiro owned Purus. Steamers on U.S. route will call at Bahia, Pernambuco, Para and Barbados. The s.s. Sergipe will continue on the direct Para and New York route.

The Lloyd Brasileiro having agreed to the conditions regarding space and freights for French ports, the s.s. Avaré, now loading at Ceara, will be free to discharge licensed cargo at Havre or other French ports.

We are informed that the Lloyd Brasileiro is planning to send some steamers direct to Antwerp with coffee and cereals, but so far there is nothing definite with regard to dates of sailing, etc.

The Lloyd Brasileiro steamers, Uberaba and Caxias are expected to load coffee at Santos for New York at \$1.70 in full by order of the Brazilian Government. The Goyaz and Caxias have each capacity for 120,000 bags, and the Uberaba for 30,000 bags.

The Lamport and Holt s.s. Euclid is loading mandioca meal and Indian corn at Santos on account of the British Government.

The Johnson Line s.s. Suecia is expected to load in January 2,200 tons or about 35,000 bags of coffee at Santos for Gothenburg; 1,750 tons or 29,000 bags at Rio and 8,000 bags of cocoa at Bahia, completing cargo with oil cakes here. This steamer is chartered to the Swedish Government and the coffee will be sold on Government account for Swedish consumption. All cargo is consigned to the Swedish Husbandry Commission.

The Spanish s.s. Martin Saenz is expected to load 15,000 bags of coffee at Santos for Spanish ports at 500 pesetas and 5%.

Grace & Co. will ship 40,000 bags to New York per sailer Dunham Wheeler at \$1.00.

Enjoying unparalleled advantages that should put competition by outsiders hors de combat, the Lloyd Brasileiro is always in difficulties because political wire-pulling is permitted to outweigh mercantile consideration and not seldom turn a profit into a loss.

Against such abuses the best of administrators is powerless, which, since the resignation of Dr. Osorio, seem to have been rampant. The French Government exacts that all goods entering French ports shall be carried at blue book rates for that Government's account.

Though not as high as some people might desire, even these rates would leave a fair profit to the Lloyd were they not overloaded with commissions of improvised brokers, claiming to be in a privileged position to secure space on Lloyd steamers. It was in consequence of such demands that the Avaré was withdrawn and sent to load at a far distant port like Ceara.

Another circumstance that seems to confirm these reports is the disproportion between some of the largest American and other shippers even to the U.S., where anything over ordinary brokerage charges is forbidden, one large exporter only obtaining space for 500 bags out of a total of 32,000 by the s.s. Uberaba.

**Lloyd Brasileiro and Commissariat au T. Maritime.** With regard to the difficulties encountered by the Lloyd Brasileiro, the control of the Transports Maritimes informs us that the condition exacted from the Lloyd are precisely the same as for any other line, i.e., cession of the whole space on each steamer to the French Government at the rates specified as below. These rates are applicable from 1 Dec. 1918 for merchandise loaded at any Brazilian port for France:—A, for cargo and mixed cargo and passenger French boats; B, for French packet boats and foreign vessels, per ton of 1,000 kilos or cubic metre, inclusive of loading and unloading payable in case of French Government's merchandise in milreis at the respective rate of exchange at the port of destination and for commercial cargo also in milreis at Rio.

The Commissariat of Transports Maritimes will specify in writing the names of the shippers authorized by the different French importing Ministries to discharge merchandise in France, as also the nature and quantity of the merchandise proposed to be shipped, and previous visé of the respective bills of lading and manifests.

Tariff of Transit Maritime to French ports, per 1,000 kilos, in francs, Class A:—Cereals, wheat or maize, 270, farinha 270, oats 328.50, dry vegetables 270, frozen meat 558, tinned foods 369, minerals 324, copper 324, rubber 441, chemicals 270, dry hides 522, salt hides 297, sheep skins 522, quebracho 540, castor oil seed 387, Linseed 297, ditto (manuf) 369, rice 328.50, coffee 346.50, cocoa 468. Per cubic metre: Wool 243, tobacco 225, matches 225. Per ton or cubic metre, sundry 184.50.

Class B.—Cereals, wheat or maize, 405, farinha 405, oats 490.50, dry vegetables 405, frozen meat 747, tinned foods 558, minerals 490.50, copper 490.50, rubber 661.50, chemicals 405, dry hides 783, salt hides 441, sheep skins 783, quebracho 810, castor oil seed 580.50, linseed 445.50, ditto (manuf) 558, rice 490.50, coffee 522, cocoa 702. Per cubic metre: wool 364.50, tobacco 337.50, matches 337.50. Per ton or cubic metre: sundry 279.

Class A, cargo and mixed boats:—s.s. Garonna, Samara, Liger, Jaureguiberry, Genouille, Belle Isle, Ceylan, Malte, Lamornaix, Espagne, Ponty, Dougainville, Troude, Ouessant, Italie Dupleix, Mont-Cenis, St. Michel, St. Vicent, etc.

Class B.—French packet boats and foreign vessels:—Avaré, Campos, Curvello, etc. All ships are under the control of the "Ministry of Shipping."

**Lloyd Nacional Fleet.** s.s. Europa, 12 knots, 6,000 tons; Asia, 2,800 tons; Rio Amazonas, 8 knots, 2,200 tons; Guanabara, 9 knots, 1,500 tons; Ubatuba, 10 knots, 600 tons; Stella, 10 knots, 12 knots, 6,000 tons; Belom, 10 knots, 4,500 tons; Piave, 10 knots, 4,000 tons; Marne, 10 knots, 4,000 tons; Campeiro, 8 knots, 4,000 tons; Campinas, 9 knots, 2,800 tons; Victoria, 10 knots.

600 tons; Seridé, 10 knots, 600 tons; Angra, 10 knots, 600 tons; Coronel, 7 knots, 600 tons; Total steam, 40,800; Sailer, Pernambuco, 1,800; grand total, 42,600; s.s. Neuquem (chartered), 9 knots, 2,100 tons. Under construction: two steamers, one oil engine and two auxiliary schooners.

**The Freight Market.—Argentina.** Rates to Brazil appear to be falling slowly but steadily, and there is no interest above \$20 for Santos and about \$2 extra for Rio de Janeiro. The publication of the fixture of two small coasters, or what have been river craft, sold some months ago to the French Government, at \$20 to Santos, on their voyage to France, has impressed the market, and shippers are claiming that that rate must be considered indicative of the market level. There have been several free sailers on offer lately, and they do not tend to inspire confidence in the stability of the market. By the way, we note that a British steamer has been berthed for Havanna and St. John. A sailer managed to obtain a cargo to Cuba, just before this berthing, at \$60 (the previous business was at \$100), and the charterer must be sorry he spoke, as the steamer will get there first and accept cargo at a lower rate. The Cuban requirements, in the matter of tonnage, are not very large. One berthed steamer per month would be quite enough for that special market. Hence we imagine that we have seen the end of abnormal rates for that business.—“The Times of Argentina,” 9 Dec., 1918.

—The fixture of an Allied sailer for Cette, with permission of the Inter-Allied Commission, at \$80 gold, say £16 per ton, is the first indication of a lifting of control. We may say that two neutral sailers have been chartered from Santos to Antwerp at £35, but we understand that the charters will not be permitted, as the Inter-Allied Commission is not disposed to allow such high rates of freight in any part of the world. It may be asked how that Committee can interfere with the business if the shipper and the owner both agree, but there are wheels within wheels, and no shipper can yet shake himself free from control. It may be said that high rates are permissible to Cette, but not the rates which some neutral owners consider themselves entitled to. The fixture at £16 to Cette, for grain, is much higher than rates in other markets. The Allies do not mind so much if Switzerland pays through the nose for her imports, but they do not intend to allow excessive rates for Belgium, and the Scandinavian and Dutch Governments are taking measures on their own behalf to prevent profiteering.—“Times of Argentina,” 9 Dec.

[The s.s. Taquary of the notoriously profiteering Comercio e Navegação Line, cleared a few days ago from Santos to Antwerp, on which freight was paid up to Rs. 1,000\$ (£56) per ton of 1,000 kilos, whilst another steamer is about to follow.

It would be interesting to learn whether the Inter-Allied Commission referred to by “The Times of Argentina” has a representative here and if so why he does not put a stop to scandalous profiteering like that of the Cia. Comercio e Navegação? As for interference, it would be the easiest thing in the world to put a stop to such proceedings by simply stopping supplies of bunker coal.

So profitable has this surreptitious trading become that we hear of fabulous offers for the fleet of one at least of the profiteering lines and now anxious to rescind their contract with the Italian Government.

**More Frightfulness.** Three Scandinavian vessels that left U.S. ports about August and September with coal for this port have had fire on board. The cause of these outbreaks was a mystery until the captain of the “Valdivia,” one of the vessels that suffered from a fire, found among the coal traces of bombs. It is now generally believed that the fires were caused by explosives placed on board amongst the coal. Another vessel, the “Iola,” was likewise a victim of the Huns and has been in port under repairs ever since the beginning of October and is only now ready to clear with a full cargo of manganese.

**Th Shortage of Tonnage.** Until tonnage can be found for the immense quantity of foodstuffs awaiting transport all over the world, there seems little chance of other and less essential products like coffee getting much of a chance.

By degrees tonnage is being released by the Allies and the release of 250,000 tons of German tonnage for transport of foodstuffs will help, but as the subjoined figures for shortage of tonnage in New Zealand alone, which consists of frozen mutton, lamb and beef, would fill 49 steamers, each carrying 100,000 carcasses, so that if one left every week it would take nearly a year to bring over the accumulated stocks. The necessity for releasing tonnage at the earliest opportunity after the cessation of hostilities will, therefore, be recognised so far as New Zealand is concerned.

