

Wileman's Brazilian Review

A WEEKLY JOURNAL OF TRADE, FINANCE, ECONOMICS AND SHIPPING.

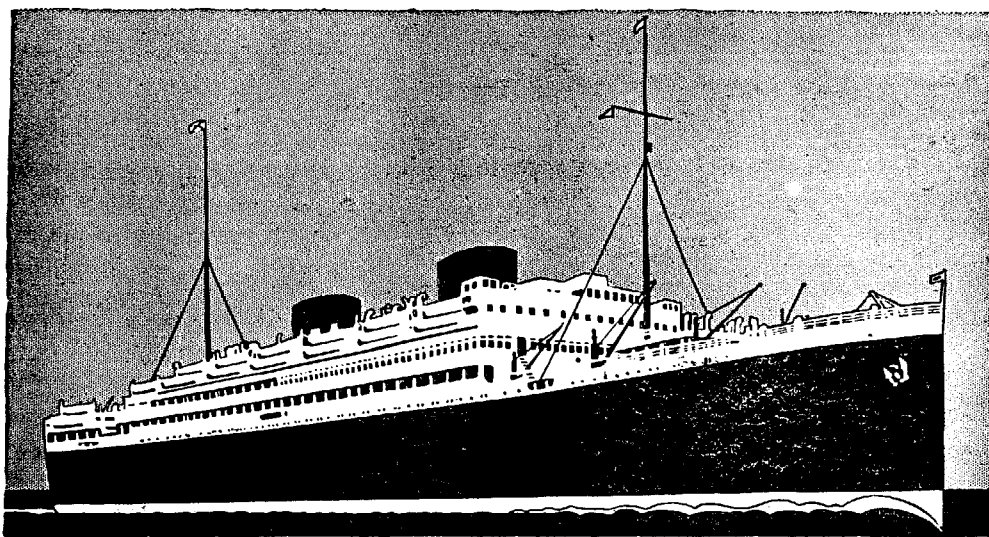
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VOL. 19

RIO DE JANEIRO, THURSDAY, NOVEMBER 22, 1928

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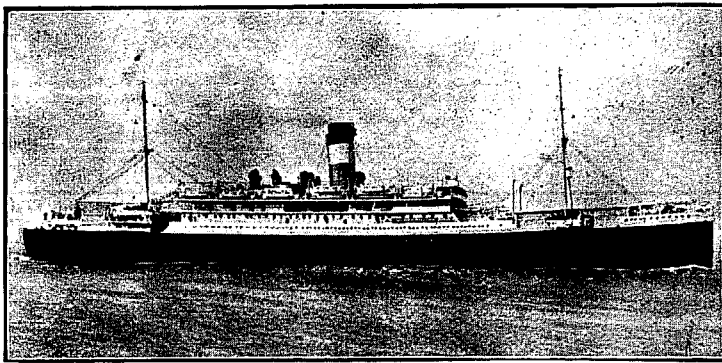
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VOLTAIRE.. 18th Feb.
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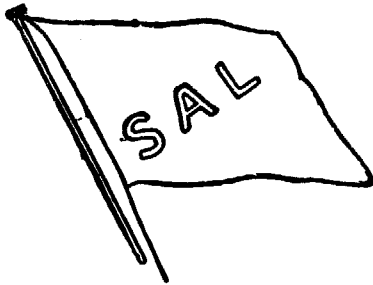
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MAIL FIXTURES

FOR EUROPE.

MONTH OF NOVEMBER, 1928.

23	CAP POLONIO, Hamburg South America Line.
24	GIULIO CESARE, Italian General Navigation Company.
25	ANDES, Royal Mail Steam Packet Co.
26	HIGHLAND MONARCH, Royal Mail Steam Packet Co.
26	SIERRA VENTANA, Norddeutscher Lloyd.
27	ARANDORA, Blue Star Line.

FOR THE UNITED STATES.

FIRST HALF OF DECEMBER.

5	AMERICAN LEGION, Munson Line.
7	VANDRCK, Lamport & Holt.

FOR THE RIVER PLATE.

MONTH OF NOVEMBER, 1928.

23	BOGOTA', Royal Mail Steam Packet Co.
26	CONTE VERDE, Lloyd Sabaud.
26	MENDOZA, Transportes Maritimes.
28	SIERRA MORENA, Norddeutscher Lloyd.
29	DESNA, Royal Mail Steam Packet Co.
29	LUTETIA, Chargeurs Reunis.
29	GELRIA, Royal Holland Lloyd.
29	LA CORUNA, Hamburg South America Line.
30	SOUTHERN CROSS, Munson Line.

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ARANDORA 27 Nov.

*ALMEDA 3 December
 ANDALUCIA 25 December
 AVELONA 8 January

FOR RIVER PLATE:

ANDALUCIA 8 Dec.

AVELONA 22 December
 AVILA 4 January
 ALMEDA 19 January

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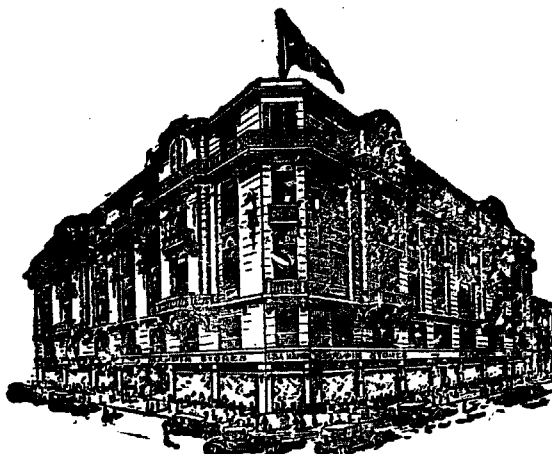
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THE OUTLOOK.

It is gratifying to record the fact that the situation has improved since our last issue in virtue of a change in the policy of the Bank of Brazil in connection with credits.

The recent registered failures, mentioned in these columns, led that national Institution to curtail credit to a minimum or virtually nil with the result that one of the largest local industrial concerns, whose range of enterprise has been too ambitiously extended, was in imminent danger of foundering. This great firm, traditionally patriotic, was far from insolvent in view of the proportion of its current liabilities to its assets, over 80% of which latter, is owed by the Federal Government.

The over zealotness of the Government to establish morality in general, has reflected on commercial credit to a serious and short-sighted extent, with the result that some of the largest creditors of the National Treasury were on the verge of bankruptcy in view of the failure on the part of the Government to follow the precepts established by them. Administrators should exemplify morality prior to enforcing it on others, i.e., liquidate the Nation's floating debt as a precedent to commercial integrity.

The Bank of Brazil's relaxation of the previous week's hard-and-fast rule in connection with credits has, however, eased a most afflicting situation, thus relieving the market, for the time being, of the alarming prospects of general convulsion.

In the meantime, the political horizon is becoming somewhat cloudy, but this subject is beyond the sphere of this Review to discuss.

Far be it from us to desire to misinterpret domestic politics, for we harbour in our hearts the welfare of this great country. Certain foreign journalists have recently indulged in far too free-and-easy criticism of Brazil and Brazilians, which has only naturally met with a storm of protest. Such criticism is not only

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uncalled for, but is highly prejudicial to the honest and healthy section of the foreign press in Brazil, whose law abiding propensities and loyalty to Brazil are unquestionable.

The exchange market is showing a weak tendency, which is not surprising in view of recent events. Rates, however, we repeat, are not likely to show any marked changes at present for reasons already explained in these columns.

Gold deposits in the "Caixa Estabilização" show a slight shrinkage in the aggregate, whilst there are no reports of fresh shipments of the metal from any source.

Mr. Herbert Hoover's visit to South America is awaited with keen interest, for it is anticipated that the personal experience gained by the President Elect of the United States may eliminate many misunderstandings between the U.S.A. and South American Republics.

It is reported that Brazil has not only presented Mr. Hoover with a memorial delineating this country's coffee defence policy, but has invited the President to visit the State of S. Paulo in an effort to bring him more closely together with the real interests representing the industry in that State, so that he may thoroughly appreciate the issues at stake. No doubt, Mr. Hoover's mission is primarily of a peace maker, so that we may discard the fears of unjust portrayal of facts.

The coffee markets are in a state of expectancy, but hopeful. The Santos market is actually, says our correspondent, marking time.

Although options in New York have declined still further, there are marked indications that Santos has seen the worst.

The fact that daily receipts in Santos are bringing it ever increasing quantities of undesirable rain-damaged coffees does not help the market. It is a mystery how some exporters find their profits in selling well-described 4's below a 34\$000 p.10 kg. basis, at which price there are practically no sellers and it looks very much as if Santos will have to face in the near future a very difficult period, with an abnormal scarcity of good-drinking selections and as a consequence, general dissatisfaction on buyers' part, who have never learnt and apparently will never learn, that it is only fair to sellers to take into consideration existing conditions, i.e., be less arbitrary on the drink or cup question.

It is rumoured that a group of Brazilian speculators, some say that it is for account of the Coffee Institute, but we think this is a mistaken notion, will be taking up a block of December in New York, Santos basis, and should this be true, the market should respond, as there can be but little coffee available for tendering purposes in New York, at anything like ruling rates.

All in all, we feel that an improvement in the situation is already overdue and look for rather less depressing markets in the near future.

The Rio market is almost entirely under the influence of spot business, terms being conspicuous by its absence.

It seems to us that the terms market is gradually being eliminated from the Board.

"STATE CONTROL OF BANKING"

By Hartley Withers.

There is such a crowd of common delusions on the subject of banking and its relation to industry, and so many of them are used as arguments by those who want to hand over our whole monetary machine to the control of the State, that it is difficult to know where to begin when discussing this formidable problem. From business men who naturally think that they ought to have as much credit as they want - and inevitably take a different view from their bankers as to how much credit they are entitled to get - to reforming enthusiasts who believe that a simple way to solve all our unemployment problems would be for the Government to hand out notes to everybody who wants to buy anything, there

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BARÃO DE MAUÁ	20.10	E. Rios, Ubá, Ponte Nova, Raul Soares—Mondays and Thursdays.
BARÃO DE MAUÁ	20.10	Porto Novo, Recreio, Catangola, Manhuassú Mondays and Thursdays.

is a wide range of critics, who want the banking system to be altered somehow.

These various voices, discordant in note and yet harmonious in "motif", all serve the purpose of those who want to hand us over to bureaucratic control. "See" they can say, "how badly the banks work for you under private management. They have a strangle-hold on industry, and starve it by refusing credit to it on some paltry ground of the security of their depositors' and shareholders' money. They leave an enormous number of willing workers unemployed, while there are also millions of folk who want goods and cannot afford to buy them. Hand the banks over to the State, and the new Jerusalem is here in the twinkling of an eye. All industrialists, who will pay a statutory rate of wages, will have as much credit as they ask for, and if they are so unfortunate as to make a loss and cannot repay the credit, the taxpayer will be glad to make the loss good in view of the indirect social benefit achieved. Everybody who wants goods, in order to live a nobler and more beautiful life, will provided with the necessary buying power, and though there may be difficulties about getting the money back again, this is a small matter in view of the steady humming of the hive of industry, meeting the needs of millions of hungry buyers."

This programme is so attractive that it seems almost irrelevant to suggest the desecrating consideration that in real life it could not possibly work. The printing press works so easily and smoothly, that if the way to economic salvation really lay through its unchecked activity, we should certainly have been long ago in the land of promise. But in fact its achievements in the after-war period are still fresh in the minds of most of us. It is easy for reformers to argue that you cannot have inflation as long as the output of goods keeps pace with the production of buying power, but that is only true if the goods produced are of a kind that buyers want, and can be sold at a price that buyers can afford. And if, in order to enable buying to afford them, a constant stream of new money has to be forthcoming we begin to dance round that vicious circle which took the German mark and the Austrian crown to astronomical figures in depreciation.

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As to that nice idealist view, that the basis of production should not be profit but service, and that the State should, by means of the allocation of credit, decide what goods should be turned out for the benefit of the community, this again looks lovely if one does not inspect it too closely. But when we remember what the State really means - a set of well meaning officials with a crowd of politicians behind them with an ear on the ground and an eye on the gallery - we are justified in anticipating with considerable apprehension the decisions that they might reach as to the kind of goods that might be produced for our benefit. And under State control we should have to take what we were offered or go without.

As it is, we have choice in consumption and that choice is one of the things that make life worth living. This choice, surprising as it may seem to those who have not thought the matter out, we owe, in fact, to the alleged control of industry said to be exercised by the banks. The banks are themselves very strictly controlled by the care that they have to exercise in order to see that they do not make bad debts, and that the money which they lend, as trustees for their depositors and shareholders, does not go down a sink. In order to avoid bad debts, the banks have to ensure that those to whom they lend are making or handling something that the consuming public will want and will be able to pay for. And so it is you and I, members of the consuming public, who finally, by our purchases, decide what is to be produced. We make some ugly mistakes over this job, and encourage the production of a good deal of bad and nasty stuff; but it is sure'y better that we should make these mistakes than that we should hand over lives, as consumers, over to the tender mercies of officials and politicians, assisted perhaps by committees of highbrows, artists and uplift specialists.

As to the political danger, we have the high authority of Mr. Philip Snowden, Chancellor of the Exchequer in the late British Labour Government. At the Labour Party Conference he'd at the beginning of October, he endorsed a remark made by Mr. Ramsay MacDonald to the effect that the control of currency and credit must be kept free from political influences. When asked why, by an evidently impatient audience, he replied that Parliament was not competent to deal with such highly delicate and intricate matters as credit. His hearers, who knew a good deal less about Parliament than he did, laughed at this answer; so Mr. Snowden gave them another dose of sense and truth by saying that he knew something about the dangers of credit control and the power of starting an inflation policy, adding that that power might be in the hands of a Government which might use it to serve purposes of its own or to gain popular support. "I am not", he concluded "prepared to put that control in the hands of any Government."

As it had already been stated, some time ago, by Mr. Baldwin that the gold standard has the advantage of being "knave-proof", and that there was no Government on earth that he would trust to "manage" a currency, we have the highest political authority from both the leading British parties against State control of banking.

AFTER OLYMPIA MOTOR EXHIBITION.

From "The overseas Bulletin" November 1928.

The curtain has been rung down again on the annual Motor Exhibition at Olympia. Being, as is well known, international in character, Olympia provides the most unique opportunity for interested visitors to compare the products of British Car Manufacturers with those of the Manufacturers in the other important car-producing countries of the world.

Indirectly, also, the London Motor Show provides such Manufactures—foreign as well as British—with a tremendously valuable medium for extensively advertising their enterprise and accomplishments for in addition to the magnetic attraction of Olympia the reports as to what is to be found exhibited are carried throughout the world.

By its means the public are able to compare car with car, and improvement with improvement. The latest productions of British Manufacturers are displayed side by side with those of their foreign competitors. In addition, too, the potential user is able to consider his own particular transport difficulty in the light of the types and models displayed, and is able to formulate an idea as to which particular make is most calculated to give him the satisfaction he desires.

The Exhibition, in addition, has afforded a striking example of the modern trend of automobile construction and a valuable object lesson of the degree of efficiency and perfection reached by designers and constructors. Possibly on no former occasion has so much interest been centred on British made cars, and the result has been that a keener insight has been obtained of the great advance made by Home Manufacturers in their efforts to place British motor vehicles in the forefront of the world's motor markets. There has been, particularly of late, growing appreciation of the difficulties which the British Industry has had to face in its fight for a share of those markets and the progress made and the ability of British Manufacturers to offer an equally attractive range of vehicles as their competitors has been clearly instanced at the recent Motor Show.

A tour of the Stands left one with the clear conviction that in regard to design, appearance, efficiency and range of models the British car Manufacturer is leaving no stone unturned in his determination to meet satisfactorily the efforts of his rivals, and if in no other respect, Olympia has, in 1928 given abundant proof of the appreciation of Home Manufacturers of the requirements of Overseas markets and has shown the result of their efforts to give practical effect thereto.

As a result, striking developments have been noticeable in the range of British medium-powered cars. The six and eight-cylinder cars exhibited should provide a ready answer to the needs of Overseas buyers in this respect, while on the important question of price the portents are that the time is assuredly not far distant, if indeed it has not already arrived, when the ability of the British Manufacturer to offer equal, if not surpassing, value in the matter of general efficiency, and appearance, will be further

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strengthened by the elimination of any drawback he may in the past have suffered in the ability of his competitors to undersell him.

The field of the small utility car of from 7 to 10 h.p. is one of British inception and the developments which have taken place in this branch clearly upholds the claim made on its behalf as capable of providing efficient means of transportation at a minimum cost of operation.

Many innovations for making motoring still further free from trouble are heard of from time to time, but the correctness of the claims put forward in their support is always fully established. The Motor Exhibition, however, provides the ready means of safeguarding purchasers from unsound innovations, while indicating how Manufacturers are continuously seeking to effminate any causes of dissatisfaction that may have existed in the past in connection with the vehicles for which they are responsible.

In this connection it is interesting to refer to the improvements apparent among British Manufacturers at the recent Exhibition in the matter of flexible top-gear performance, wider chassis allowing of more roomy bodies to be fitted, the evolution of the "sunshine saloon"—a closed car, the roof of which slides back for fine weather—and important improvements in connection with the gear box. One instance of the latter was to be found in the development of the free-wheel device, and another the introduction by a British firm of a device whereby the gear may be selected in advance by means of a small lever placed on the steering wheel, the actual change being effected at will by means of depressing a small pedal which takes the place of the ordinary clutch pedal.

Improvements in such matters as the question of springing, ignition, and acceleration were apparent, and it is not too much to say that British Manufacturers were able to surprise the public with the value and efficiency of their goods, the Show representing a fitting illustration of British enterprise and achievement. Much has been written of the improvements taking place in British cars, but the practical representation was such as to place for ever at rest any doubts that might still have existed as to the ability of British Manufacturers to cater for the requirements not only of their national market, but of the wider market Overseas, and to cater therefor in the most eminently satisfactory manner.

It may be interesting to refer to the fact that at the forthcoming Motor Show in New York British Manufacturers will, for the first time, be represented, and it is safe to assume that the public who visit that show will undoubtedly be attracted by the quality and sterling worth of the vehicles manufactured by the most serious competitors of their own national manufacturers.

The British Motor Industry has again given conclusive proof that it still possesses that initiative and foresight which has in the past secured for British products generally world-wide renown and adoption.

THE MOTOR INDUSTRY OF GREAT BRITAIN.

The Society of Motor Manufacturers and Traders, Ltd., has recently issued an authoritative survey of the Motor Industry of Great Britain, and from the information collated therein several interesting points in connection with the British Motor Industry are illustrated.


Possibly one of the most striking characteristics of the British Motor Industry has been its expansion in the matter of the output of its factories, for in 20 years it has increased production from 12,000 cars and commercial vehicles, which was the sum of its efforts in 1907 to 209,000 in 1927. Of this latter total the number of cars produced was 157,000, while the balance of 52,000 represented commercial vehicles. In this latter connection it is interesting to note that the number of commercial vehicles alone is nearly five times as great as the total number of vehicles produced 20 years ago, while the number of cars is nearly 14 times as great. This increased production has naturally had the result of decreasing the ratio of cars to population, and while in 1917 there was only one car to every 550 persons, there is now one to every 56 persons.

With increased output it is satisfactory to notice that prices have fallen until at the present time, taken on a gold basis (i.e. in pre-war money), the current prices of private cars and commercial vehicles are 50.1 and 38 per cent. respectively below the pre-war level. A further point in connection with 1928 prices is the radical advance in design, performance and equipment both of cars and commercial vehicles. As compared with 1914, today's prices include in most cases spare wheel, four-wheel brakes, lighting and starting equipment, speedometers, etc., which were all extras on pre-war models.

British exports during 1927 still showed an increase over 1926 despite the conditions prevailing in the second half of the year in one important market. It is interesting to note that while in 1923 the total number of vehicles exported by the chief producing countries was 271,746, of which Great Britain's percentage was 2.3 per cent. it had risen to 330,233 in the first six months of 1928 and the British Manufacturers' percentage of the total exports had doubled.

The import of complete commercial vehicles into Great Britain during 1928 has dwindled to a negligible quantity while there has been an increase in the number of chassis and complete private cars. For the nine months ending September, 1928, the total value of exports of vehicles, chassis and parts exceeded that of imports by £1,341,965.

The Motor Industry is now one of the most important in Great Britain, and while in 1907 the numbers of people employed in the construction and repair of road motor vehicles (excluding motor cycles) and in the manufacture of parts, accessories and tyres for the same was 34,000, and the average earning of all skilled and unskilled men were, up to 1914, 40/8½ per week, the numbers employed in 1927 had increased to 257,000 earning on an average 80/7¼ per week.



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Conditions of the United States Cotton Crops. (A. Norden & Co's. Circular of October 25th, 1928), In explanation of the reactionary tendency of the market during the greater part of the week under review it may be said that, following the advance of more than \$7 a bale which took place in the preceding ten-day period, speculative longs showed a natural desire to take profits; the free marketing of cotton by producers resulted in heavy hedge selling and trade interests, whose recent purchases of spots and futures have placed them in a more comfortable position, again assumed a conservative attitude, although good support was in evidence from this quarter on a scale down.

The desire to take profits on speculative holdings was not entirely due to the factors mentioned above but also to expectations that the Census Bureau Report, published this morning, would show exceptionally heavy ginnings for the period October 1st-18th. These expectations were realized inasmuch as the amount of cotton ginned during the first seventeen days of the month was 3,183,388 bales. Comparative figures are only available from 1924 and are as follows (in thousands of bales):

Crop Year:	Ginned Oct. 1st		Total Crop:
	Oct. 18th:	Percentage of Total Crop	
1924	3,088	22.6	13,639
1925	2,393	14.8	16,123
1926	3,085	17.4	17,755
1927	2,173	17.0	12,783
1928	3,183	?	?

It will be seen that it is impossible to form any reliable idea of the ultimate outturn from the above figures. The only guides we have, apart from the current Government estimate of 13,993,000 bales, are that there is practically no top crop and that the number of bales ginned from this year's growth prior to October 18th, —8,147,301—is thought by private authorities to represent about 60 per cent of the total, pointing to a possible yield of 13,600,000 bales.

According to the Weekly Weather Report published yesterday harvesting of cotton made excellent progress during the past week except in some sections east of the Mississippi where rains caused delay. Freezing temperatures were recorded in North Texas on October 20th and also in Oklahoma but no material damage is reported to have been done.

Following a period of unusual activity in southern spot markets the demand has quieted down and there has been a further easing of the basis. In our opinion, the falling off in the demand may be accounted for by the probability that merchants have already obtained sufficient cotton to fill the bulk of their commitments and that they are unwilling to stock up in the face of the discounts rolling on all forward positions in our market. While spinners are believed to have fairly well covered their immediate requirements they are said to have refrained from fixing prices on more than a small proportion of their purchases. In view of the general improvement in the cotton textile outlook, however, it is expected that purchases to fix prices will give the market good support on all declines.

Taking into consideration the impressive manner in which the recent heavy volume of offerings has been absorbed, we think it reasonable to expect that, the dwindling of southern hedge operations which must soon take place, the market will work higher. Nevertheless, we would prefer, pending further crop and trade developments, to confine purchases to moderate recessions.

Change of Firm. We are informed by Messrs. Eliakim, Taddei & Co., Ltd. coffee exporters of this city, that the firm's name has been changed to Eliakim & Co., Ltd.

MONEY.

Official Exchange Quotations, Camara Syndical and Vales:—

	90 days Pence	Sight Pence	Sovereigns	Dollars Sight	Vales Gold
November 15			Holiday.		
November 16	5 123-128	5 115-128	41\$600	8\$383	4\$567
November 17	5 123-128	5 115-128	41\$600	8\$385	4\$567
November 19	5 123-128	5 115-128	41\$400	8\$380	4\$567
November 20	5 123-128	5 115-128	41\$400	8\$380	4\$567
November 21	5 123-128	5 115-128	41\$400	8\$386	4\$567
Average	5 123-128	5 115-128	41\$480	8\$383	4\$567
Equivalent	5.975.810	5.892,208	—	—	—

THE DAILY MOVEMENT OF EXCHANGE.

Thursday, 15th November, 1928. Holiday.
 Friday, 16th November, 1928. The Bank of Brazil posted 5 31/32 and Foreign Banks quoted 5 61/64, with money at 5 127/128. The Market was without interest and rates were unchanged throughout this period
 The New York-London rate cabled \$4.84-7/8 and Paris-London 124.09 fcs. to the £.
 Saturday, 17th November, 1928. Local rates remained unchanged. New York-London cabled \$4.85 and Paris-London frc. 124.08 to the £.
 Monday, 19th November, 1928. Local rates remained unchanged. New York-London cabled \$4.85 and Paris-London 124.05 to the £.
 Tuesday, 20th November, 1928. Local rates remained unchanged. New York-London cabled \$4.85-1/8 and Paris-London 124.10 to the £.
 Wednesday, 21st November, 1928. Local rates remained unchanged. New York-London cabled \$4.85-1/8 and Paris-London 124.12 to the £.