New Zealand stocks are:—Sept. 30, meat, 4,970,051 carcasses; Oct. 27, butter, 175,244 boxes; Oct. 28, cheese, 320,239 crates; Oct. 19, wool, 436,071 bales; tallow, 22,465 tons; pelts, 1,142 tons; hemp, 5,082 tons; tow, 2,883 tons; wheat and peas, 3,814 tons; preserved meats and jams, 2,276 tons; miscellaneous cargo, including rabbit skins, leather Kauri gum, etc, 5,737 tons.

Australian Stocks held up.—The latest particulars as regards Australian products held up in the Commonwealth as a result of the dearth of shipping are as follows:—July 24, wool, 1,250,000 bales; beef, 30,000 tons; lamb and mutton, 5,000 tons; rabbits, 17,000 tons; butter, 1,000 tons. It is also stated that approximately £750,000 worth of leather is hung up in Australia owing to importation into Great Britain having been prohibited. From the above statistics it will be seen how greatly the food situation in Australia would be relieved if only steamers were available to take the produce to England. The new season's goods will be shortly coming along and it is in every way desirable that the existing cold stores in New Zealand and Australia should become available.

In Brazil some 400,000 tons of produce are estimated to be awaiting tonnage.

#### NEWS FROM ALL SOURCES.

—The first fabricated ship to be launched from the national yard at Chepstow, England, took the water on Sept. 23. The vessel is of the “C” type and about 5,000 tons register.

—At the Chepstow National Shipyard the first keel has been laid by men transferred to civilian life from the Army. The vessels will be constructed from plans made at the offices of Harland & Wolff, Belfast.

—In connection with British standard ships, there are given below data relative to vessels of the “B” type, which have been completed since the end of August:—

Built at	Time from laying keel to launch	Time from keel laid to completion
Belfast	34 weeks	35 weeks
Stockton	33 weeks	46 weeks
Sunderland	39 weeks	56 weeks
Dundee	47 weeks	56 weeks

The Rose-Street Foundry Co., of Inverness, recently launched a steel drifter, the Nebula. Hitherto no steel vessels have been constructed in Scotland north or west of Aberdeen, although there has always been an important trade in the building of wooden vessels at the Moray Firth ports, and as far north as the Orkneys. Steel superseded wood at Aberdeen many years ago, and with the change there also took place the development which meant ultimately the transformation of the Aberdeen shipyards from establishments for the building of splendid clipper ships to works for the turning out of steam trawlers and drifters.—“Nauticus.”

—Great Britain is establishing on her coast radio lighthouses equipped with combination wireless instruments. The name of the lighthouse is repeated automatically by wireless every five seconds, the intensity being so regulated that ships equipped with an ordinary wireless receiving apparatus will hear the signal in thick weather the same approximate distance that the light could be seen in clear weather.

—Since allied shipping has been convoyed on the various sea routes leading to the principal European ports, more than 26,000,000 tons of foodstuffs and 35,000,000 tons of war munitions have been brought to England alone. The total number of vessels

which have crossed the seas in convoys since the inception of the system up to date late in October was 85,772, with a total loss of .51 per cent. Before the system was introduced Great Britain was losing about 10 per cent of her food ships. Convoys reduced this loss to approximately 1 per cent. In moving the Argentine grain crop 307 ships, with a total gross tonnage of 1,466,000 tons, crossed the Atlantic in numerous convoys to British, French and Italian ports, with the loss of only one ship. One of the largest convoys was organized for the movement of Dominion troops, and comprised 32 ships. The vessels were convoyed without loss from the Far East to European waters.—“Shipping.” New York.

—During the first two weeks of November there were completed and delivered to the U.S. Shipping Board 30 new vessels totalling 152,400 deadweight tons. The first week of the month produced 20 vessels of 101,000 deadweight tons; the second week 10 vessels of 51,450 deadweight tons. The November deliveries break evenly on steel and wood—15 of each type. The steel ships total 99,950 deadweight tons, the wood ships 52,500 d.w. tons.

—Nearly 3,000 merchant vessels were built in U.S. yards between April 6, 1917, the date of declaration of war by the U.S. and Nov. 11 last, the date of the armistice. The actual number was 2,985 or 3,091,695 gross tons, of which 506 aggregated 2,056,814 gross tons and were ocean-going steel steamers. Ocean-going wood vessels numbered 403, of 753,156 gross tons, and non-seagoing vessels 2,076, with a gross tonnage of 281,725.—“Shipping.”

—Since the beginning of the war the United States has lost only 554,000 deadweight tons of shipping due to submarine activities. Charles Piez, general manager of the Shipping Board, told the Senate Appropriations Committee in testimony made public at Washington. “We lost very little American tonnage until April this year and we have lost 540,000 tons since that time,” Piez said. “We had very little loss last year because we had very little tonnage on the Atlantic.” The Shipping Board has under way or requisitioned and finished about 15,500,000 tons, he added.

—It is reported that the United States will establish a triangular line between U.S., S. American and Europe. The vessels will be used as cargo carriers between North and South American and South America and Europe and as troop transports between Europe and the United States.

#### SUBMARINE RETURNS.

**Tonnage Lost.** Statement showing United Kingdom and World's Merchant Tonnage lost through enemy action and marine risks since outbreak of war:—

	U.K. Gross Tons	Foreign Gross Tons	Total World Gross Tons
1914—August & September.	314,000	85,947	*399,947
4th Quarter .....	154,728	126,688	281,416
1915—1st Quarter .....	215,905	104,542	320,447
2nd Quarter .....	223,676	156,743	380,419
3rd Quarter .....	356,659	172,822	529,481
4th Quarter .....	307,139	187,234	494,373
1916—1st Quarter .....	325,237	198,958	524,195
2nd Quarter .....	270,690	251,599	522,289
3rd Quarter .....	284,358	307,681	592,039
4th Quarter .....	617,563	541,780	1,159,343
1917—1st Quarter .....	911,840	707,533	1,619,373
2nd Quarter .....	1,361,870	875,064	2,236,934
3rd Quarter .....	952,938	541,535	1,494,473
4th Quarter .....	782,889	489,954	1,272,843
Total to end of 1917 .....	7,079,492	4,748,080	11,827,572
1918—January .....	a218,528	136,187	354,715
February .....	a254,303	132,334	386,637
March .....	a224,666	176,797	401,463
Total, 1st Quarter .....	a697,497	445,318	1,142,815

April .....	a228,067	85,348	313,415
May .....	a231,780	132,703	364,483
June .....	a165,514	115,980	281,494
Total, 2nd Quarter .....	a625,361	334,031	959,392
July .....	a182,524	142,314	324,838
August .....	a176,854	164,475	341,329
September .....	a152,652	96,694	249,346
Total 3rd Quarter .....	a512,030	403,483	915,513
October .....	83,952	93,582	177,534
Grand Total, 1914-1918 .....	8,998,332	6,024,494	15,022,826

(a) Adjusted.

\*This figure includes 182,829 gross tonnage interned in enemy ports

#### British Tonnage Losses and New Construction:—

	New constr.		Net loss or gain, U.K. Gross Tons
	U.K. Gross Tons	Losses Gross Tons	
1914—August & September	253,290	314,000	- 60,710
4th Quarter .....	422,322	154,728	+ 267,592
1915—1st Quarter .....	266,267	215,905	+ 50,362
2nd Quarter .....	146,870	223,676	- 76,806
3rd Quarter .....	145,070	356,659	- 211,589
4th Quarter .....	92,712	307,139	- 214,427
1916—1st Quarter .....	95,566	325,237	- 229,671
2nd Quarter .....	107,693	270,690	- 162,997
3rd Quarter .....	124,961	284,358	- 159,397
4th Quarter .....	213,332	617,563	- 404,231
1917—1st Quarter .....	246,239	911,840	- 665,601
2nd Quarter .....	249,331	1,361,870	- 1,112,539
3rd Quarter .....	248,283	952,938	- 704,655
4th Quarter .....	419,621	782,889	- 363,268
Total, 1917 .....	3,031,555	7,079,492	- 4,047,937
1918—January .....	58,568	218,528	- 159,960
February .....	100,038	254,303	- 154,265
March .....	161,674	224,666	- 62,992
Total, 1st Quarter .....	a320,280	697,497	- 377,217

	New constr.	Losses	Net loss or gain.
April .....	111,533	228,067	- 116,534
May .....	197,274	231,780	- 34,506
June .....	134,159	165,514	- 31,355
Total, 2nd Quarter .....	a442,966	625,361	- 182,395
July .....	a141,948	182,524	- 40,576
August .....	a124,675	176,854	- 52,179
September .....	a144,772	152,652	- 7,880
Total 3rd Quarter .....	a411,395	512,030	- 100,635
October .....	136,100	83,952	+ 52,148
Grand Total, 1914-1918 ...	4,342,296	8,998,332	- 4,656,036

Total British losses to end of October according to the above statistics exceeded building in British yards by 4,656,036 tons gross, but according to a statement made by Dr. Macnamara in the House of Commons on 6 Nov., the gross tonnage of British merchant steamships lost by enemy action and marine risk was 8,946,000 tons, which has been made good to the extent of 5,443,000 tons gross, leaving a net deficit of 3,503,000 tons gross. Presumably the difference of 1,153,000 tons in net deficit between our statistics and Dr. Macnamara's figures is represented by tonnage completed abroad on British account.

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

Flag	Rio		Santos		Total	
	No.	Tons	No.	Tons	No.	Tons
British	3	9,106	2	5,509	5	14,615
French	1	5,230	—	—	1	5,230
American	2	2,220	—	—	2	2,220
Japanese	—	—	1	5,226	1	5,226
Braz. overseas	1	3,660	1	4,212	2	7,872
Norwegian	3	4,454	—	—	3	4,454
Swedish	2	3,914	—	—	2	3,914
Argentine	—	—	4	3,782	4	3,782
Spanish	—	—	1	2,124	1	2,124

Total overseas	12	28,584	9	20,853	21	49,437
Braz. coastwise	13	7,550	12	7,302	25	14,852

Total for week	25	36,134	21	28,155	46	64,289
Ditto, 12 Dec.	41	58,981	23	32,745	64	91,726

Overseas arrivals at the two ports for the week numbered 21 vessels aggregating 49,437 tons, as against 33 vessels with 71,529 tons for the previous week: the total of 21 vessels, 14 were steamers, 5 sailers, 1 tug and 1 barge.

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

During the week ending 19th December, 1918

MANAOS, Brazilian s.s. 650 tons, from Manaus  
 ASSU, Brazilian s.s. 719 tons, from Mossoro  
 PELATAS, Brazilian s.s. 366 tons, from Buenos Aires  
 BRASILL, Brazilian s.s. 775 tons, from Manaus  
 TIBAGI, Brazilian s.s. 934 tons, from Santos  
 MAYRINA, Brazilian s.s. 234 tons, from Laguna  
 ITAIPAVA, Brazilian s.s. 613 tons, from Aracaju  
 AMERICAN, Brazilian schooner, 108 tons, from Rio Grande  
 SAGA, Swedish s.s. 1684 tons, from New York  
 PARANA, British s.s. 2669 tons, from Campana  
 SVALSEK, Norwegian barque, 1812 tons, from Norfolk  
 RIO DE LA PLATA, Norwegian s.s. 1327 tons, from Buenos Aires  
 BRODLIFFE, British s.s. 3777 tons, from Buenos Aires  
 BAUNEN, Norwegian schooner, 1155 tons, from Norfolk  
 MAMORIA, Brazilian s.s. 355 tons, from Camocim  
 MALTE, French s.s. 5230 tons, from Buenos Aires  
 LAGUNA, Brazilian s.s. 300 tons, from Laguna  
 ITABERA, Brazilian s.s. 927 tons, from Porto Alegre  
 PIAUHY, Brazilian s.s. 425 tons, from Mossoro  
 CAMOENS, British s.s. 2640 tons, from Liverpool  
 S. FRANCISCO, Swedish s.s. 2230 tons, from Gothenburg  
 BENMAN, American barque, 1427 tons, from Halifax  
 ITAPOAN, Brazilian s.s. 512 tons, from Aracaju  
 GUAJARA, Brazilian s.s. 927 tons, from Para  
 CECILIA M. DUNLOP, American barque, 793 tons, from Norfolk

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

During the week ending 19th December, 1918

ITAUAZA, Brazilian s.s. 825 tons, from Rio  
 OYAPOCK, Brazilian s.s. 143 tons, from Rio  
 ITAPEMA, Brazilian s.s. 825 tons, from Porto Alegre  
 MAINDZ ABBEY, British s.s. 2414 tons, from Rio  
 SANTABEM, Brazilian s.s. 4212 tons, from Havre  
 ITAPURA, Brazilian s.s. 926 tons, from Recife

LAGUNA, Brazilian s.s. 300 tons, from Paranaguá  
 ITAPACY, Brazilian s.s. 510 tons, from Aracaju  
 ITAGIBA, Brazilian s.s. 927 tons, from Macau  
 VORCOVALO, Brazilian s.s. 825 tons, from Rio  
 ITABERA, Brazilian s.s. 927 tons, from Porto Alegre  
 MIGUEL PINILLOS, Spanish s.s. 2124 tons, from Montevideo  
 CALCUTTA MARK, Japanese s.s. 3220 tons, from Calcutta  
 VITTIORIO, Argentine s.s. 623 tons, from Buenos Aires  
 MEXICO, Argentine s.s. 108 tons, from Buenos Aires  
 EULLID, British s.s. 3695 tons, from Buenos Aires  
 ANNA, Brazilian s.s. 247 tons, from Florianopolis  
 MAYRINK, Brazilian s.s. 234 tons, from Rio  
 ITAIPAVA, Brazilian s.s. 613 tons, from Aracaju  
 ALMAGRA, Brazilian s.s. 613 tons, from Aracaju  
 TIGRE, Argentine s.s. 2297 tons, from Buenos Aires

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

During the week ending 19th December, 1918

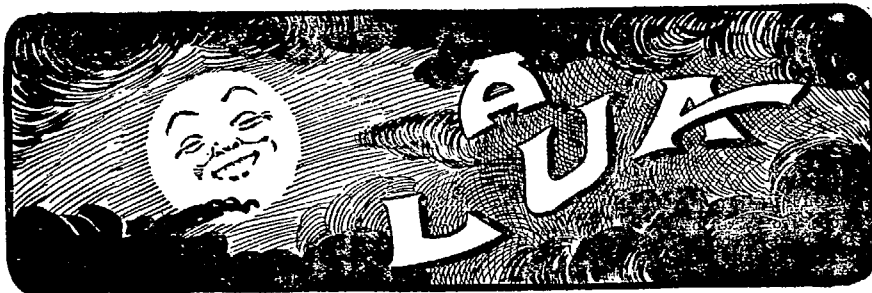
CORCOVADO, Brazilian s.s. 855 tons, for Cete  
 ASSU, Brazilian s.s. 719 tons, from Santos  
 ARACATY, Brazilian s.s. 551 tons, for Pernambuco  
 MAROLAI, Brazilian s.s. 145 tons, from Mossoro  
 ITASSUCE, Brazilian s.s. 926 tons, for Mossoro  
 ITAPACY, Brazilian s.s. 510 tons, for Santos  
 LAEMIC, French barque, 2011 tons, for New York  
 MAINP ABBEY, British s.s. 2414 tons, from Marseilles  
 MEAR M, Brazilian s.s. 1921 tons, for Buenos Aires  
 MAYRINK, Brazilian s.s. 234 tons, from Laguna  
 P. DE MORAES, Brazilian s.s. 490 tons, for Amaraçã  
 MANAOS, Brazilian s.s. 651 tons, for Manaus  
 ITAGIBA, Brazilian s.s. 926 tons, for Porto Alegre  
 S. PAULO, Brazilian s.s. 1487 tons, for Pará  
 IRIS, Brazilian s.s. 887 tons, for Ceara  
 PARANA, British s.s. 2669 tons, for Liverpool  
 PELOTAS, Brazilian s.s. 3,666 tons, for Havre  
 ITACOLOMY, Brazilian s.s. 467 tons, for Rio Grande  
 BRODLIFFE, British s.s. 3777 tons, for S. Vicente  
 SIBER, British s.s. 1845 tons, for Montevideo  
 ALTE JAUGARR, Brazilian s.s. 601 tons, for Villa Nova  
 ITAIPAVA, Brazilian s.s. 613 tons, for Pelotas  
 PAPA, Italian barque, 860 tons, for Buenos Aires  
 S. FRANCISCO, Swedish s.s. 2230 tons, for Balparaiso  
 MALTE, French s.s. 5230 tons, for Havre  
 VESTRIS, British s.s. 6622 tons, for Havre  
 RUE BARBOSA, Brazilian s.s. 567 tons, for Montevideo  
 ITAPEMA, Brazilian s.s. 825 tons, for Porto Alegre  
 PIAUHY, Brazilian s.s. 425 tons, for Santos  
 ITAPACY, Brazilian s.s. 510 tons, for Aracaju  
 SAGA, Swedish s.s. 1527 tons, for Santos  
 RIO DE LA PLATA, Norwegian s.s. 1327 tons, for Bergen

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

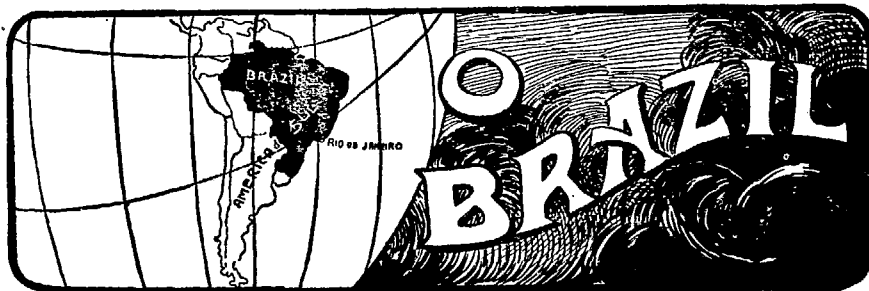
During the week ending 19th December, 1918

OYAPOCK, Brazilian s.s. 143 tons, for Guaratuba  
 ITAPEMA, Brazilian s.s. 825 tons, for Rio  
 S. J. DA BARZA, Brazilian s.s. 448 tons, for Rio  
 SALONICA, Norwegian s.s. 1607 tons, for Buenos Aires  
 MINAS GERAES, Brazilian s.s. 1643 tons, for Buenos Aires  
 LAGUNA, Brazilian s.s. 300 tons, for Rio  
 ITAPACY, Brazilian s.s. 510 tons, for Aracaju  
 ITAGIBA, Brazilian s.s. 927 tons, for Porto Alegre  
 ITABERA, Brazilian s.s. 927 tons, for Macau  
 DRYDEN, British s.s. 3699 tons, for Buenos Aires  
 MIGUEL PINILLOS, Spanish s.s. 2125 tons, for Cadiz  
 ITAPURA, Brazilian s.s. 926 tons, for Rio  
 AAYRINK, Brazilian s.s. 24 tons, for Laguna  
 ANNA, Brazilian s.s. 247 tons, for Rio  
 MADY ABBEY, British s.s. 2413 tons, for Havre  
 NATALIE L, Italian s.s. 1330 tons, for Genoa