THE EXCHANGE MARKET.

Rio de Janeiro, November, 21st, 1928.

90 days closing drawing rates:—

	Bk. of Brazil Pence.	Other Bks. Pence.	N.Y.-Lond. Dol. Dol.	
November 14th, 1928	5 31/32	5 61/64	8\$359	4.85 7/8
November 21st, 1928	5 31/32	5 61/64	8\$300	4.85 1/8
Rise or fall	—	—	—0\$059	— 3/4

The exchange market ruled without interest throughout the week ending this afternoon, but with a weakish tendency, with both takers and sellers very quiet.
 The feature of the week was the fall of 3/4 in the New York-London cross rate.
 For further particulars with regard to the local exchange market, see leading article on "The Outlook" published in notes of this issue.

APPROXIMATE VALUE OF THIRTEEN LEADING EXPORTS, FROM RIO AND SANTOS, IN £1,000.

No. of days.	Coffee	Manga- nese	Meat	Sugar	Beans	Cotton	Rice	Hides	Lard	Sundry	Total	Av. per diem
Total, 12 months, 1918	18,099	2,046	3,230	967	1,641	—	237	1,350	1,000	1,131	29,641	31
Monthly average, 1918	1,503	171	269	81	137	—	20	112	83	94	2,470	31
Weekly average, 1918	347	39	62	19	32	—	5	26	19	21	570	81
Total, 12 months, 1919	67,880	939	3,138	1,299	1,197	1,924	525	1,501	2,193	778	81,374	223
Monthly average, 1919	5,657	78	262	108	100	160	44	125	183	65	6,781	223
Weekly average, 1919	1,305	18	60	25	23	37	10	29	42	15	1,565	223
Total, 12 months, 1920	51,037	1,971	2,857	1,204	556	3,004	2,853	1,116	432	362	66,392	182
Monthly average, 1920	4,253	164	238	100	46	250	321	93	37	30	5,582	182
Weekly average, 1920	982	37	55	23	11	58	74	22	8	7	1,277	182
Total, 12 months, 1921	31,635	1,012	1,367	362	5	391	306	469	207	110	35,864	98
Monthly average, 1921	2,637	84	114	30	—	33	26	39	17	9	2,989	98
Weekly average, 1921	607	20	26	7	—	7	6	9	4	2	690	98
Total, 12 months, 1922	41,815	631	914	281	—	796	23	379	98	74	45,011	123
Monthly average, 1922	3,484	53	76	24	—	66	2	31	8	6	3,750	123
Weekly average, 1922	804	13	18	5	—	15	—	7	2	1	865	123
Total, 12 months, 1923	43,739	440	1,332	294	4	780	56	473	461	76	47,655	131
Monthly average, 1923	3,645	37	111	24	—	65	5	39	39	6	3,971	131
Weekly average, 1923	841	8	26	6	—	15	1	9	9	1	916	131
Total, 12 months, 1924	65,425	392	1,082	30	1	82	—	333	75	15	67,435	185
Monthly average, 1924	5,452	33	90	1	—	7	—	28	6	1	5,618	185
Weekly average, 1924	1,258	8	21	—	—	2	—	7	1	—	1,297	185
Total, 12 months, 1925	67,584	694	729	12	1	1,166	—	494	—	24	70,704	194
Monthly average, 1925	5,532	58	61	1	—	97	—	41	—	2	5,892	194
Weekly average, 1925	1,296	13	14	—	—	22	—	9	—	—	1,359	194
Total, 12 months, 1926	60,852	945	170	—	—	64	37	271	—	14	62,311	176
Monthly average, 1926	5,071	79	14	—	—	5	3	22	—	1	5,194	176
Weekly average, 1926	1,170	18	3	—	—	1¼	¾	5	—	½	1,198	176
1927.												
§Month of January	5,664	43	—	—	—	—	—	31	—	1	5,739	185
§Month of February	4,444	30	5	—	—	—	—	19	—	—	4,498	166
§Month of March	4,762	36	11	—	—	—	—	35	—	—	4,844	156
§Month of April	3,633	14	36	—	—	—	—	30	—	1	3,714	124
§Month of May	3,570	30	31	—	—	2	13	41	—	1	3,688	119
§Month of June	4,326	92	60	—	—	5	11	31	—	5	4,530	151
§Month of July	4,398	31	112	—	2	4	—	72	1	—	4,620	149
§Month of August	4,307	47	138	—	—	17	—	40	1	—	4,550	147
§Month of September	5,006	39	40	6	—	48	—	58	—	—	5,197	173
§Month of October	6,493	92	62	6	—	9	1	63	—	—	6,726	217
§Month of November	5,374	56	17	2	—	—	—	53	—	—	5,502	183
§Month of December	5,901	25	66	—	—	5	—	53	—	—	6,055	195
Total, 12 months, 1927	57,878	535	578	14	2	90	25	531	2	8	59,663	163
Monthly average, 1927	4,824	44	48	1	—	8	2	44	—	1	4,972	163
Weekly average, 1927	1,114	10	11	—	—	2	—	10	—	—	1,147	163
1928.												
§Month of January	5,281	38	51	—	—	—	—	39	—	—	5,409	174
§Month of February	5,067	72	31	—	—	—	—	28	—	—	5,198	179
§Month of March	5,125	46	57	—	—	—	—	56	—	—	5,284	170
§Month of April	4,736	33	78	—	—	—	—	81	—	—	4,928	164
§Month of May	5,849	17	68	—	—	1	—	44	—	—	5,979	193
§Month of June	5,112	81	103	34	—	—	—	94	—	—	5,424	181
§Month of July	5,044	40	140	—	—	—	—	70	—	—	5,294	171
§Month of August	4,654	90	136	—	—	—	—	52	—	—	4,932	156
§Month of September	3,727	53	163	—	—	—	—	59	—	—	4,002	133
1st to 11th October	1,259	35	—	—	—	—	—	10	—	—	1,304	119
Week ending 18th October	879	18	28	—	—	—	—	36	—	—	961	138
Week ending 25th October	1,680	28	21	—	—	—	—	11	—	—	1,740	249
Week ending 31st October	933	25	15	—	—	—	—	11	—	—	984	141
1st to 31st October	5,900	106	64	—	—	—	—	68	—	—	6,138	198
Week ending 8th November	73	—	—	—	—	—	—	—	—	—	73	10

§Subject to alteration. *Sundries comprise Cocoa, Tobacco, Cottonseed and Mandioca Meal.

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H. F. WILEMAN

Editor of "Wileman's Brazilian Review"

CAIXA POSTAL 809 — RIO DE JANEIRO.

WE BEG OUR READERS TO TAKE CAREFUL NOTE OF THE ABOVE ADDRESS TO AVOID DELAY IN DELIVERY OR LOSS OF CORRESPONDENCE.

Gold in the "Caixa de Estabilização" (Stabilisation Office). The gold in deposit in the "Caixa" and its equivalent value in current, and "Caixa" notes in circulation on November 17th and 10th 1928, are as follows:—

Discrimination of gold specie & bullion:	—Value of Gold— in respective currencies		—Equivalent— in milreis paper	
	Nov. 17	Nov. 10	Nov. 17	Nov. 10
Sterling	£7,519,502	7,519,596	305,894:365\$	305,898:189\$
Dollars U.S.	\$48,998,212	49,004,383	409,576:059\$	409,627:634\$
Franc, French	frs. 9,029,650	9,029,370	14,563,924\$	14,563:472\$
Marks, German	RM. 2,058,200	2,058,200	4,098:370\$	4,098:370\$
Pesetas	Pts. 726,010	726,010	1,170:982\$	1,170:982\$
Brazilian gold milreis	Rs. 13:450\$	13:450\$	61:427\$	61:427\$
Sundry specie	—	—	322:383\$	322:383\$
Total specie	—	—	735,687:510\$	735,742:457\$
Gold Bul. (Bars) grs.	grs.	grs.		
Fine gold	17,554,070.104	17,554,070.104	97,467:055\$	97,467:056\$
Total deposits	—	—	833,154:565\$	833,209:513\$
Circulation:—				
"Caixa" notes in circulation			833,153:650\$	833,208:690\$
Divisional coin			915\$	823\$
Total circulation	Rs.		833,154:565\$	833,209:513\$

There was a shrinkage in the total deposits and circulation during the week ending 17th November, 1928, as compared with 10th inst. of 54:948\$000.

BANK BALANCES.

BANCO DO BRAZIL

BALANCE SHEET FOR HEAD OFFICE AND BRANCHES.

31st October, 1928.

Assets.

National Treasury—Revenue a/c	108,756,330\$688	
Bills discounted	785,752,064\$856	
Loans in current account	377,215,992\$604	
Bills receivable (bank's)	44,433,219\$291	1,316,157:607\$439
Bills receivable—Foreign	19,808,551\$760	
Ditto, Domestic	362,601:715\$781	382,410:267\$541
Securities in liquidation	3,943:101\$570	
Collateral deposited as security	677,248:722\$676	
Securities deposited	445,296:708\$387	
Ditto for the Employees Benevolent Fund	2,568:800\$000	
Branches and agencies in Brazil	511,968:658\$737	
Agents and correspondents abroad	192,204:774\$744	
Correspondents in Brazil	8,584:477\$866	
Securities owned by bank	43,197:076\$267	
Liquidation of the Bank of the Republic	28:149\$895	
Real estate	15,969:634\$314	
Furniture and fittings	74\$000	
Collections in the interior	479,760:609\$069	
Sundry accounts	21,048:867\$849	
Gold deposited in Caixa de Amortização £10,000,025 11-0 a 8d		300,000:766\$510
Gold Bonds deposited abroad of nominal value of £2,595,030-0-0 last quotation £1,624,530-0-0 at 8d		48,735:900\$000
Cash: In currency		482,510:058\$556
		4,931,632:255\$410

Liabilities.

Capital		100,000:000\$000
Reserve Fund		146,444:514\$081
Paper Money Redemption Fund	377,234:323\$614	
Less amount delivered to C. de Amortização for incineration	271,828:980\$000	105,405:343\$614
Emissions in circulation		592,000:000\$000
Deposits in c. ac. with int.	708,238:634\$495	
Ditto, limited accounts	139,609:185\$443	
Ditto, without interest	306,404:997\$363	
Ditto, at fixed dates	192,425:227\$027	
Compensation of cheques	46,899:348\$891	1,393,577:393\$219
Securities deposited and in guarantee		1,122,545:431\$063
Ditto for the Employees Benevolent fund		2,568:800\$000
Branches and agencies in Brazil		501,364:268\$494
Agents and correspondents abroad		55,882:185\$874
Correspondents in Brazil		3,755:867\$823
Deposits against collections		862,170:876\$610
Bonus and Dividends		1,408:453\$370
Sundry accounts		44,511:121\$262
		4,931,632:255\$410

Rio de Janeiro, 14th November, 1928.—Herique Carneiro Leão Teixeira, President; Ayres Pinto de Miranda Montenegro, Accountant.

BANCO DO COMMERIO E INDUSTRIA DE S. PAULO

CAPITAL REALISED	60,000:000\$000
RESERVE FUND	50,000:000\$000
OTHER RESERVES	10,990:339\$959

BALANCE SHEET FOR THE HEAD OFFICE AND BRANCHES 31st October, 1928.

Assets.

Bills discounted	240,900,082\$013	
Bills receivable: Domestic	151,207,454\$050	
Ditto, Foreign	3,816:730\$510	395,924:266\$573
Loans in current account		165,254:724\$304
Collateral deposited as security	283,859:523\$995	
Securities deposited	370,237:796\$400	
Directors' deposit	200,000\$000	654,297:320\$395
Securities owned by bank		13,780:720\$764
Real estate		17,718:291\$931
Branches		267,177:091\$704
Sundry accounts		12,628:549\$343
Correspondents in Brazil and abroad		28,073:483\$682
Cash:		
In currency, at Bank of Brazil and at other Banks		91,376:780\$763
		1,646,231:230\$059

Liabilities.

Capital		60,000:000\$000
Reserve Fund		50,000:000\$000
Compensation Fund on Banks real estate		2,247:678\$820
Balance of Profit and Loss Account		8,742:661\$139
Deposits at fixed dates	100,994:118\$446	
Ditto, in c. ac. with interest	221,476:634\$966	
Ditto, without interest	51,380:684\$236	373,851:437\$648
Collateral deposited as security	283,859:523\$995	
Securities deposited	370,237:796\$400	
Directors' deposit	200,000\$000	654,297:320\$395
Bills for collection		155,024:184\$560
Branches		288,029:616\$594
Sundry accounts		21,509:324\$776
Cheques for payment		7,599:915\$467
Correspondents in Brazil and abroad		24,886:091\$660
Unclaimed dividends		42:999\$000
		1,646,231:230\$059

E. & O. E.—São Paulo, 8th November, 1928.—Antonio de Padua Salles, Director President; Numa de Oliveira, Ernesto Ramos, Director Managers; G. M. Pinto, Accountant.

BANCO ALLEMAO TRANSATLANTICO.

(Deutsche Ueberseeische Bank.)

Capital and Reserve 38,000,000. Reichsmark.

BALANCE SHEET FOR BRANCHES AT RIO DE JANEIRO.

S. PAULO, SANTOS AND CURITYBA.

31st October, 1928.

Assets.

Bills discounted	30 734.969\$029	
Bills receivable: Foreign	28.896.773\$614	
Ditto, domestic	67.057.237\$185	
Loans in current account	49.391.443\$475	
Collateral deposited as security	17.191.555\$150	
Securities deposited	57.627.026\$120	
Head Office	5.299.434\$148	
Branches and Agencies abroad	4.417.108\$940	
Ditto, in Brazil	14.701.671\$249	
Correspondents abroad	7.835.935\$813	
Ditto, in Brazil	2.271.006\$118	
Securities owned by bank	760.601\$000	
Mortgages	3 281.000\$000	
Bank Buildings	6.000.000\$000	
Cash: In currency	8.063.230\$070	
In gold coin	99.000\$000	
In other specie	119.178\$050	
At bankers	12.756.362\$455	21.037.770\$575
Sundry accounts		27.579.413\$147
		344.083.045\$563

Liabilities.

Capital	14.000.000\$000
Deposits in current account with interest	36.711.053\$056
Ditto, without interest	2.443.097\$757
Ditto, at fixed dates	40.819.083\$205
Ditto, against collections abroad	28.896.773\$614
Ditto, against collections in Brazil	67.057.337\$185
Securities deposited and in guarantee	74.818.581\$270
Head Office	7.869.369\$908
Branches and agencies abroad	2.028.974\$251
Ditto, in Brazil	12.074.023\$554
Correspondents abroad	20.900.310\$357
Ditto, in Brazil	264.343\$753
Mortgages	3.281.000\$000
Bills payable	5.001.950\$308
Sundry accounts	27.917.147\$345
	344.083.045\$563

E. & O. E.—H. Sthamer: W. Schmitt.

HIME & CIA.52, RUA THEOPHILO OTTONI, 52
(esquina da Rua da Quitanda).Caixa Postal 593 — Endereço telegraphico "FERRO."
Telephone 6975 Norte.

Impor. de Ferro, Aço, Ferragens, Cimento, Fintas, Oleos, etc.

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UZINAS METALLURGICAS—com grande laminação de ferro
em barras, vergas e cantoneiras, fundição de ferro e bronze,
fabricação de parafusos, rebites, pregos para trilhos, ferros
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EMPRESA PROGRESSO — Fogões, caixas d'agua, ferraduras,
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Phosphoros marca "SOL." — Metal Deployé.

Coalho "JACARÁ." — Cimento "Saccadura," white Brothers.
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Depositarios do ferro guza das Usinas Morro Grande
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**BANK OF LONDON & SOUTH
AMERICA, LIMITED**

Authorised Capital	£ 4,000,000
Subscribed Capital	£ 3,540,000
Paid-up Capital	£ 3,540,000
Reserve Fund	£ 3,000,000

HEAD OFFICE—6, 7 & 8 Tokenhouse Yard—London, E.C.2.

MANCHESTER
36, Charlotte Street.PARIS
9, Rue du Helder.BRADFORD
33, Hustlergate.ANTWERP
10, Rue Nationale.NEW YORK
67, Wall Street.LISBON
44, Rua Aurea.

Oporto—9—Rua Infante Henrique.

BRAZIL

Rio de Janeiro, São Paulo, Santos, Curityba, Porto Alegre,
Pelotas, Rio Grande, Victoria, Bah a, Maceió, Pernambuco,
Ceará, Maranhão, Manaós, Pará, Juiz de Fóra,
Bello Horizonte.

ARGENTINA

Buenos Aires, Rosario, Bah a Blanca, Tucuman, Mendoza,
Paraná, Concordia, Cordoba, Azul, Santa Fé, Posadas,
Tres Arroyos.

URUGUAY

Montevideo, Paysandú, Salto e Rivera.

CHILE

Santiago, Valparaiso, Antofogasta.

PARAGUAY

Asuncion.

COLOMBIA

Barranquilla, Bogotá, Medellin, Manizales, Cali,
Buenaventura.

AGENTS AND CORRESPONDENTS IN ALL THE PRINCIPAL

CITIES OF THE WORLD.

The Bank is affiliated to

LLOYDS BANK LIMITED

Paid-up Capital and Reserve Fund £25,810,252

To which Bank is also affiliated

THE NATIONAL BANK OF SCOTLAND LIMITED.

Paid-up Capital and Reserve Fund £2,550,000

The three Banks provide over 1,950 Branches in all
the principal Trade Centres in Great Britain, South Am-
erica, Europe, India, Burmah and Egypt.

SÃO PAULO RAILWAY COMPANY

Time-table, until further notice

Trains leaving SANTOS for SÃO PAULO

Trains leaving SAO PAULO for SANTOS

Santos depart	S. Paulo arrive	Remarks	S. Paulo depart	Santos arrive	Remarks
6.20	9.00	Daily.	6.00	8.39	Daily. Excursion tickets not available.
7.34	10.00	Daily. Buffet Car.	7.00	9.10	Working days only. Buffet Car & numbered seats.
8.15	10.19	Mondays & days following holidays only. Pullman Car and numbered seats.	8.08	10.03	Working days only. Pullman Car & numbered seats.
8.25	10.19	Week days, except Mondays & days following holidays. Pullman Car & numbered seats.	8.11	10.34	Daily.
10.06	12.37	Daily. Restaurant Car.	10.00	12.42	Daily. Restaurant Car.
12.47	15.24	Daily with Pullman Car on week days only.	12.15	14.46	Daily. Buffet Car. Pullman Car only on Working Days, and not on Saturdays from April to August inclusive.
14.00	16.27	Daily. Buffet Car.	14.00	16.05	Saturdays only during April to August Pullman Car & 1st class coaches only. Numbered seats.
16.31	18.25	Working days only Pullman Car & numbered seats.	14.30	17.12	Daily. Pullman Car on Sundays and Holidays, except on Saturdays of April to August.
16.47	19.02	Daily. Buffet Car on week days only & numbered seats.	16.15	18.09	Working days only. Pullman Car & numbered seats.
17.18	19.45	Daily.	17.00	19.34	Daily. Buffet Car.
18.50	21.19	Daily. Restaurant Car. 2nd class Excursion tickets not available.	18.50	21.11	Daily. Restaurant Car. Excursion tickets not available.
20.05	22.16	Daily. Pullman Car.	20.00	22.12	Daily. Pullman Car.
Sundays and Holidays only.			Sundays and Holidays only.		
8.15	10.25	Pullman Car & numbered seats.	5.50	8.08	2nd. Class coaches only.
16.10	18.24	Pullman Car & numbered seats.	7.10	9.29	Numbered seats.
18.15	20.31	Second-Class coaches only.	7.35	9.47	1st. Class coaches only. Buffet Car numbered seats.
			8.00	10.05	1st. Class coaches only. Pullman Car & numbered seats.

TRANSIT PASSENGERS calling at Santos usually have ample time to ascend the slopes of the forest-clad mountain range known as the «Serra do Mar»; special trains will, at an hour's notice, be placed at their disposal at a cost of 200 milreiros for 40 passengers, plus Government impost of 1\$800 per passenger travelling. Above that number 7\$500 each person.

The return trip lasts 3 hours in all, giving time for lunch at the top of the Serra («Alto da Serra»).

Passengers arriving early at Santos can also usually visit the city of São Paulo; leaving Santos by the 8.25 train, they reach São Paulo at 10.19. After a motor drive through this large city with over 900,000 inhabitants, the 12.15 train will land them in Santos at 14.46 in good time to catch the steamer sailing at 15.30 or later.

The São Paulo Railway, whose first section began in 1860, has been assiduously consolidated and improved since then, and has long enjoyed a deserved reputation as second to none in the world in point of solidity and security.

The Inclined Planes on the Serra represent a triumph of engineering science and perseverance. The geological characteristics of the ground are such as to render construction and maintenance of railway lines over it a work demanding the utmost patience, skill and care.

SAO PAULO sometimes called the «Chicago of South America» and whose prosperity bids fair at no distant date to rival that of its above named American contemporary—is a bright breezy city, situated on a tableland 2,700 feet above sea-level, and distant 79 kilometres, or, 1h. 50ms. by São Paulo Railway from Santos. It possesses wide streets, important public buildings, theatres, excellent shops, etc., and electric tramway and lighting services, and is notable for the unusual architecture and floral beauty of some of its residential suburbs. The sanitation is perfect and the climate bland.

THE PORT OF SANTOS possesses wharves alongside which all ocean going steamers are berthed. Its quays and spacious warehouses are perfectly equipped for the rapid despatch of all descriptions of cargo.

BUSINESS IN SAO PAULO STATE is, naturally, for the most part, of an agricultural and pastoral character.

The Government is always ready to encourage enterprise. The Secretary of Agriculture replies promptly to all inquiries through the special «Information and Publication Section» of this Department.

1/228.

E. A. JOHNSTON, Superintendent.

RAILWAY NEWS.

THE LEOPOLDINA RAILWAY COMPANY.
ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	RECEIPTS FOR WEEK			TOTAL From 1st January
		Currency	Exchange	Sterling	
1928	10th Nov.	1.682.000\$	5 61/64	41.721	2.086.808
1927	12th Nov.	2.219.000\$	5 59/64	54.753	1.963.946
Increase..	—	—	1/32	—	124.862
Decrease..	—	537.000\$	—	13.032	—

THE SÃO PAULO RAILWAY COMPANY.
ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year	Week Ended	RECEIPTS FOR WEEK			TOTAL from 1st January
		Currency	Exchange	Sterling	
1928	11th Nov.	2.333.472\$000	5 121/128	57.865-1- 8	2.211.671-13-6
1927	13th Nov.	2.264.455\$000	5 59/64	55.874- 4-11	2.044.125-15-2
Increase..	—	69.017\$000	5/128	1,939-16- 9	166,945-18-4
Decrease..	—	—	—	—	—

COFFEE.

Rio de Janeiro, 21st November, 1928.

	Closing Quotations:—		New York			
	SPOT.		Rio	Santos	Rio	Santos
November 14, 1928.	28\$598	33\$500	7s	4s	7s	4s
November 21, 1928.	28\$598	33\$500	17.0c	18.0c	23.0c	21 1/4c
Rise or fall	—	—	—	—	—	—
		OPTIONS.		New York		
November 14, 1928	28\$850	36\$600	Nov.	Dec.	Dec.	Mar.
November 21, 1928	29\$025	36\$600	36\$025	36\$100	15.76c	14.80c
Rise	+\$175	—	+\$075	+00.34c	+00.40c	—

Rio and Santos, per 10 kilos; New York, per lb.

Companhia Registradora e Caixa de Liquidação do Rio de Janeiro.
Quotations for the week ended 17th November, 1928.
(Per 10 kilos).

	Highest		Lowest	
	Sellers	Buyers	Sellers	Buyers
November 1928	29\$250	29\$200	29\$000	29\$000
December	29\$025	28\$950	28\$800	28\$725
January 1929	28\$925	28\$850	28\$775	28\$575
February	28\$850	28\$675	28\$675	28\$475
March	28\$800	28\$700	28\$525	28\$375
April	28\$700	28\$625	28\$500	28\$250

Total sales of futures during week 40,000 bags.

COFFEE PRICES CURRENT.

During the week ended 15th November, 1928.