**APEZAR DE NÃO TERMOS**  
 ainda relações commerciaes com



o esméro e rapidez dos nossos trabalhos typographicos  
 Livros Impressos, Catalogos, Revistas, Relatorios,  
 Trabalhos Commercias e de Estatistica,  
 Livros em Branco de Folhas Avulsas  
 (Loose Leaf Ledgers)  
 já tornaram conhecida de todo



a

**Imprensa Ingleza**

RUA CAMERINO 61-75 -- CAIXA DO CORREIO 1521 -- RIO DE JANEIRO

# Supplement

## THE BLACK LIST

With latest additions, variations & removals in Black Type

### RIO DE JANEIRO.

- Mar. 22, 1918 Acosta Ferreira & Co., Rua Buenos Aires, Rio.  
 Nov. 10, 1917 Alfredo, Esteves & Cia., Rio de Janeiro.  
 Aug. 6, 1917 Almeida, Mario de, Rio de Janeiro  
 Aug. 31, 1918 Alves, J. B., Rio de Janeiro.  
 Aug. 24, 1918 Antonio, alias Angelino Ramos, Rio de Janeiro, and Bonfim, Minas Geraes.  
 Aug. 8, 1916 Araujo & Boavista, Rio de Janeiro.  
 Mar. 24, 1916 Arp & Co., Rua do Ouvidor 102, Rio de Janeiro.  
 Jan. 5, 1917 Baasch, Hermann, Rio de Janeiro.  
 Jan. 5, 1917 Bahmann, John, Rio de Janeiro.  
 July 15, 1916 Banco Alemão Transatlantico.  
 July 15, 1916 Banco Germanico da America do Sul.  
 Feb. 16, 1917 Bandeira, Luiz, Rio de Janeiro.  
 July 12, 1918 Barroso, M. S., & Co., Rio de Janeiro.  
 Sept. 9, 1916 Bauer, Walter F., Rio de Janeiro.  
 Mar. 24, 1916 Bayer, Friedrich, & Co., Trav. S. Rita 22-24, Rio  
 Nov. 4, 1918 Behrend, Schmidt & Co., Rio de Janeiro.  
 Mar. 24, 1916 Bellingrodt & Mayer, Rua S. Pedro 70, Rio.  
 Feb. 3, 1917 Boschen & Co., Carlos, Rio de Janeiro.  
 June 14, 1918 Brazil & Co., A. (Fundação São Pedro), Rio.  
 July 15, 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.  
 Mar. 24, 1916 Bromberg & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Nov. 10, 1916 Buschmann, C., Rio de Janeiro.  
**Dec. 13, 1918 Calux, E. L., Rio de Janeiro.**  
 Aug. 31, 1918 Camara, Amantino, Rio de Janeiro.  
 Mar. 22, 1918 Casella, Leopold, & Co., Rio de Janeiro.  
 June 22, 1917 Casimiro Lima, Rio de Janeiro.  
 Aug. 9, 1918 Chamie, Jorge, Rio de Janeiro.  
 Mar. 22, 1918 Chaves, João Madureira, Rua Alfandega 101, Rio  
 Jan. 22, 1917 Cohen, C., Rio de Janeiro.  
 Mar. 8, 1917 "Cometa," Fabrica de Roupas Brancas, Rio.  
 July 15, 1916 Companhia Brasileira de Electricidade (Siemens Schuckert Werks).  
 Aug. 8, 1916 Cia. Sul-Americana de Electricidade (A.E.G.) Rio de Janeiro.  
 Dec. 23, 1916 Cooperativa Brazil and its Director, Luiz Gomes, Rio de Janeiro.  
 June 9, 1917 Corrêa, Antonio José, Rio de Janeiro.  
 Feb. 3, 1917 Costa, Rua da Alfandega 60, Rio de Janeiro.  
 Mar. 24, 1916 Costa, Almeida M., Rua do Rosario 17, S. Paulo; Rio de Janeiro  
 Mar. 24, 1916 Costa, M. de Almeida, & Co., Rua S. Bento 5, Rio  
 May 25, 1917 Costa, Raymundo, Rio de Janeiro.  
 July 18, 1916 Deutsche Sud-Amerikanische Bank.  
 Sept. 9, 1916 Deutsche Sudamerikanische Telegraphen Gesellschaft, Rio de Janeiro.  
 Dec. 9, 1916 Deutsche Tageblatt, Rio de Janeiro.  
 July 5, 1916 Deutsche Ueberseische Bank.  
 Mar. 22, 1918 Dibo, João M., Rio de Janeiro and Santos.  
 Mar. 22, 1918 Drucker, Josef, Rio de Janeiro.  
 Mar. 22, 1918 Dunhofer, Juan, Rio de Janeiro.  
 May 11, 1917 Ebel, Alfredo, Rio de Janeiro.  
 May 31, 1918 Fabrica de Discos Odeon (G. Cohen), Rio de Janeiro  
 Aug. 31, 1918 Estabelecimento Industrial Montana, Rio.  
 Mar. 3, 1917 Fabrica de Roupas Brancas "Cometa," Rio de Janeiro.  
 May 18, 1916 Ferreira, José Germano, Rio de Janeiro.  
 July 15, 1916 Frederico Ostermeyer, com. agent, Rio de Janeiro  
 Nov. 24, 1917 Freire, João, (partner of Lopes & Freire), Rio.  
 July 20, 1917 Freitag, M. G., Rio de Janeiro  
 Jan. 18, 1918 Freitas & Co., alias Mattheis & Co., Rio.  
 Jan. 18, 1918 Freeling, W., Rio de Janeiro.  
**Dec. 13, 1918 Garcia & Co., A., Rio de Janeiro.**  
 Mar. 24, 1916 Gasmotorenfabrik Deutz, Avenida Rio Branco 11, Rio de Janeiro; Rua Floriano Peixoto, P'buco "Germania," Brigadeiro Tobias 37, S. Paulo and Rio de Janeiro.  
 Jan. 5, 1917 Gomes, Candido, Rio de Janeiro.  
 Mar. 22, 1918 Gomes, Mancel, Travessa da Sá 17, S. Paulo, Santos and Rio de Janeiro.  
 Mar. 31, 1917 Gomes & Co., O., Rua Alfandega 49, Rio.  
 Mar. 22, 1918 Gunther Companhia, Rio de Janeiro.  
 Feb. 1, 1918 Haas, Frederico, Rio de Janeiro.  
 Feb. 3, 1917 Haupt & Co., Rio de Janeiro.  
 Nov. 10, 1918 Haering, Fritz, Rio de Janeiro.  
 Jan. 22, 1917 Hansen, Alfredo, Rio de Janeiro.  
 Apr. 14, 1916 Hasendever & Co., Rio de Janeiro; Rua .L. Badaro 70, S. Paulo.  
 June 22, 1917 Henrique & Leal, Rio de Janeiro and S. Paulo.  
 July 15, 1916 Hernanz, Louis, & Co., importers of perfumery, Rio de Janeiro.  
 May 11, 1917 Hipp, Guillermo, Rio de Janeiro.  
 Oct. 4, 1918 Hutter, A. J., Rio de Janeiro.  
 July 27, 1918 Institute de Artes Graphics (Turnauer & Machado, Rio de Janeiro.  
 Mar. 24, 1916 Jannowitz, Wahle & Co., Rua da Candelaria 49, Rio de Janeiro; Rua S. Pedro 24, S. Paulo.  
 Mar. 22, 1918 Jericke, H., Rio de Janeiro.  
 Mar. 22, 1918 Jessen, Hendrik, Rua Bento Lisboa 17, Rio.  
 June 14, 1918 Jurguens & Co., John, Rio de Janeiro.  
 Mar. 22, 1918 Kanitz, Hermann, Rio de Janeiro.  
 Nov. 10, 1917 Kanitz, J. R., Rio de Janeiro.  
 Mar. 22, 1918 Karp, Henry, Trav. Santa Rita 22-23, Rio  
 May 25, 1917 Kohn & Co., Isidoro E., Rio de Janeiro.  
 Sept. 9, 1916 Kopinsky, Joseph, Rio de Janeiro.  
 Nov. 10, 1916 Leite de Fonseca, A., Rio de Janeiro.  
 Mar. 3, 1917 Lichtenfels, Bernardo, alias Brandão, Rio de Janeiro and S. Paulo.  
 Nov. 24, 1917 Lopes & Freire, Rio de Janeiro.  
 Nov. 24, 1917 Lopes, José (Partner of Lopes and Freire), Rio.  
 Aug. 6, 1917 Lucas & Co., ("Casa Lucas"), Rio de Janeiro  
 Aug. 8, 1916 Luckhaus & Co., Rio de Janeiro.