	Nov. 9	10	12	13	14	15	Average
Rio—Market N. 6	29.687	29.483	29.619	29.483	29.279	—	29.510
per 10 kilos							
N. 7.....	29.006	28.862	28.938	28.802	28.598	—	28.829
N. 8.....	27.645	27.440	27.576	27.440	27.236	—	27.467
N. 9.....	—	—	—	—	—	—	—
Futures, per 10 kilos							
November.....	29.050	29.075	29.050	29.000	29.025	—	29.040
December.....	28.875	28.906	28.925	28.775	28.850	—	28.865
January.....	28.675	28.780	28.800	28.575	28.725	—	28.705
February.....	28.600	28.675	28.725	28.425	28.650	—	28.615
March.....	28.550	28.600	28.700	28.375	28.550	—	28.555
April.....	28.450	28.500	28.625	28.250	28.500	—	28.465
Sales—bags.....	2.000	3.000	1.000	20.000	3.000	—	5.800
SANTOS—Milreis							
per 10 kilos							
SANTOS Superior 4	33.585	33.500	33.880	33.580	33.500	—	33.500
7	32.500	32.600	32.800	32.500	32.500	—	32.500
Futures.							
November.....	36.825	36.625	36.600	36.600	36.600	—	36.610
December.....	36.125	36.125	36.100	36.100	36.000	—	36.110
January.....	36.025	36.025	36.025	35.975	35.925	—	35.985
Sales	4.000	nil	5.000	12.000	4.000	—	6.250
N. YORK, cents.....							
per lb.							
Spot Rio No. 6.....	18 1/2	HOLIDAY	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
» No. 7.....	18		18	18	18	18	18
Spot Santos No. 4...	23		23	23	23	23	23
» No. 7.....	21 1/4		21 1/4	21 1/4	21 1/4	21 1/4	21 1/4
Options:—							
December.....	15.78	—	15.72	15.55	15.78	16.05	15.77
March.....	15.01	—	14.90	14.87	14.80	15.10	14.88
May.....	14.83	—	14.43	14.10	14.23	14.48	14.36
July.....	14.13	—	14.00	13.70	13.81	14.06	13.94
Sales	15,000	—	25,000	25,000	50,000	50,000	33,000
HAVRE—Options							
50 kilos							
francs							
December.....	531 1/4	526	527 1/2	527	510 3/4	519 1/2	523 3/4
March.....	514	509 3/4	510	509 3/4	491	498 3/4	505 1/2
May.....	499	494 1/2	493 1/2	492 1/2	476	484	490
July.....	489 1/2	484 1/4	483	482	466 3/4	474	480
Sales	6,000	2,000	3,000	6,000	12,000	9,000	6,339
HAMBURG — Rpfgr							
per 1/2 kilo							
Options:—							
December.....	85	84 1/4	84 1/4	84 1/4	84 3/4	82 1/2	84 1/4
March.....	82	80 1/2	80 1/2	81 1/2	78 3/4	80 1/4	80 3/4
May.....	79 3/4	78 1/2	78 1/2	79 1/4	77	78 1/4	78 1/2
July.....	78 1/2	77 1/4	77 1/4	78	75 1/2	76 3/4	77 1/4
Sales	2,000	5,000	5,000	7,000	6,000	9,000	5,667

Clearances overseas from the ports of Rio and Santos during the week ended 15th November, 1928, and Crop to Date.

Flags:—	—Crop to 15 November		Week ended 15 Nov.	
	Bags	%	Bags	%
British to U.S.	465,528	78.2	—	20,262
To Europe	14,293	2.4	—	—
Sundry	115,273	19.4	—	2,337
Total			595,094	14.6
Other Flags—American			1,006,576	24.8
Brazilian			829,405	20.4
Italian			271,583	6.7
Scandinavian			303,514	7.5
Dutch			267,045	6.6
French			293,213	7.2
German			334,506	8.2
Japanese			102,359	2.5
Belgian			54,977	1.4
Spanish			5,523	0.1
Finnish			155	—
Argentina			—	—
Total			4,063,950	100.0

THE TEA & COFFEE TRADE JOURNAL

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The International Organ of the Tea and Coffee Trade.

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Wileman's Brazilian Review.

(Agents for Brazil)

RUA CAMERINO, 55-57, CAIXA POSTAL (P.O.B.) 809. RIO DE JANEIRO.

F.O.B. Value of coffee cleared at Rio and Santos and for the week ending Nov. 15th averaged £5.244 per bag as against £5.264 per bag on Nov. 8th, and £4.385 per bag on Nov. 17th, 1927.

For the crop to Nov. 15th f.o.b. value for Rio and Santos average £5.248 per bag as against £4.125 for the same period last crop.

Stocks at Rio, Santos, and Bahia on November 15th (excluding interior stocks, show increase of 44,345 bags, of which 8,133 bags at Rio, 27,476 bags at Santos, and 8,736 bags at Bahia, as compared with Nov. 8th, 1928.

Total stocks at three ports on the same date were distributed as follows:—

Rio de Janeiro	295,185
Santos	1,042,408
Bahia	37,078
Total stocks, three ports, Nov. 15, 1928....	1,374,671
Ditto, Nov. 8, 1928.	1,330,326
Ditto, Nov. 17, 1927	1,426,567

TO THE COFFEE TRADE.

"Wileman's Brazilian Review" is subscribed by every coffee firm of any standing all over the world. Suffice it to say that "Wileman's Brazilian Review" circulates in 32 countries and in 126 different cities and towns, including 31 in Brazil, 17 in the United States, 14 in the United Kingdom, 15 in Scandinavia, 6 in Finland, 4 each in Germany, Italy, Japan, 3 each in France, Holland, South Africa, 2 each in Argentina, Belgium, Guatemala and Java and 1 each in Uruguay, Chile, Peru, Venezuela, Salvador, Austria, Czechoslovakia, Latvia, Roumania, Australia, India and Dutch East Indies.

An advertisement in "Wileman's Brazilian Review" will, therefore, meet the eye of all important coffee importers and dealers in the countries mentioned above.

COFFEE CLEARED FROM THE PORTS OF RIO AND SANTOS.

	Total Crop		Crop to 15 November		Inc. or Dec. on 1927-28	%	Week ended 15 Nov.
	1926-27	1927-28	1927-28	1928-29			
United States	6,935,379	7,301,588	2,722,566	2,239,304	— 483,262	17.7	113,282
France	1,117,378	1,247,144	559,236	355,236	— 204,000	36.5	37,236
Germany	849,275	951,181	352,844	296,648	— 56,196	15.9	17,086
French Possessions	156,430	165,938	65,822	48,961	— 16,861	25.6	12,389
Italy	868,370	858,590	386,647	226,946	— 159,701	41.3	10,976
Finme	5,063	1,126	375	250	— 125	33.4	—
United Kingdom	13,786	7,259	2,600	2,514	— 86	3.3	—
British Possess: (ex discriminated)	13,604	10,277	4,707	3,135	— 1,572	33.4	200
Canada	22,237	32,625	12,650	10,755	— 1,895	15.0	280
Cuba	—	—	—	—	—	—	—
Tangiers	626	314	188	—	— 188	100.0	—
South Africa	187,691	195,466	81,756	61,265	— 20,491	25.1	—
Egypt	70,115	82,364	38,176	28,000	— 10,176	26.6	2,250
Belgium	270,462	272,561	119,319	72,380	— 46,939	39.3	4,668
Holland	898,667	920,760	345,325	283,053	— 62,272	18.0	5,810
Denmark	185,894	172,738	63,307	45,416	— 17,891	28.3	125
Norway	47,126	46,256	25,270	10,954	— 14,316	56.7	125
Sweden	444,592	435,888	184,233	152,120	— 32,113	17.4	4,430
Spain and Colonies	49,962	75,120	38,263	12,748	— 25,515	66.7	1,088
Portugal and Islands	34,972	38,040	13,390	14,046	+ 656	4.9	582
Plate and Pacific	458,594	461,193	169,481	134,680	— 34,801	20.5	5,661
Japan and East	1,247	1,688	970	517	— 453	46.8	—
Finland	111,884	79,810	36,074	36,372	+ 298	0.8	650
Syria	1,001	50	—	—	—	—	—
Switzerland	—	—	—	—	—	—	—
Greece and Crete	24,849	17,925	7,633	3,877	— 3,756	49.2	251
Smyrna	8,950	5,615	2,000	1,346	— 654	32.7	—
Roumania	10,866	4,071	3,009	3,002	— 7	0.2	—
Bulgaria	3,126	1,188	938	988	+ 50	5.4	—
Palestine	—	—	—	—	—	—	—
Dantzic, Port of	3,000	1,688	625	1,628	+ 1,003	160.5	—
Turkey	37,068	50,194	24,762	17,809	— 6,953	28.1	628
Tripoli	689	188	188	—	— 188	100.0	—
Total Overseas	12,832,903	13,438,845	5,262,354	4,063,950	— 1,198,404	22.8	217,717
Coastwise	171,110	144,222	54,686	53,644	— 1,042	1.9	2,846
Grand Total	13,004,013	13,583,067	5,317,040	4,117,594	— 1,199,446	22.6	220,563

Movement of Coffee at the Port of Santos during the month of October, 1928.

	Entries	Shipments	Clearances		Total	Sales	Stocks
			Overseas	Coastwise			
1	27,372	61,576	4,784	—	4,784	30,000	1,096,607
2	27,854	30,178	67,093	—	67,093	30,000	1,056,868
3	27,446	23,062	10,776	—	10,776	30,000	1,073,538
4	27,169	8,900	20,575	20	20,575	20,000	1,080,102
5	27,490	24,022	5,966	—	5,966	20,000	1,101,626
6	27,912	20,015	58,471	—	58,471	20,000	1,070,967
8	27,362	46,502	15,474	—	15,474	30,000	1,082,855
9	27,027	33,999	73,426	—	73,426	20,000	1,036,456
10	27,580	22,252	40,617	—	40,617	20,000	1,023,419
11	27,828	25,895	1,002	72	1,074	30,000	1,050,173
13	27,465	55,681	39,314	—	39,314	30,000	1,038,324
15	27,472	57,982	60,039	—	60,079	30,000	1,005,717
16	27,091	25,991	25,964	—	25,961	30,000	1,006,847
17	27,950	33,922	56,801	—	56,801	30,000	977,996
18	27,688	23,503	20,432	20	20,452	30,000	985,407
19	27,271	10,263	15,536	—	15,536	20,000	997,142
20	27,723	8,057	—	—	—	30,000	1,024,865
22	27,040	34,687	23,800	—	23,800	—	1,028,105
23	27,062	33,242	30,366	—	30,366	—	1,024,801
24	27,807	12,871	25,972	—	25,972	—	1,026,636
25	27,845	36,028	24,628	45	24,673	30,000	1,029,808
26	27,763	24,518	27,781	—	27,781	20,000	1,029,790
27	27,104	35,956	34,376	—	34,376	36,000	1,022,518
29	27,975	68,188	34,715	750	35,465	30,000	1,015,028
30	—	—	34,759	—	34,759	30,000	980,269
31	54,380	51,150	90,209	—	90,209	—	941,940
Total, October	714,241	805,912	842,913	907	843,820	560,000	—
Ditto, Crop to 31st October 1928	614,241	2,846,450	2,857,607	3,134	2,860,741	2,530,000	—

Santos 4s. were at 33\$500 per 10 kilos throughout the month of October.

COST AND FREIGHT QUOTATIONS.

The quotations are as follows:— American, Brazilian and Cost and Freight Prices.

1928.	—Exchange—		Rio 7s.	Near	Victoria	Victoria	Rio 7s.	Rio 7s.	Santos	Santos	Rate
	Pence	Dollars	Spot Store N. York cents	Month N. York Options cents	7/8s. Reiss per Arroba	7/8s. f.o.b. Cents Per lb.	Reis Per Arroba	Cents Per lb. f.o.b.	4. Reis Per 10 kilos	4. Cents Per lb. f.o.b.	Freight Cents Per bag
January 7th	5 127/128	88225	14 3/4	13.30	278000	12.30	358000	13.50	318650	20.00	60.00
January 13th	6	88210	14 3/4	13.54	278200	12.70	358500	13.70	328750	20.60	60.00
January 19th	6 1/128	88210	15	13.65	288500	12.90	368500	13.90	338250	20.90	60.00
January 27th	6 1/128	88205	14 3/4	13.45	288300	12.75	358700	13.80	338000	20.70	60.00
February 3rd	6	88225	14 7/8	13.65	288700	13.00	368500	14.10	348500	21.05	60.00
February 10th	6	88220	14 3/4	13.90	288700	13.20	368800	14.15	328700	20.70	60.00
February 17th	6	88210	15 1/2	14.75	318000	13.80	388700	14.70	338950	21.35	60.00
February 23rd	6 1/256	88210	15 1/2	14.75	318000	13.80	388700	14.70	348000	21.10	60.00
February 27th	6 1/128	88205	16 1/4	15.12	318000	13.90	388700	14.60	358000	21.85	60.00
February 29th	6 1/256	88205	16 3/4	15.01	328000	14.50	398500	15.00	358000	21.85	60.00
March 2nd	6 1/256	88205	16 3/4	15.01	328000	14.50	398500	15.00	358000	21.85	60.00
March 9th	6 1/128	88205	17	14.95	318000	14.30	388600	14.75	318500	21.80	60.00
March 16th	6 1/128	88205	16 5/8	14.75	308500	14.10	378800	14.60	348500	21.70	60.00
March 23rd	6 1/256	88205	16 1/2	14.55	308000	13.60	368500	14.10	348500	21.70	60.00
March 30th	6 1/256	88205	16 1/2	14.48	318000	13.70	378000	14.30	348100	21.50	60.00
April 4th	6 1/256	88205	15 3/4	14.48	318000	13.70	378000	14.30	338900	21.45	60.00
April 13th	6 1/256	88205	15 1/4	14.40	298500	13.55	368400	14.00	358300	21.90	60.00
April 20th	6 1/256	88203	15	14.55	298000	13.50	368000	14.00	358300	21.90	60.00
April 27th	6 1/256	88200	15 1/2	14.44	308500	13.70	378500	14.60	348800	21.70	60.00
April 30th	6 1/256	88200	15 1/8	14.29	308500	13.80	378400	14.60	358200	21.85	60.00
May 4th	6	88205	14 7/8	14.40	308500	13.80	378400	14.80	358300	21.85	60.00
May 11th	6	88205	15 1/2	15.43	328000	14.60	398800	15.50	368300	22.70	60.00
May 18th	6	88205	15 1/2	15.43	328000	14.60	398800	15.50	368300	22.70	60.00
May 25th	6	88205	16 1/4	15.56	328500	14.70	408300	15.60	368000	22.85	60.00
May 31st	6	88205	15 5/8	14.90	318500	14.60	398800	15.30	368500	22.80	60.00
June 1st	5 127/128	88210	15 1/2	14.95	318000	14.60	398400	15.30	368100	22.60	60.00
June 8th	5 63/64	88207	15 1/2	14.98	328000	14.60	408200	15.30	368100	22.45	60.00
June 15th	5 125/128	88225	15 1/2	14.88	318500	14.50	408000	15.30	368000	21.70	60.00
June 22nd	5 61/64	88260	15 5/8	14.90	318500	14.40	408200	15.30	368100	22.45	60.00
June 28th	5 31/32	88245	15 3/4	15.18	328000	14.50	408200	15.50	368200	22.55	60.00
July 6th	5 31/32	88240	15 3/4	15.48	328000	14.40	408000	15.40	368000	22.35	60.00
July 13th	5 127/128	88225	16 1/4	15.57	328500	15.00	418300	16.00	368300	22.85	60.00
July 20th	5 255/256	88230	16 5/8	15.70	338500	15.00	418300	15.80	368400	22.75	60.00
July 27th	5 255/256	88236	16 1/2	15.80	338000	14.90	418000	15.60	358900	22.45	60.00
August 3rd	5 255/256	88230	17	15.95	348000	15.30	428200	16.00	368200	22.70	60.00
August 10th	5 127/128	88230	17	15.90	348500	15.10	428000	15.80	368000	22.70	60.00
August 17th	5 253/256	88245	17 1/4	15.90	358000	15.60	428400	16.00	368100	22.45	60.00
August 24th	5 63/64	88250	17 1/2	16.00	358000	15.60	428600	16.10	358600	22.35	60.00
August 31st	5 63/64	88250	17 3/4	15.78	358000	15.60	438000	16.20	358600	22.00	60.00
September 6th	5 253/256	88255	17	15.80	348500	15.80	438500	16.40	358000	22.00	60.00
September 14th	5 63/64	88255	17 1/4	16.15	358500	15.85	448600	16.85	358600	22.20	60.00
September 21st	5 63/64	88255	17 1/8	16.05	348500	15.85	438500	16.40	358900	22.30	60.00
September 28th	5 127/128	88240	17 1/2	16.02	358000	15.90	438500	16.50	368200	22.20	60.00
October 5th	6	88240	17 1/2	16.30	358500	15.70	438400	16.40	368000	22.15	60.00
October 11th	6 1/256	88230	17 3/4	16.40	358500	16.00	438200	16.70	368000	22.10	60.00
October 19th	6 1/256	88230	17 7/8	16.16	368000	15.90	438300	16.50	358700	21.80	60.00
October 26th	6 255/256	88240	17 1/2	16.00	358000	15.40	438400	16.40	348700	21.60	60.00
October 31st	5 255/256	88240	17 1/2	16.05	358000	15.70	438300	16.50	358000	21.60	60.00
November 9th	5 127/128	88250	18	15.82	348500	15.50	428600	16.30	358000	21.60	60.00
November 16th	5 253/256	88255	18	16.10	348500	15.70	428300	16.40	348800	21.60	60.00

(NOTE. Quotations for the whole of the year 1927 have been published in supplement form. Any reader desiring to obtain a copy of this supplement need only apply to the Editor).

Visible Supply in the United States. The United States Stocks deliveries and visible supply on November 19, 1928, were as follows, in bags of 60 kilos, stocks 382,000 bags, deliveries 130,000 bags; visible supply 868,000 bags; including afloat, as against 382,000 bags; 129,000 bags and 868,000 bags respectively on Nov. 12th and 522,000 bags; 198,000 bags, 1,144,000 bags on November 21st 1927.

Havre Stocks. on November 17, 1928, not available.

TO THE ADVERTISER.

Your aim in placing announcements in a paper is primarily because you know that what you offer meets the eye of persons most likely to be interested. Once readers are interested it rests with the advertiser to push the enquiry into good business. "Wileman's Brazilian Review" numbers amongst its readers every coffee, banking, export and import house of any standing in three continents. It is rare for an advertisement to be withdrawn. The inference is obvious.

WILEMAN'S BRAZILIAN REVIEW.
CAIXA (POST OFFICE BOX) 809

Clearances of Coffee from the Port of Victoria during the month
October, 1928.

Date—Vessel—Destination	Bags
United States:	
1 — Laponia — Baltimore	4,000
3 — Corsican Prince — New York	4,050
3 — Jaboatão — New Orleans	13,150
6 — Bakersfield — Norfolk	500
Ditto — Baltimore	7,000
11 — City of Juliet — New Orleans	5,125
Ditto — Houston, Texas	1,750
11 — Berury — New York	7,500
11 — Cubano — New York	2,000
18 — Atalaia — New Orleans	7,875
22 — West Segovia — New Orleans	1,750
28 — Montevideo Maru — New Orleans	4,375
26 — Commercial Trader — New York	5,750

Europe:	Bags
3 — Eemsland — Amsterdam	2,125
7 — Martha Washington — Trieste v/Rio	500

THE GAME OF POKER.

BY ANTONIO VIANNA CALABRIA.

FIRST ENGLISH EDITION OF A SCIENTIFIC AND COMPREHENSIVE TREATISE, WITH 593 EXPLANATORY FORMULAS AND 12 ILLUSTRATIONS. LOVERS OF THE GAME OF POKER SHOULD NOT FAIL TO OBTAIN A COPY OF THIS MOST INSTRUCTIVE AND REMARKABLE LITTLE BOOK. PRICE \$3.00. ON SALE AT THE OFFICE OF THIS REVIEW AND AT ALL PRINCIPAL BOOK-SELLERS.

7 — San Francisco — Stockholm	1,800
Ditto — Danzig v/Gothenburg	689
Ditto — Gefle v/Stockholm	625
Ditto — Gothenburg	500
Ditto — Kalmar v/Malmoe	375
Ditto — Sundsvall v/Stockholm	125
Ditto — Norrkoping v/Stockholm	125
Ditto — Hernosand v/Stockholm	125
Ditto — Neufahrwasser v/Gothenburg	125
8 — Granadier — Antwerp	250
Ditto — Dantzig v/Antwerp	187
8 — Arta — Hamburg	1,034
9 — Severn — Havre	2,375
Ditto — Antwerp	125
Ditto — Rotterdam	125
9 — Enterrios — Hamburg	1,000
12 — Bagé — Havre	3,125
Ditto — Nantes v/Havre	125
Ditto — Antwerp v/Havre	375
Ditto — Rotterdam	125
Ditto — Hamburg	437
17 — Alcor — Rotterdam	1,000
20 — Guarujá — Marseilles	2,375
21 — Kr. Margareta — Stockholm	925
Ditto — Gefle v/Stockholm	125
Ditto — Hernosand v/Stockholm	500
21 — Raul Soares — Havre	625
Ditto — Bordeaux v/Havre	125
Ditto — Leixões	50
Ditto — Rotterdam	125
Ditto — Hamburg	875
26 — Gaasterland — Amsterdam	875
27 — Sambre — Havre	1,375
Ditto — Antwerp	125
31 — Paraná — Dantzig v/Rotterdam	312
Ditto — Rotterdam	1,125
Ditto — Hamburg	375
31 — Tereza — Trieste	24,015
Ditto — Suzack v/Trieste	1,389
Ditto — Naples	1,500
Ditto — Venice	500
Ditto — Genoa v/Naples	500
Ditto — Malta v/Naples	62
Ditto — Messina	375
Ditto — Ancona v/Trieste	375
North Africa:—via Rio:	
20 — Guarujá — Oran	125
Ditto — Mostaganem v/Oran	125
Ditto — Algiers	2,500
Ditto — Philippeville v/Algiers	251
Ditto — Tangiers v/Marseilles	63
Ditto — Bnoe v/Algiers	189
Ditto — Casablanca v/Marseilles	188
Ditto — Sfax v/Marseilles	126
Ditto — Melilla v/Marseilles	125
Ditto — Sousse v/Marseilles	63
Ditto — Tunis v/Marseilles	251
Rio & Coastwise	9,884
Total	134,742

Total export during October, 1928.

	U.S.A.	Europe	North Africa	C'wise	Total
Ornstein & Co.	15,250	17,048	628	195	33,121
Hard, Rand & Co.	18,875	9,813	—	—	28,688
Vivacqua Irmãos & Co.	12,500	8,437	1,125	2,720	24,782
A. Prado & Co.	—	4,675	625	5,904	11,204
Theodor Wille & Co. .	250	7,176	1,380	370	9,176
Vianna Leal & Co.	4,400	3,050	—	—	7,450
Arbuckle & Co.	6,000	—	—	—	6,000
O. Santos & Filhos ...	1,500	3,000	250	695	5,445
Cruz, Sobrinhos & Co..	3,250	1,375	—	—	4,625
Oliveira Brothers	1,750	1,000	—	—	2,750
Cia. Comm. & Rebene- ficiadora de Café	1,050	451	—	—	1,501
Total	64,825	56,025	4,008	9,384	134,742

Total export from 1st July 1928 to 31st October 1928.

	U.S.A.	Europe	North Africa	C'wise	Total
Hard, Rand & Co.	66,125	31,753	—	—	97,878
Vivacqua Irmãos & Co.	45,750	34,139	4,125	9,790	93,804
Ornstein & Co.	27,500	54,878	1,691	795	84,864
A. Prado & Co.	7,500	13,825	750	24,642	46,717
Theodor Wille & Co. .	2,250	25,992	4,195	2,290	34,727
Vianna Leal & Co.	14,800	8,925	—	730	24,455
O. Santos & Filhos	8,750	9,114	875	3,430	22,169
Cruz, Sobrinhos & Co..	15,250	3,395	—	—	18,645
Arbuckle & Co.	10,500	—	—	—	10,500
Oliveira Brothers	6,250	1,500	—	—	7,750
Cia. Comm. & Rebene- ficiadora de Café	3,300	451	—	2,845	6,596
Total	207,975	183,972	11,636	44,522	448,105

Total export from 1st July 1927 to 31st October 1927 ... 471,322

Total export from 1st July 1927 to 30th June 1928 1,300,089

Rio de Janeiro Lighterage Co., Ltd.

Lighterage Contractors, Stevedores, Tug and Launch Owners, Salvage Operators.

Fleet—Over 165 Lighters: 20,000 tons total capacity.

RAPID HANDLING OF CARGO GUARANTEED.

Salvage Tug "Emily" equipped with Modern Salvage Appliances.

RIO DE JANEIRO

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P. O. BOX 1164.

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Codes—BENTLEY'S, A.B.C. 4th Ed., LIEBER'S, A. 1

LONDON — Dashwood House, Old Broad Street, E.C. 2

ENQUIRIES INVITED.

COFFEE STATISTICS.

ENTRIES.

During the week ended 15th November, 1928.

In bags of 60 kilo.