- June 9, 1917 Macedo, Alvaro, Rio de Janeiro.  
 Nov. 24, 1916 Machado, Mello & Co., Rio de Janeiro.  
 Mar. 24, 1916 Magnus, James, & C., Rua S. Pedro 96, Rio.  
 Feb. 16, 1917 Marx, W., Rio de Janeiro.  
 alias Norbert Hertz, Rio de Janeiro.  
 alias Mius Nissen, Rio de Janeiro.  
 alias Oliveira & Co., Henrique, Rio de Janeiro  
 Nov. 10, 1916 Matthois & Cia., Rio de Janeiro.  
**Dec. 13, 1918 Menassa, T., Rio de Janeiro.**  
 Feb. 1, 1918 Merat & Co., Frederico, Rio de Janeiro.  
 Mar. 22, 1918 Meyer, Alfredo, Rio de Janeiro.  
 Apr. 28, 1917 Meyer, Siegfried, Rio de Janeiro.  
 Apr. 14, 1917 Molina, Manoel Lopes Agero, (Casa Lucas), Rio.  
 Apr. 14, 1916 Moreira, Julio Cesar (Moreira de Carvalho), Rio  
 de Janeiro (no connection with Moreira & Car-  
 valho, Bahia).  
 Mar. 31, 1917 Muller & Co., Paul, Rua Alfangeda 90, Rio.  
 Jan. 18, 1918 Nogueira & Co., Candido, alias of Alfredo Schlick  
 & Co., Rio de Janeiro.  
 Mar. 24, 1916 Noronha, Carlos de, Rua General Camara 22,  
 Rio de Janeiro.  
 Mar. 22, 1918 Oliveira & Co., Santos, S. Paulo & Rio de Janeiro  
 Mar. 24, 1916 Ornstein & Co., Rua S. Pedro 9, Rio de Janeiro.  
 July 18, 1916 Ostermeyer, Frederico, Rio de Janeiro.  
 Mar. 4, 1918 Paradedda & Co., Jaime, Rio de Janeiro.  
 Sept. 9, 1916 Pereira, E., & Co., Rio de Janeiro.  
 Mar. 22, 1918 Perz, Elich, Rio de Janeiro.  
 July 15, 1916 Putsch, Julius, Aktiengesellschaft, importers,  
 Rio de Janeiro.  
 Aug. 8, 1916 Prejawa & Co., Rio de Janeiro.  
 Aug. 31, 1918 Quesada, Manoel, Rio de Janeiro.  
 Jan. 18, 1918 Raacke & Co., Rio de Janeiro.  
 Aug. 24, 1918 Ramos, Antonio, alias Angelino, Rio de Janeiro,  
 and Bomfim, Minas Geraes.  
 Mar. 25, 1917 Raymundo, Costa, Caixa Postal 1768, Rio.  
 Nov. 24, 1917 Reis, Claudino, Rio de Janeiro.  
 Jan. 4, 1918 Ribeiro, Abrahão, alias Schlesinger & Co., Rio de  
 Janeiro.  
 Mar. 24, 1916 Rombauer & Co., Rua Visconde de Inhauma 84,  
 Rio de Janeiro.  
 Oct. 4, 1918 Salem Frères & Castoriano, Rio de Janeiro.  
 Mar. 22, 1918 Sandgren, A. J., Rio de Janeiro.  
 Sept. 9, 1916 Schaible & Kanitz, Rio and S. Paulo.  
 Apr. 28, 1917 Scheyer, Otto, Rio de Janeiro.  
 June 22, 1917 Schlesinger & Co., Rio de Janeiro.  
 May 17, 1918 Schlick & Co., Alfredo, Rua da Assembleia 14 and  
 Rua da Quitanda 47, Rio de Janeiro.  
 Mar. 22, 1918 Schmidt, E. O., Rio de Janeiro.  
 Mar. 24, 1916 Schoenn, Roberto, & Co., Rua da Quitanda 147,  
 Rio de Janeiro.  
 Sept. 1, 1917 Schott, Adolf, Rio de Janeiro.  
 Mar. 22, 1918 Schrader, Julius, Rio de Janeiro and S. Paulo.  
 Sept. 9, 1916 Siemens Schuckert Werke, Rio S. Paulo and P.  
 Alegre.  
 Aug. 24, 1918 Simon, Heinrich, Rio de Janeiro.  
 Jan. 5, 1917 Simon Israel & Co., Rua General Camara 53, Rio.  
 July 15, 1916 Sinjin, M., & Co., lace makers, Rio de Janeiro.  
 Mar. 24, 1916 Sinner, Alfred, Rio de Janeiro and Santos.  
 June 8, 1916 Sociedad Tubos Mannesmann Limitada.  
 July 15, 1916 Sociedade Tubos Mannesmann, pipe manufacturers,  
 Rio de Janeiro.  
 Mar. 22, 1918 Société d'Entreprises Générales au Brésil, Rua Vis-  
 conde de Inhauma 83 and Caixa Postal 666, Rio.  
 Mar. 22, 1918 Sotomaior, B. G., & Co., Rua Barão de Itapa-  
 gipe 226, S. Paulo; and Rua S. Bento 6 and Caixa  
 Postal 369, Rio de Janeiro.  
 Aug. 9, 1918 Scuzza, R., & Co., Rio de Janeiro.  
 Sept. 21, 1918 Spiller Junior, E., (Estabelecimento Industrial  
 Montana), Rio de Janeiro.  
 Feb. 3, 1917 Stoky, Jorge F., Rio de Janeiro.  
 June 8, 1916 Steinberg, Meyer & Co., Avenida Rio Branco 65,  
 Rio de Janeiro; S. Paulo.  
 Aug. 8, 1916 Stoltz & Co., Hermann, Santos, Rio de Janeiro,  
 S. Paulo and Pernambuco.  
**Dec. 13, 1918 Tettamenti, João, Rio de Janeiro.**  
 July 20, 1917 Thomas & Co., Carlos A., Rio de Janeiro.  
 May 31, 1918 Thun, A., Rio de Janeiro.  
 Nov. 23, 1917 Trinks & Co., G., Rio de Janeiro and Santos.  
 Nov. 24, 1916 Turnauer & Machado, Rio de Janeiro.  
 Mar. 24, 1916 Urban, Eugen, & Co., Rua Conselheiro Saraiva  
 30, Rio de Janeiro; Rua S. Antonio 63, Santos.  
 Feb. 16, 1917 Vicira, Luiz, Rio de Janeiro.  
 May 11, 1917 Waetneldt, Bertholdo, Rio de Janeiro.  
**Dec. 13, 1918 Weinheber, Oscar, Rio de Janeiro.**  
 July 15, 1916 Weiszflog, Otto, (of Weiszflog Bros.), Rio  
 June 9, 1917 Welge, K. M., Rio de Janeiro.  
 Nov. 11, 1916 Werner, Hilpert & Co., Rio de Janeiro.  
 Mar. 24, 1916 Wille, Theodor, & Co., S. Paulo, Rio de Janeiro,  
 and Santos.  
 Sept. 10, 1917 Witte, Paulo, Rio de Janeiro.  
 Feb. 3, 1917 Woebecken & Krebs, Adolpho, Rio de Janeiro.  
 May 25, 1917 Zeizing, John & R., Rio de Janeiro.  
 Jan. 18, 1918 Zeizing, Ricardo M., alias of John & R. Zeizing,  
 Rio de Janeiro.  
 Aug. 18, 1917 Zsigmondy & Co., Paul, Rio de Janeiro.
- S. PAULO.
- June 22, 1917 Beckmann & Co., S. Paulo.  
 July 27, 1918 Bloch, Eugen, S. Paulo.  
 Mar. 22, 1918 Braghini, Cezar, Rua S. Bento 55, S. Paulo.  
 July 15, 1916 Brasilianische Bank fur Deut-chland, Rio de  
 Janeiro, Bahia, S. Paulo, Rio Grande and Porto  
 Alegre.  
 Mar. 22, 1918 Brenne, Rudolpho, S. Paulo.  
 Mar. 24, 1916 Bromberg & Co., Bahia, Porto Alegre, S. Paulo,  
 Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre,  
 S. Paulo, Rio de Janeiro, Santos and Rio Grande  
 do Sul.  
 Mar. 22, 1918 Buckup, P., Santos and S. Paulo.  
 Mar. 24, 1916 Casa Allema (Wagner, Schadlich and Co.), Rua  
 15 de Novembro, Santos; Rio Direita 18, S. Paulo  
 April 28, 1917 Casa Enxoval, S. Paulo.  
 July 20, 1917 Casa Hanau, S. Paulo.  
 Nov. 19, 1916 Casa Lemcke, S. Paulo.  
 April 14, 1917 Casa Rosenheim (Schmidt & Co.), S. Paulo and  
 Santos.  
 July 5, 1916 Cia. Lithographica Hartmann Reichenbach, S.  
 Paulo.  
 June 8, 1917 Cia. Lithographica Ypiranga, S. Paulo and Santos  
 Mar. 24, 1916 Costa Almeida, M., Rua do Rosario 17, S. Paulo;  
 Rio de Janeiro.  
 Aug. 24, 1918 Costa & Co., Fernando, Santos and S. Paulo.  
 July 5, 1916 Deutsche Ueberseeische Bank.  
 July 18, 1916 Deutsche Sud-Amerikanische Bank.  
 Mar. 22, 1918 "Deutsche Zeitung" (Diario Allemão), S. Paulo.  
 Mar. 22, 1918 "Diario Espanol," Brigadeiro Tobias 85, S. Paulo  
 Mar. 22, 1918 Diehl, P. J., S. Paulo.  
 Mar. 22, 1918 Dimiz, Benedicto, Rua S. Bento 55, S. Paulo  
 Jan. 22, 1917 Fabrica Metallurgica Allemã, S. Paulo.  
 Mar. 16, 1917 Fabrica Metallurgica de S. Paulo, S. Paulo.  
 Mar. 16, 1917 Flues, Oscar, Rua Libeiro Badaro 167, S. Paulo.  
 June 8, 1916 Fuchs, J., & Co., (Casa Fuchs), Rua S. Bento  
 83, S. Paulo.  
 Mar. 22, 1918 "Germania," Brigadeiro Tobias 37, S. Paulo and  
 Rio de Janeiro.  
 Mar. 22, 1918 Gomes, Manoel, Travessa da Sá 17, S. Paulo,  
 Santos and Rio de Janeiro.  
 Mar. 22, 1918 Granja, M. P., S. Paulo.  
 Mar. 22, 1918 Guimarães, José, Santos, and Rua Direita 9, S.  
 Paulo.  
 Dec. 9, 1916 Hackdradt, Fernando, & Co., S. Paulo, Porto  
 Alegre and Curitiba.  
 Apr. 14, 1916 Hasenclover & Co., Rio de Janeiro; Rua L.  
 Badaro 70, S. Paulo.