	FOR THE WEEK ENDED			FOR THE CROP TO	
	NOV. 15 1928	NOV. 8 1928	NOV. 17 1927	NOV. 15 1928	NOV. 17 1927
Central & Leopoldina)					
By rail.....	63.290	63.011	88.813	1.230.069	1.693.471
Coastwise.....	—	—	14.714	—	148.405
Total Rio.....	63.290	63.011	103.527	1.230.069	1.841.876
Santos.....	168.650	160.144	215.181	3.056.515	4.201.340
Total Rio & Santos.....	231.940	223.155	318.708	4.286.584	6.043.216

The total entries by different São Paulo Railways for the crop to Nov. 11 were as follows:

	Per Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1928/1929	2.155.353	924.611	3.079.966	3.056.515	—
1927/1928	2.377.305	850.562	3.227.867	4.201.340	—

SALES OF COFFEE (DECLARED).

During the week ended 15th November, 1928.

In bags of 60 kilo.

	NOV. 15/1928	NOV. 8/1928	NOV. 17/1927
Rio.....	34.527	42.651	53.733
Santos.....	126.000	151.000	125.060
Total.....	160.527	193.651	178.793

COFFEE LOADED (EMBARQUES).

During the week ended 15th November, 1928.

In bags of 60 kilo.

	DURING WEEK ENDED			FOR THE CROP TO	
	NOV. 15 1928	NOV. 8 1928	NOV. 17 1927	NOV. 15 1928	NOV. 17 1927
Rio.....	51.657	48.543	90.140	1.134.499	1.720.301
Santos.....	141.174	120.747	168.326	3.121.651	3.988.492
Total Rio & Santos.....	192.831	169.290	258.466	4.256.150	5.708.793

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ended 15th November, 1928.

In bags of 60 kilo.

	NOV. 15 1928	NOV. 8 1928	NOV. 15 1928	NOV. 8 1928	Crop to NOV. 15/1928	
	Bags	Bags	£	£	Bags	£
Rio.....	54.993	33.524	248.282	149.339	1.043.584	4.649.036
Santos.....	168.724	194.036	893.339	1.072.987	3.020.386	16.677.773
Total 1928/1929.....	217.717	227.626	1.141.621	1.222.326	4.063.970	21.326.809
do 1927/1928... ..	162.550	259.585	692.488	1.138.346	5.262.354	21.707.402

COFFEE SAILED.

During the week ended 15th November, 1928.

In bags of 60 kilo.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	9.975	40.518	2,800	4,500	—	—	57.793	1,094,054
Santos.....	103.662	57.901	46	1,161	—	—	162.770	3,023,540
1928/1929..	113.637	98,419	2,846	5,661	—	—	220,563	4,117,894
1927/1928..	91,914	68,334	2,825	3,011	—	—	165,384	5,317,040



Enfermos de los OJOS

"LOIDU" Unico producto Italiano de fama mundial Que friccionando en las sienas refuerza el nervio optico. quita el cansancio de los ojos. evita el uso de lentes incluso septuagenarios. recuperandose en poucos dias una vista envidiable No mas miopes, presbitas ni vista debiles.

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Piazza Falcone al Vomero, 1 (Italia) NAPOLI

OUR OWN STOCK.

In bags of 60 kilo.

RIO— Stock on Nov. 8 1928.....	287.082
Entries during week ended Nov. 15 1928.....	63.290
	350.342
Loaded (Embarques), for week ended Nov. 15 1928	51.687
Local consumption.....	3.509
STOCK AT RIO ON Nov. 15 1928.....	296.185
SANTOS— Stock on Nov. 8 1928.....	1,014.932
Entries for week ended Nov. 15 1928.....	168.650
	1,183.582
Loaded (embarques) during same week Nov. 15 1928	141.174
STOCK AT SANTOS ON Nov. 15 1928.....	1,042.408
BAHIA— Stock on Nov. 10 1928.....	28.342
Entries during week ended Nov. 15 1928.....	13.345
	41.687
Clearances during same week.....	4.611
Stock at Bahia on Nov. 15 1928.....	37.078
Stock at Rio, Santos and Bahia Nov 7 1928	1,374.671
do do do do Nov. 8 1928	1,339,326
do do do do Nov. 17 1927	1,426.557

MANIFEST OF COFFEE.

RIO DE JANEIRO.

During the week ended 15th November, 1928.

30/10—Gotha—B. Aires	Magalhães & Co.	900
30/10—Weser—Teneroffe . . .	Alfred Sinner & Co.....	700
Ditto—Hamburg	Magalhães & Co.	1.000
		1.700
5/11—S. Cordoba—Hamburg .	Vivacqua Irmãos & Co....	875
Ditto—Bremen	Magalhães & Co.	500
		1,375
6/11—Lipari—Bordeaux	Vivacqua Irmãos & Co....	250
Ditto "	Pinto Lopes & Co.....	250
Ditto "	Tude Irmão & Co.....	125
Ditto—Havre	Vivacqua Irmãos & Co....	500
Ditto "	Altred Sinner & Co.....	375
Ditto "	Castro Silva & Co.....	200
Ditto "	E. G. Fontes & Co.....	125
Ditto "	Leon Israel & Co.....	125
Ditto "	Fraga Irmãos & Co.....	125
Ditto "	Battermann & Co.....	125
Ditto "	Eliakim Taddei & Co.....	125
		2,325
8/11—Baden—Rotterdam	Theodor Wille & Co.....	125
Ditto—Hamburg	Vivacqua Irmãos & Co.....	500
Ditto "	E. G. Fontes & Co.....	500
Ditto "	S.A. Luiz Corrêa	400
Ditto "	Ornstein & Co.....	125
Ditto—Reykjavik	Ornstein & Co.....	125
Ditto—Kotka	Ornstein & Co.	75
Ditto—Wiborg	Ornstein & Co.....	25
Ditto—Helsinki	Ornstein & Co.	25
Ditto—Mantyluoto	Ornstein & Co.....	25

MISSIONS TO SEAMEN - RIO DE JANEIRO BRANCH

Hon. CHAPLAIN—Ven. Archdeacon
Morrey Jones.

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Rua Saccadura Cabral, 61
Rio de Janeiro

Subscriptions and donations are badly needed to defray the cost of upkeep of the institute. Another five contos of réis per annum would place us upon a sound financial basis.

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THE MISSIONS TO SEAMEN IS SADLY IN NEED OF NEWSPAPERS AND MAGAZINES.

9/11—Pssa. Giovanna—Genoa	Theodor Wille & Co.....	250
Ditto	Vivacqua Irmãos & Co....	125
Ditto—Naples	Magalhães & Co.	650
Ditto	Vivacqua Irmãos & Co....	500
Ditto	Rotundo & Co.	395
Ditto	Ornstein & Co.	125
Ditto	Tude Irmão & Co.....	125
		2,170
10/11—A. Alexandrino—Hburg	Tardim & Erthel	694
Ditto	Oswaldo Tardim & Co....	694
Ditto—Havre	Ornstein & Co.....	3,000
Ditto	Vivacqua Irmãos & Co....	750
Ditto	Tude Irmão & Co.....	691
Ditto	S. A. Luiz Corrêa.....	305
Ditto	Hard, Rand & Co.....	262
Ditto	Pinto Lopes & Co.....	250
Ditto	Ornstein & Co.	40
Ditto—Lisbon	McKinlay & Co.....	340
Ditto—Leixões	Theodor Wille & Co.....	200
Ditto	Tude Irmão & Co.....	500
Ditto—Antwerp	E. G. Fontes & Co.....	375
Ditto	Rebello Alves & Co.....	125
Ditto	Ornstein & Co.....	873
Ditto—Rotterdam	Cia. N. Comercio de Café	500
Ditto		9,599
10/11—Nurnborg—Rosario	Vivacqua Irmãos & Co....	600
Ditto	Ornstein & Co.....	400
Ditto	Alfred Sinner & Co.....	250
		1,250
10/11—West. Neris—N. Orleans	Pinto Lopes & Co.....	5,525
Ditto	Ornstein & Co.....	750
Ditto	E. Johnston & Co.....	500
Ditto	Lage Irmãos	250
Ditto	Pinheiro Ladeira & Co....	125
		7,150
11/11—Andes—B. Aires	Theodor Wille & Co.....	900
Ditto	Cia. N. Comercio de Café	350
Ditto	Magalhães & Co.	250
Ditto	Alfred Sinner & Co.....	100
Ditto—Montevideo	Theodor Wille & Co.....	200
Ditto	Alfred Sinner & Co.....	200
Ditto	Cia. Nacional Com. de Café	150
		2,150
11/11—Algeria—Rotterdam	Ornstein & Co.....	1,125
Ditto—Hamburg	Alfred Sinner & Co.....	125
Ditto	Rotundo & Co.	125
		1,375
11/11—Valdivia—Marseilles	Rebello Alves & Co.....	875
Ditto	Pinto Lopes & Co.....	252
Ditto	Ornstein & Co.....	250
Ditto	S. Pereira & Co.....	125
Ditto	E. G. Fontes & Co.....	63
Ditto	Theodor Wille & Co.....	63
Ditto—Philippeville	E. G. Fontes & Co.....	63
Ditto	Theodor Wille & Co.....	62
Ditto	Ornstein & Co.	62
Ditto—Tunis	Pinto Lopes & Co.....	188
Ditto	Norton Megaw & Co.....	63
Ditto	Ornstein & Co.....	63
Ditto—Casa Blanca	Norton Megaw & Co.....	250

Ditto—Mostagenem	Serafim Fernandes	62
Ditto	E. G. Fontes & Co.....	62
Ditto—Constantinople	Alfred Sinner & Co.....	250
Ditto—Pireus	Alfred Sinner & Co.....	251
Ditto—Ceuta	Ornstein & Co.....	250
Ditto—Melilla	Ornstein & Co.....	125
Ditto—Bona	Ornstein & Co.....	63
Ditto—Port Said	Norton Megaw & Co.....	125
Ditto—Las Palmas	Theodor Wille & Co.....	50
		3,618
14/11—Cordoba—Algiers	E. G. Fontes & Co.....	1,803
Ditto	Cia. N. Comercio de Café	1,500
Ditto	Theodor Wille & Co.....	1,376
Ditto	Vivacqua Irmãos & Co....	563
Ditto	Serafim Fernandes	502
Ditto	Pinto Lopes & Co.....	375
Ditto	Lage & Irmão.....	375
Ditto	Ornstein & Co.	125
Ditto	Castro Silva & Co.....	63
Ditto—Oran	E. G. Fontes & Co.....	1,068
Ditto	Ornstein & Co.....	875
Ditto	McKinlay & Co.....	500
Ditto	Serafim Fernandes	437
Ditto	Vivacqua Irmãos & Co....	251
Ditto	Castro Silva & Co.....	250
Ditto	Norton Megaw & Co.....	188
Ditto	Cia. Nacional Com. de Café	187
Ditto	Pinto Lopes & Co.....	125
Ditto—Tunis	Pinto Lopes & Co.....	125
Ditto—Melilla	Ornstein & Co.....	188
Ditto—Constantinople	Lage Irmãos	375
Ditto—Ceuta	Pinto & Co.....	250
		11,501
15/11—Vauban—Barbados	McKinlay & Co.....	75
Ditto—New York	Arbuckle & Co.....	1,250
Ditto	Rebello Alves & Co.....	500
Ditto	E. Johnston & Co.....	500
Ditto	Pinto Lopes & Co.....	250
Ditto	Sion & Co.....	250
		2,825
15/11—Hawaii Maru—B. Aires	Tude Irmão & Co.....	200
		200
15/11—K. G. Adolf—G'burg	E. G. Fontes & Co.....	375
Ditto—Stockholm	E. G. Fontes & Co.....	375
Ditto	Rebello Alves & Co.....	755
Ditto	E. Johnston & Co.....	300
Ditto	Cia. Nacional Com. de Café	125
Ditto—Gefle	Theodor Wille & Co.....	500
Ditto	E. G. Fontes & Co.....	250
Ditto	Cia. N. Comercio de Café	125
Ditto—Hudiksvall	E. G. Fontes & Co.....	125
Ditto—Sundsvall	E. G. Fontes & Co.....	375
Ditto	Vivacqua Irmãos & Co....	250
Ditto	Theodor Wille & Co.	125
Ditto	Ornstein & Co.....	125
Ditto—Norrkoping	McKinlay & Co.....	250
Ditto—Hernoessand	McKinlay & Co.....	125
Ditto—Vastervick	McKinlay & Co.....	125
Ditto—Helsinki	Vivacqua Irmãos & Co....	250
Ditto	Alfred Sinner & Co.....	125
Ditto	Ornstein & Co.....	125
Ditto—Varberg	Rebello Alves & Co.....	125
		4,930
Total Overseas		54,993
SANTOS.		
During the week ended 15th November, 1928.		
3/11—Darro—B. Aires	Eugenio Tauber	186
3/11—Almanzora—B. Aires	E. Johnston & Co.....	1
4/11—Ionier—Antwerp	Naumann, Gepp & Co.....	875
Ditto	Rogé Ferreira & Co.....	500
Ditto	Theodor Wille & Co.....	500
Ditto	Hard, Rand & Co.....	500
Ditto	Almeida Prado & Co.....	250
Ditto	Nossack & Co.....	250
Ditto	Martins, Wright & Co....	208
Ditto	J. Aron & Co.....	125
		3,208