- Jan. 22, 1917 Heise & Co., Hugo, S. Paulo.  
 June 22, 1917 Henrique & Leal, Rio de Janeiro and S. Paulo.  
 Mar. 22, 1918 Issler, Julio, Jr., S. Paulo.  
 Mar. 24, 1916 Jannowitz, Wahle & Co., Rua da Candelaria 49, Rio de Janeiro; Rua S. Pedro 34, S. Paulo.  
 April 28, 1917 Klaussner & Co., S. Paulo.  
 Mar. 22, 1918 Knobloch, Gustavo, S. Paulo.  
 Mar. 22, 1918 Koch, Otto, S. Paulo.  
 Nov. 10, 1916 Laves de Moraes, José, S. Paulo.  
 Aug. 31, 1918 Levv, Rafael, S. Paulo.  
 Nov. 10, 1916 Lemcke, Henrique, S. Paulo.  
 Mar. 3, 1917 Lichtenfels, Bernardo, alias Brandão, Rio de Janeiro and S. Paulo.  
**Dec. 13, 1918 Meissner, Arthur, S. Paulo.**  
 Nov. 10, 1916 Melcher & Cia., Conrado, S. Paulo.  
 Jan. 18, 1918 Montenegro, Alfredo, S. Paulo.  
 Oct. 4, 1918 Mover, Berto, S. Paulo.  
 June 8, 1916 Nachold, Ricardo, & Co., Rua Henrique Dias 57, S. Paulo; Porto Alegre.  
 Mar. 22, 1918 Oliveira & Co., Santos, S. Paulo & Rio de Janeiro  
 Feb. 1, 1918 Pauly & Co., S. Paulo.  
 July 27, 1918 Pinatel, Luis, S. Paulo.  
 Aug. 31, 1918 Pombaud, Madame, S. Paulo.  
**Dec. 13, 1918 Rawinson, Muller & Co., S. Paulo.**  
 Mar. 22, 1918 Reichenbach, Gustavo, S. Paulo and Santos.  
 Mar. 22, 1918 Richter, Alfredo, S. Paulo.  
 Mar. 22, 1918 Richter, Rudolph A., S. Paulo.  
 July 15, 1916 Rieckmann & Co., ironmongers, S. Paulo.  
 Mar. 22, 1918 Rosenhain, Elisabetha Cefiote, S. Paulo.  
 Mar. 22, 1918 Rosenhain, Henrique, S. Paulo.  
 June 8, 1916 Rothschild & Co., Rua 15 de Novembro 31, S. Paulo.  
 June 9, 1917 Salemi & Arra, S. Paulo.  
 Sept. 9, 1916 Schaible & Kanitz, Rio and S. Paulo.  
 Nov. 10, 1916 Schmidt, Trost & Co., Santos and S. Paulo.  
 Feb. 3, 1917 Schmidt & Co., (Casa Rosenhain), Rua S. Bento 60, S. Paulo.  
 Mar. 22, 1918 Schrader, Julius, Rio de Janeiro and S. Paulo.  
 Oct. 4, 1918 Serraria União, S. Paulo.  
 Sept. 9, 1916 Siemens Schuckert Werke, Rio S. Paulo and P. Alegre.  
 Nov. 24, 1916 Silva, Antonio Carlos da, S. Paulo.  
 Nov. 10, 1917 Silva, J. Domingos da, & Co., Rua S. Bento 28A, S. Paulo.  
 Sept. 10, 1917 Silva & Co., Bertholdo, S. Paulo.  
 Mar. 3, 1917 Smith, Charles, S. Paulo.  
 Aug. 8, 1916 Smith, Kessler & Panke (Casa Kosmos, S. Paulo and Santos).  
 May 6, 1918 Spiro, Charles, S. Paulo.  
 Mar. 22, 1918 Set'o-Maior, B. G. & Co., Rua Barão de Itapagipe 226, S. Paulo; and Rua S. Bento 6 and Caixa Postal 369, Rio de Janeiro.  
 June 8, 1916 Steinberg, Meyer & Co., Avenida Rio Branco 65, Rio de Janeiro; S. Paulo.  
 Aug. 8, 1916 Stoltz & Co., Hermann, Santos, Rio de Janeiro, S. Paulo and Pernambuco.  
 May 31, 1918 Stuck, Otto, S. Paulo.  
 Mar. 31, 1917 Stupakogg & Co., Rua S. Bento 7, S. Paulo.  
 Mar. 24, 1916 Trommel, A., & Co., Praça Telles 11, Santos; Rua Alvares Penteados, S. Paulo.  
 Mar. 24, 1916 Wagner, Schadlich & Co., (Casa Allema), Santos and S. Paulo.  
 July 12, 1918 Wahnschaffe, Rudolfo, S. Paulo.  
 Nov. 10, 1916 Warnecke & Cia., Hermann, S. Paulo.  
 June 8, 1916 Weiszflog Brothers, Rua Libero Badaré 70, S. Paulo.  
 July 15, 1916 Weiszflog, Alfredo (of Weiszflog Bros.), S. Paulo.  
 Mar. 24, 1916 Wille, Theodor, & Co., S. Paulo, Rio de Janeiro, and Santos.  
 Oct. 4, 1918 Willhoft, João, S. Paulo.  
 June 8, 1917 Ypiranga, Cia. Lithographica, S. Paulo & Santos  
 Mar. 16, 1917 Zerrenner Bulow & Co., Rua S. Bento 81, S. Paulo and Santos.
- SANTOS.**
- June 8, 1916 Breithaupt, Victor, & Co., Rua Itororo 8, Santos.  
 Mar. 24, 1916 Bromberg & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 22, 1918 Buckup, P., Santos and S. Paulo.  
 Mar. 24, 1916 Casa Allema (Wagner, Schadlich and Co.), Rua 15 de Novembro, Santos; Rio Direita 18, S. Paulo  
 April 14, 1917 Casa Rosenheim (Schmidt & Co.), S. Paulo and Santos.  
 Aug. 24, 1918 Costa & Co., Fernando, Santos and S. Paulo.  
 Nov. 10, 1916 Chaves, J. P., Santos.  
 June 8, 1917 Cia. Lithographica Ypiranga, S. Paulo and Santos  
 Nov. 10, 1916 Companhia Nacional de Café, Santos.  
 Mar. 22, 1918 Darigo, Michele, Santos.  
 Mar. 24, 1916 Dauch & Co., Rua Frei Gaspar 16, Santos.  
 Mar. 22, 1918 Dibo, João M., Rio de Janeiro and Santos  
 Mar. 24, 1916 Diebold & Co., Rua S. Antonio 56, Santos.  
 Mar. 22, 1918 Diebold, Alexander, Santos.  
 Mar. 22, 1918 Faria, Marcos de, Santos.  
 Dec. 21, 1917 Ferrari & Bartholomei, Santos.  
 Nov. 24, 1916 Figueiredo & Co., Leopoldo, Santos.  
 Mar. 22, 1918 Gobiz, Manoel, Santos.  
 Mar. 22, 1918 Gomes, Manoel, Travessa da Sá 17, S. Paulo, Santos and Rio de Janeiro.  
 Mar. 22, 1918 Guimarães, José, Santos, and Rua Direita 9, S. Paulo.  
 Dec. 21, 1917 Hafers, E. Magalhães, Santos.  
 Mar. 22, 1918 Hellwig, Carl, Santos.  
 Aug. 18, 1917 Jacobsen & Co., S., Santos.  
 Mar. 22, 1918 Langkjer, A. V., Santos.  
 Sept. 1, 1917 Lisboa, Pedro Christ., Santos.  
 Mar. 4, 1918 Meyer, C., Santos.  
 Nov. 10, 1916 Nossack & Co., Santos.  
 Mar. 22, 1918 "Noticia, A." Santos.  
 Mar. 16, 1918 Novita & Amado, J., Santos.  
 Nov. 10, 1916 Oliveira, Eduardo, Santos.  
 Mar. 22, 1918 Oliveira & Co., Santos, S. Paulo & Rio de Janeiro  
 Mar. 22, 1918 Reichenbach, Gustavo, S. Paulo and Santos.  
 June 8, 1916 Runes & Bark, Largo Monte Alegre 6, Santos.  
 Nov. 10, 1916 Schmidt, Trost & Co., Santos and S. Paulo.  
 Aug. 8, 1916 Smith, Kessler & Pauke (Casa Kosmos), S. Paulo and Santos.  
 Mar. 24, 1916 Sinner, Alfred, Rio de Janeiro and Santos.  
 Aug. 8, 1916 Stoltz & Co., Hermann, Santos, Rio de Janeiro, S. Paulo and Pernambuco.  
 Nov. 10, 1916 Trinks & Cia., Peter, Santos  
 Nov. 24, 1917 Trinks, Gerhard, Santos.  
 Nov. 24, 1917 Trinks & Co., G., Santos  
 Mar. 24, 1916 Trommel, A., & Co., Praça Telles 11, Santos; Rua Alvares Penteados, S. Paulo.  
 Mar. 24, 1916 Urban, Eugen, & Co., Rua Conselheiro Saraiva 30, Rio de Janeiro; Rua S. Antonio 63, Santos.  
 April 14, 1917 Vasconcellos & Co., C., Santos.  
 Mar. 22, 1918 Vienna, Cezar, Rio de Janeiro and Santos.  
 Mar. 24, 1916 Wagner, Schadlich & Co., (Casa Allema), Santos and S. Paulo.  
 July 5, 1916 Weiszflog, Max, Santos.  
 Mar. 24, 1916 Wille, Theodor, & Co., S. Paulo, Rio de Janeiro, and Santos.  
 Oct. 26, 1917 Wischendorf, Max, Santos.  
 Mar. 16, 1917 Zerrenner Bulow & Co., Rua S. Bento 81, S. Paulo and Santos.
- S. FRANCISCO DO SUL.**
- June 8, 1916 Fonseca, Arthur, S. Francisco do Sul.  
 June 8, 1916 Jordan Gerken & Co., S. Francisco do Sul.  
 Dec. 21, 1917 Jordan & Co., Henrique, S. Francisco do Sul.  
 Nov. 10, 1916 Leal, Anthanasio, S. Francisco do Sul.

Nov. 10, 1916 Ribeiro, Trajano, S. Fransisco do Sul (Jordan Gerken & Co.)

## JOINVILLE.

July 15, 1916 Achim & Co. (branch of Arp & Co.) Joinville.  
 Dec. 8, 1916 Boehm, Otto, or C. W. Boehm ("Koloine Zeitung") Joinville, Santa Catharina.  
 May 25, 1917 Casa de Aço, Carl Schneider, Joinville.  
 Mar. 22, 1918 Commerce de Joinville, Joinville.  
 June 8, 1916 João Silveira de Souza, Joinville.  
 Mar. 22, 1918 "Joinvillenser Zeitung," Joinville.  
 Jan. 18, 1918 Kohlbach & Co., Joinville.  
 Jan. 18, 1918 Oliveira, João Gomes de, Joinville.  
 Feb. 3, 1917 Schneider, Carl, Joinville.  
 Dec. 8, 1917 Schwartz, Eduardo, or E. J. Schwartz & Co., or Eduardo J. Schwartz & Co. ("Gazeta do Comercio"). Joinville, Santa Catharina.  
 Dec. 9, 1916 Stock, Emilio, Santa Catharina.

## FLORIANOPOLIS.

Nov. 10, 1916 Beck & Co., Ernesto, Florianopolis.  
 June 8, 1916 Empresa Hoeppeke, Florianopolis, S. Catharina.  
 Mar. 24, 1916 Hoeppeke, Carl, & Co., Florianopolis and Santa Catharina.  
 Feb. 1, 1918 Hoeppeke Irmãos & Co., Florianopolis.  
 Nov. 4, 1918 Hoeppeke, Carlur Junior, Florianopolis.  
 Nov. 4, 1918 Hoeppeke, Max, Florianopolis.  
 May 2, 1916 Louro Limbares, Florianopolis.  
 Mar. 16, 1917 Regis, João D. de, Florianopolis.  
 Mar. 22, 1918 Ruiz, Alejo, Florianopolis.  
 Oct. 4, 1918 Stodiek, Ernesto, Florianopolis.

## CURITYBA

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

## S. BERNARDO.

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

## RIO GRANDE DO SUL.

Feb. 1, 1918 Albrecht & Co., C., Rio Grande do Sul.  
 July 12, 1918 Bercht, Adolfo, Rio Grande.  
 July 15, 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.  
 Mar. 24, 1916 Bromberg & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 22, 1918 Deutscheacht, Rio Grande do Sul.  
 Mar. 24, 1916 Engel, Fritz, Rio Grande do Sul.  
 Mar. 24, 1916 Engelhardt, Carlos, Rio Grande do Sul.  
 Mar. 24, 1916 Frach & Co., Rua 7 de Setembro 90, Porto Alegre; Rio Grande do Sul.  
 June 14, 1918 Hermenegildo Bernadelli, Pelotas, Porto Alegre, and Rio Grande.  
 Mar. 22, 1918 Industria Quimica Argentina, Rio Grande do Sul.  
 Mar. 22, 1918 Schneider, Carlos E., Rio Grande do Sul.  
 Aug. 21, 1918 Schmitz & Co., Oscar, Porto Alegre.  
 June 11, 1918 Strauch, Richard, Rio Grande.  
 July 15, 1916 Wachtel Marxen & Co., shipping agents, Rio Grande.

## PELOTAS.

July 27, 1918 Boyunga, H. C., Pelotas.  
 June 14, 1918 Hermenegildo Bernadelli, Pelotas, Porto Alegre, and Rio Grande.  
 Mar. 22, 1918 "Neue Deutsche Zeitung," Pelotas.  
 Nov. 24, 1917 Tollens & Costa, Pelotas.  
 Feb. 3, 1917 Viuva Behrensdorff & Co., P. Alegre and Pelotas

## PORTO ALEGRE.

Nov. 15, 1918 Aeckerle, Adolf, Porto Alegre.  
 Mar. 22, 1918 Alienbernd, C. G., Porto Alegre.  
 Sept. 9, 1916 Ao Cylindro, Porto Alegre.  
 July 15, 1916 Bercht Brothers, dry goods importers, P. Alegre.  
 Feb. 16, 1917 Beuster Lima & Co., P. M., Porto Alegre.  
 Sept. 9, 1916 Bier, F. G., & Co., Porto Alegre.  
 July 15, 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.  
 Mar. 24, 1916 Bromberg & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 July 15, 1916 Bromberg Daudt & Co., ironmongers, P. Alegre.  
 Nov. 10, 1916 Cia. Graphica Rio-Grandense, Porto Alegre.  
 Nov. 10, 1916 Day (John) Bromberg & Co., Porto Alegre.  
 Mar. 22, 1918 "Deutsches Volksblatt," Porto Alegre.  
 Jan. 22, 1917 Dienstbach & Co., Theodor C., Porto Alegre.  
 Aug. 22, 1916 Dreher, Edmundo, & Co., Porto Alegre.  
 Jan. 22, 1917 Dressler & Henkel, Porto Alegre.  
 Aug. 31, 1917 Drogaria Martel (see Schroeder & Co.), P. Alegre.  
 Nov. 15, 1918 Ebner & Co., Porto Alegre.  
 Mar. 24, 1916 Frach & Co., Rua 7 de Setembro 90, Porto Alegre; Rio Grande do Sul.  
 May 17, 1918 Franco, Hermodio, Porto Alegre.  
 Sept. 9, 1916 Freyler, Hugo, Porto Alegre.  
 Feb. 3, 1917 Gins, Adolf, Porto Alegre.  
 Sept. 9, 1916 Gonzy, Porto Alegre.  
 June 9, 1917 Gundlach & Co., Germano, Porto Alegre.  
 Dec. 9, 1916 Hackdradt, Fernando, & Co., S. Paulo, Porto Alegre and Curitiba.  
 June 14, 1918 Hermenegildo Bernadelli, Pelotas, Porto Alegre, and Rio Grande.  
 Feb. 16, 1917 Hobbing, Engelbert, Porto Alegre.  
 Aug. 8, 1916 Krahe & Co., Porto Alegre.  
 Mar. 24, 1916 Lemcke, Carlos & Co., Porto Alegre.  
 Feb. 3, 1917 Lesinski & Co., Porto Alegre.  
 June 9, 1917 Luce, Guilherme Adolfo, Porto Alegre.  
 Aug. 8, 1916 Ludwig Irmãos, Porto Alegre.  
 Dec. 8, 1917 Martel Vicente Porto, Successores, alias Schroeder, Porto Alegre.  
 Sept. 9, 1916 Meizler, Hugo, Porto Alegre.  
 April 14, 1916 Meyer, Irmãos & Co., Rua 7 de Setembro 165, Porto Alegre.  
 Feb. 3, 1917 Moeller, H. Theo., Porto Alegre.  
 June 9, 1917 Naschold, Carlos, Porto Alegre.  
 June 8, 1916 Naschold, Ricardo & Co., Rua Henrique Dias 57, S. Paulo; Porto Alegre.  
 Jan. 4, 1918 Petersen, Emil, Porto Alegre.  
 Nov. 10, 1917 Reguly, Alexandre, Porto Alegre.  
 Feb. 3, 1917 Reinhardt, Cesar, Porto Alegre.  
 June 14, 1918 Reiziger Schmitt & Co., Porto Alegre.  
 May 31, 1918 Rodrigues da Fonseca, Alfredo, Porto Alegre.  
 Feb. 3, 1917 Schroeder & Co. (Drogaria Martel), Rua dos Andrades 298 & 405, Rua 7 de Setembro 108, Rua Marechal Floriano 91 and Caxias do Correio 41, Porto Alegre.  
 Sept. 9, 1916 Schroeter, J., Porto Alegre.  
 Sept. 9, 1916 Siemens Schuckert Werke, Rio S. Paulo and P. Alegre.  
 Dec. 8, 1917 União de Ferros, alias Bromberg, Porto Alegre.  
 June 14, 1918 "Vaterland," Porto Alegre.  
 Feb. 3, 1917 Viuva Behrensdorff & Co., P. Alegre and Pelotas.  
 Nov. 10, 1916 Voelcker & Co., Luiz, Porto Alegre.  
 Mar. 31, 1918 Voelkers & Franco, Porto Alegre.  
 June 14, 1918 "Volksblatt," Porto Alegre.  
 July 12, 1918 Wiedmann, Alfredo, Porto Alegre.  
 Feb. 3, 1917 Wiedemann & Gins, Porto Alegre.  
 Nov. 10, 1916 Woehcke, Gustav, Porto Alegre.  
 Sept. 10, 1917 Wermke & Linau, Porto Alegre.

## SANTA CATHARINA.

Mar. 22, 1918 Herschel, M., Santa Catharina.

## BLUMENAU.

July 27, 1918 Blohm, F., Blumenau.  
 Mar. 22, 1918 "Blumenau Zeitung," Blumenau.  
 Sept. 21, 1918 Salinger & Co., Gustavo, Blumenau (S. Catharina)  
 Mar. 22, 1918 Urwaldsbote, Der, Blumenau.

## PARANAGUA.

Feb. 19, 1918 Correa & Co., Ceciliano, Paranagua.

## BRUSQUE.

Mar. 22, 1918 "Brusque Zeitung," Brusque.  
 Mar. 4, 1918 Fabrica de Tecidos Renaux Santos, Brusque.  
 Mar. 22, 1918 "Gazetta Brusquense," Brusque.  
 May 11, 1917 Renaux, Carl, Brusque.

## CORUMBA.

Mar. 16, 1917 Cia. Commercial Mattogrossense & Boliviana, Corumba.  
 June 22, 1917 Festenburg & Co., Corumba.  
 Nov. 10, 1917 Gutmann, Henrique, Corumba.  
 Dec. 8, 1916 Jantsch & Co., Aurelio, Corumba.  
 Dec. 8, 1916 Simon, Feliciano, Corumba.  
 May 31, 1918 Stofen, Schnack, Muller & Co., Corumba.  
 Aug. 31, 1918 Tavares & Arruda, M., Corumba.

## VICTORIA.

Mar. 24, 1916 Companhia Commercial, Victoria.

## BAHIA.

Aug. 8, 1916 Andrade (Ernesto) & Pinto, Bahia.  
 Dec. 13, 1918 Ahrns, Eduardo, Bahia.  
 Oct. 26, 1917 Bartsch & Co., Frederico, Bahia.  
 Mar. 24, 1916 Behrmann & Co., Rua das Princezas, Bahia.  
 Oct. 26, 1917 Bergelt & Co., G., Bahia.  
 July 15, 1916 Brasilianische Bank fur Deutschland, Rio de Janeiro, Bahia, S. Paulo, Rio Grande and Porto Alegre.  
 Mar. 24, 1916 Bromberg & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 24, 1916 Bromberg, Hacker & Co., Bahia, Porto Alegre, S. Paulo, Rio de Janeiro, Santos and Rio Grande do Sul.  
 Mar. 24, 1916 Dannemann & Co., S. Felix, Bahia.  
 Mar. 22, 1918 Dantas, Vincente Mesquita, Caixa Postal 47, Bahia.  
 Mar. 24, 1916 Domschke & Co., Rua das Princezas, Bahia.  
 Mar. 24, 1916 Friedrichs & Timmans, Rua dos Drogistas, Bahia.  
 April 14, 1917 Georg, Otto, of Dannemann & Co., Bahia.  
 Mar. 22, 1918 "Guerra, A," Bahia.  
 Feb. 3, 1917 Hoffmeister Witte & Co., Bahia.  
 Mar. 22, 1918 Holzgrave, Wilhelm, Bahia.  
 June 8, 1916 Lind, Von der, & Co., Rua das Princezas, Bahia.  
 Jan. 18, 1918 Martifield & Co., C., Muritiba, Bahia.  
 Oct. 4, 1918 Martifield, C., Bahia.  
 June 14, 1918 Meister & Co., Bahia.  
 Mar. 22, 1918 Meyer, Harold, Bahia.  
 Dec. 23, 1916 Miranda, Agenor, Bahia.  
 April 14, 1916 Ottens, K. J., Bahia.  
 Mar. 24, 1916 Overbeck, W., Rua das Princezas, Bahia.  
 Mar. 22, 1918 Pfeil & Klein-Ellguth, Bahia.  
 Jan. 4, 1918 Pharmacia e Drogaria Caldas (see Schmidt, Rau, Bahia.)  
 Oct. 26, 1917 Schlang, Emilio, Bahia.

Jan. 4, 1918 Schmidt, Raoul (Pharmacia & Drogaria Caldas), Bahia.  
 Oct. 26, 1917 See, Willy, Bahia.  
 April 14, 1917 Siepmann, Fritz, of Dannemann & Co., Bahia.  
 Jan. 18, 1918 Souza & Co., Pinto de, alias of Ernesto Andrade & Pinto, Bahia.  
 June 22, 1917 Steinbach, Hans, Bahia.  
 Dec. 13, 1918 Stender & Co., Bahia.  
 Mar. 24, 1916 Suerdieck & Co., Rua das Princezas, Bahia.  
 Dec. 21, 1917 Uslar, J. von, Bahia.  
 Dec. 13, 1918 Vasconcellos, P., Bahia.  
 Sept. 8, 1916 Vieira de Mello, Francisco, Bahia.  
 Jan. 18, 1918 Weber, Carlos, (Casa Brasileira), Santos.  
 Sept. 1, 1917 Weber & Schweizer, Bahia.  
 Dec. 21, 1917 Westphal, August, Bahia.  
 June 8, 1916 Westphalen Bach & Co., Rua Cons. Saraiva, Bahia.

## PERNAMBUCO.

April 14, 1916 Barza & Co., Pernambuco.  
 Mar. 24, 1916 Bockmann, A., & Co., Rua do Appollo 28, P'buco.  
 April 14, 1916 Borstelmann & Co., Pernambuco and Maceio.  
 Nov. 10, 1916 Drechsler & Cia., Max, Pernambuco.  
 June 8, 1916 Eiffler, Bernard, Manaos, Para and Pernambuco.  
 Mar. 22, 1918 Fonseca, Raymond, Pernambuco.  
 June 8, 1916 Hartmann, H., Rua Barão da Victoria 25, P'buco.  
 Mar. 24, 1916 Krause, Irmãos & Co., (Krause Brothers), Para. Maranhão, Manaos and Pernambuco.  
 Mar. 24, 1916 Landy, Carlos von, Rua Barão do Triunpho 35A, Pernambuco.  
 June 8, 1916 Petersen, Adolf, & Co., Rua do Apollo 36, P'buco.  
 Aug. 22, 1916 Pohlman & Co., Pernambuco and Manaos.  
 Jan. 22, 1917 Portella Filho, Hermengilho, Pernambuco.  
 Aug. 8, 1916 Stoltz & Co., Hermann, Santos, Rio de Janeiro, S. Paulo and Pernambuco.  
 Mar. 22, 1918 Wittrock, Gustav, Pernambuco.  
 June 15, 1916 Wolff, Eric, Pernambuco.

## MACEIO.

April 14, 1916 Borstelmann & Co., Pernambuco and Maceio.  
 Jan. 18, 1918 Gomes & Irmão, alias of Pohlmann & Co., Maceio.  
 Aug. 22, 1916 Pohlman & Co., Pernambuco and Maceio.

## PARAHYBA DO NORTE.

June 8, 1916 Kroncke & Co., Parahyba do Norte.  
 Mar. 22, 1918 Kroncke, Alfred, Parahyba do Norte.

## MARANHÃO.

Sept 21, 1918 Aguiar & Co., Francisco, Maranhão.  
 June 8, 1916 Bluhm, Bernhard, Rua 28 de Julho, S. Luiz, Maranhão.  
 Mar. 24, 1916 Krause, Irmãos & Co., (Krause Brothers), Para. Maranhão, Manaos and Pernambuco.

## CEARA.

Aug. 18, 1917 Barrozo, J., Ceara.  
 June 8, 1916 Bezold, Otto, Ceara.  
 June 8, 1916 Huland, Oscar & Co., Ceara.

## PARA.

Mar. 22, 1918 Ahlers, Rudolph Otto, Para.  
 Nov. 4, 1918 Barber & Co., Alfred W., Para.  
 Mar. 24, 1916 Berrunger & Co., Para.  
 Nov. 4, 1918 Burkhardt, B. Max, Para.  
 June 28, 1918 Campos, José Pinto (cover of Mosqueiro & Soure Lins), Para.  
 Jan. 22, 1917 Chaves, Gualtero Ribeiro, Para.  
 June 8, 1916 Eiffler, Bernard, Manaos, Para and Pernambuco.  
 June 2, 1916 Graeff, Gustaf, Para.  
 June 8, 1916 Green & Co., Belem, Para.  
 Mar. 24, 1916 Griesbach, Max, Para.

Mar. 22, 1918 Hartje, J. F., Belem, Para.  
 Mar. 24, 1916 Hoffman, Rudolf, W. H., Para.  
 Mar. 24, 1916 Krause, Irmãos & Co., (Krause Brothers), Para,  
 Maranhão, Manaos and Pernambuco.  
 June 14, 1918 Kuehler, Otto, Para.  
 Sept. 9, 1916 Lima, Lúzio Horacio, Para (Berringer & Co.)  
 July 18, 1916 Officina Velhote Silva, Para.  
 Feb. 3, 1917 Old, Paul, Para.  
 Aug. 18, 1917 Rodrigues, Carlos, Para.  
 July 27, 1918 Schumann & Co., Para.  
 May 18, 1916 Seligmann & Co., Para.  
 July 18, 1916 Steiner, Pedro Mauricio, Para.  
 Feb. 16, 1917 Tapana Plantations Co., Para.  
 Nov. 10, 1916 Werner, Friedrichs, Para.

## CACUAL GRANDE (PARA).

Feb. 16, 1917 Société Alsacienne de Plantations en Brésil,  
 Cacuál Grande.  
 Feb. 16, 1917 Von Hoff, Cacuál Grande.

## MANAOS.

May 18, 1916 Deffner & Co., G., Manaos.  
 June 8, 1916 Eiffler, Bernard, Manaos, Para and Pernambuco.  
 July 12, 1918 Gerechter & Levinthal, Manaos.  
 Aug. 22, 1916 Gunzburger, J., & Co., Manaos.  
 Aug. 22, 1916 Harm, Henrich, Manaos and Itacoatiara.  
 Mar. 24, 1916 Krause, Irmãos & Co., (Krause Brothers), Para,  
 Maranhão, Manaos and Pernambuco.  
 May 18, 1916 Lobo, Manaos.  
 June 28, 1918 Maxim Holdun, Manaos.  
 Aug. 22, 1916 Peters, W., & Co., Manaos.  
 Mar. 24, 1916 Pralow & Co., Manaos.

Mar. 24, 1916 Ohliger & Co., Manaos.  
 Mar. 22, 1918 Raniger, H., Manaos.  
 Aug. 22, 1916 Reisch, Felix, Manaos.  
 Aug. 31, 1918 Samuel, Mauricio, Manaos.  
 Mar. 24, 1916 Scholz, Waldemar, Manaos.  
 Mar. 24, 1916 Semper & Co., Manaos.  
 May 18, 1916 Steinman, Emilio A., Manaos.  
 Mar. 22, 1918 Steinmann, H., Manaos.  
 May 18, 1916 Strassberger, E., & Co., Manaos.  
 July 18, 1916 Vieira, Francisco Salles, Manaos (cloak for Semper)  
 Feb. 19, 1918 Wesche & Co., Manaos.

## CUYABA.

July 20, 1917 Hesslein & Sergol, Henrique, Cuyaba.  
 Aug. 18, 1917 Schwenk, Wilhelm, Cuyaba.

## ITACOATIARA.

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

## ARACAJU.

Aug. 31, 1918 Loeser, Carlos, Aracaju.

## BOMFIM (MINAS GERAES.)

Aug. 24, 1918 Antonio, alias Angelino Ramos, Rio de Janeiro,  
 and Bomfim, Minas Geraes.

## RETIRADAS

Dec. 13, 1918 Guimarães & Co., F., Bahia  
 Nov. 30, 1918 Courley & Co., T. P., Rio de Janeiro.  
 Nov. 30, 1918 Damazio, Guilherme, Santos.