4/11—Londonier—B. Aires ..	Mourão, Taple & Co.....	250
4/11—S. Cordoba—Bremen ..	Sion & Co.....	500
Ditto "	Almeida Prado & Co.....	375
Ditto "	Arbuckle & Co.....	1
Ditto—Hamburg	Naumann, Gepp & Co.....	375
Ditto "	Nossack & Co.....	292
Ditto "	Zerrenner Bulow & Co....	1
Ditto—Lisbon	Leite & Santos.....	2
Ditto—Consumption	Bunck & Haak	8
Ditto "	Zerrenner Bulow & Co....	1
		1,555
4/11—Belvedere—Trieste	Theodor Wille & Co.....	1,128
Ditto "	Naumann, Gepp & Co.....	1,000
Ditto "	Leon Israel & Co.....	814
Ditto "	Hard, Rand & Co.....	390
Ditto "	Oswaldo Ferreira & Co....	387
Ditto "	Martins, Wright & Co....	375
Ditto "	J. C. Mello & Co.....	125
Ditto "	Soc. Nacional Exportadora	125
Ditto "	Oliveira, Osorio & Co....	125
Ditto "	Freire Barros & Co.....	125
Ditto "	Amaral Lima & Co.....	125
Ditto "	Franco Soares & Co.....	125
Ditto—Alexandria	Theodor Wille & Co.....	1,000
Ditto "	Naumann, Gepp & Co....	250
Ditto—Naples	Nossack & Co.....	500
Ditto "	Hard, Rand & Co.....	125
Ditto "	Queiroz dos Santos	50
Ditto "	Oliveira, Ozorio & Co....	1
		6,770
5/11—Lipari—Havre	Leon Israel & Co.....	4,750
Ditto "	Hard, Rand & Co.....	4,250
Ditto "	Nossack & Co.....	1,875
Ditto "	J. Aron & Co., Ltd.	1,500
Ditto "	Lima Nogueira & Co.....	1,250
Ditto "	Naumann, Gepp & Co....	625
Ditto "	Andrade Junqueira & Co..	500
Ditto "	Oswaldo Ferreira & Co....	375
Ditto "	Franco Soares & Co.....	250
Ditto "	Theodor Wille & Co.....	250
Ditto—Bordeaux	Naumann, Gepp & Co....	500
Ditto "	E. Johnston & Co.....	250
Ditto "	Hard, Rand & Co.....	250
Ditto "	Jessouroun Irmão	125
Ditto "	Vidal & Co.....	125
Ditto "	Picone & Filhos, Ltd.....	125
Ditto "	Nossack & Co.....	125
Ditto "	B. Pinheiro	20
Ditto "	Bento de Carvalho & Co..	2
Ditto "	N. Pizarro & Co.....	1
		17,148
5/11—M. Olivia—Hamburg ..	Cia. Prado Chaves.....	808
Ditto "	Leon Israel & Co.....	625
Ditto "	Theodor Wille & Co.....	597
Ditto "	Hard, Rand & Co.....	412
Ditto "	Almeida Prado & Co.....	375
Ditto "	Lima Nogueira & Co.....	250
Ditto "	S. A. Levy.....	125
Ditto "	E. Struckmeyer & Co.	61
Ditto "	T. M. Lange.....	1
Ditto—Oslo	Theodor Wille & Co.....	125
		3,379
6/11—Sardinian Prince—N.Y.	Naumann, Gepp & Co....	2,750
Ditto "	Leon Israel & Co.....	2,525
Ditto "	McLaughlin & Co.....	980
Ditto "	J. Aron & Co.....	750
Ditto "	Vicri S/A.....	500
Ditto "	Hard, Rand & Co.....	500
Ditto "	Nossack & Co.....	250
Ditto "	Andrade Junqueira & Co..	250
		8,505
6/11—Pan America—N. York.	American Coffee Corp.....	5,250
Ditto "	Almeida Prado & Co.....	3,750
Ditto "	Leon Israel & Co.....	1,475
Ditto "	S. A. Levy	1,250
Ditto "	E. Johnston & Co.....	1,250
Ditto "	Rangel, Oliveira & Co....	914
Ditto "	Queiroz dos Santos	850
Ditto "	Andrade Junqueira & Co..	750



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RIO — SANTOS — SAO PAULO.

Ditto "	Eduardo M. Hafers.....	500
Ditto "	Martins, Wright & Co....	500
Ditto "	Hard, Rand & Co.....	250
Ditto "	Lima Nogueira & Co.....	250
Ditto "	Cia. Santos e Camp. A.G.	250
Ditto "	Theodor Wille & Co.....	250
Ditto "	Cia. Prado Chaves.....	250
Ditto "	J. Aron & Co.....	250
		17,989
7/11—Baden—Hamburg	Theodor Wille & Co.....	4,500
Ditto "	Naumann, Gepp & Co....	904
Ditto "	J. Aron & Co.....	250
Ditto "	Hard, Rand & Co.....	250
Ditto "	Bartholomei Serra & Co..	250
Ditto "	Leon Israel & Co.....	250
Ditto "	Nossack & Co.....	200
Ditto "	S. Nacional Exportadora..	125
Ditto—Rotterdam	Theodor Wille & Co.....	1,000
Ditto "	E. Johnston & Co.....	300
Ditto "	Lima Nogueira & Co.....	250
Ditto—Consumption	Bunck & Haak	12
		8,291
7/11—A. Alexandrino—Havre	Theodor Wille & Co.....	2,500
Ditto "	J. C. Mello & Co.....	2,000
Ditto "	The Asiatic Trading Co....	1,500
Ditto "	Hard, Rand & Co.....	1,125
Ditto "	Moreira & Co.....	750
Ditto "	Picone & Filhos, Ltd.....	500
Ditto—Antwerp	Cia. Leme Ferreira.....	460
		8,835
7/11—Santos—B. Aires	Cia. Prado Chaves.....	600
Ditto "	Raphael Sampaio & Co...	64
Ditto "	Ennor & Cia., Ltd.....	60
		724
8/11—Algorab—Rotterdam ..	Theodor Wille & Co.....	1,000
Ditto "	Cia. Prado Chaves	637
		1,637

8/11—Pssa, Giovanna—Genoa	Theodor Wille & Co.....	2,250
Ditto	Nossack & Co.....	525
Ditto	Cia. Leme Ferreira.....	250
Ditto	The Asiatic Trading Co.....	125
Ditto—Livorno	Leon Israel & Co.....	125
Ditto—Naples	Carraresi & Co.....	6
Ditto	G. Tomaselli & Co.....	4
Ditto	J. J. Figueiredo & Co....	1
		<u>3,286</u>

8/11—West Neris—N. Orleans	Silva, Ferreira & Co.....	3,525
Ditto	J. Aron & Co., Ltd.....	2,800
Ditto	Martins, Wright & Co....	2,750
Ditto	American Coffee Corp.....	2,250
Ditto	Naumann, Gepp & Co.....	2,137
Ditto	Lima Nogueira & Co.....	1,750
Ditto	Leon Israel & Co.....	1,750
Ditto	Leite & Santos.....	1,250
Ditto	Junqueira, Meirelles & Co.	1,250
Ditto	Sampaio Bueno & Co.....	1,250
Ditto	Cia. Leme Ferreira.....	900
Ditto	Almeida Prado & Co.....	500
Ditto	Queiroz dos Santos.....	500
Ditto	Ferreira Ruivo & Co.....	500
Ditto	E. Struckmeyer & Co.....	500
Ditto	Vicente C. Mello.....	500
Ditto	Soc. Nacional Exportadora	500
Ditto	E. Johnston & Co.....	400
Ditto	Moreira & Co.....	250
Ditto	Mourão, Tapie & Co.....	250
Ditto	Hard, Rand & Co.....	250
Ditto	Oswaldo Ferreira & Co..	250
		<u>26,012</u>

8/11—Oakspring—Boston	American Coffee Corp....	2,000
Ditto	Sampaio Bueno & Co.....	1,500
Ditto	Almeida Prado & Co.....	1,250
Ditto	Naumann, Gepp & Co.....	1,000
Ditto	Cia. Leme Ferreira.....	1,000
Ditto	Hard, Rand & Co.....	1,000
Ditto	E. Johnston & Co.....	750
Ditto	Lima Nogueira & Co.....	500
Ditto	J. Aron & Co., Ltd.....	250
		<u>9,250</u>

10/11—C. Ranger—Montreal	Naumann, Gepp & Co.....	250
Ditto—Halifax	Naumann, Gepp & Co.....	30
		<u>280</u>

10/11—City of Los Angeles—	Leon Israel & Co.....	3,250
Ditto	Silva, Ferreira & Co.....	625
Ditto	Nioac & Co.....	250
Ditto	Almeida Prado & Co.....	250
Ditto	Hard, Rand & Co.....	125
		<u>4,500</u>

10/11—Munorleans—N. York	American Coffee Corp. ...	5,250
Ditto	Thomas E. Rittscher.....	1,028
Ditto	The Asiatic Trading Co...	500
Ditto	Leon Israel & Co.....	250
		<u>7,028</u>

10/11—Alegrete—N. Orleans	Theodor Wille & Co.....	4,500
Ditto	J. Aron & Co.....	4,000
Ditto	E. Johnston & Co.....	2,050
Ditto	Leon Israel & Co.....	1,500
Ditto	Queiroz dos Santos.....	1,250
Ditto	Vicri S/A.....	1,250
Ditto	Sion & Co.....	1,000
Ditto	Roge Ferreira & Co.....	941
Ditto	Bartholomei Serra & Co..	875
Ditto	The Asiatic Trading Co...	750
Ditto	Sampaio Bueno & Co.....	750
Ditto	Naumann, Gepp & Co....	500
Ditto	Rangel, Oliveira & Co....	500
Ditto	Cia. Paulista de Exportação	350
Ditto	S. Nacioanal Exportadora	250
Ditto	R. A. Danon.....	250
Ditto	Junqueira, Meirelles & Co.	250
Ditto	Oliveira, Osorio & Co. ...	250
		<u>21,216</u>

10/11—Cordoba—Marseilles	E. Johnston & Co.....	500
Ditto	Leon Israel & Co.....	500
Ditto	Nossack & Co.....	250
Ditto	Almeida Prado & Co.....	250
Ditto	J. C. Mello & Co.....	126
Ditto	Martins, Wright & Co....	125
Ditto	Hard, Rand & Co.....	125
Ditto	Theodor Wille & Co.....	125
Ditto—Alexandria	Hard, Rand & Co.....	875
Ditto—Valencia	Origines Tormin & Co...	150
Ditto—Gibraltar	Hard, Rand & Co.....	75
Ditto	Nossack & Co.....	50
Ditto—Tetuan	Nossack & Co.....	75
Ditto—Algiers	Theodor Wille & Co.....	63
Ditto—Beyrouth	Andrade Junqueira & Co..	3
		<u>3,292</u>

10/11—Valdivia—Marseilles	Hard, Rand & Co.....	500
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11/11—Boswell—N. York	American Coffee Corp. ...	3,000
Ditto	McLaughlin & Co.....	1,500
Ditto	Baccarat & Co.....	1,500
Ditto	Naumann, Gepp & Co....	750
Ditto	Soc. Mogyana Export. Ltd.	550
Ditto	Hard, Rand & Co.....	500
Ditto	Rangel Oliveira & Co....	382
Ditto	Bartholomei Serra & Co..	250
Ditto	Andrade Junqueira & Co..	250
Ditto	S. Nacional Exportadora .	250
		<u>8,932</u>

Total Overseas 162,724

COASTWISE

During the week ended 15th November, 1928.

7/11—C. Capella—Florianopolis	The Asiatic Trading Co...	20
7/11—Aratimbó—Rio Grande	J. Santos Coelho	1
9/11—Itaquatiá—Rio Grande	The Asiatic Trading Co...	25
	Total Coastwise	<u>46</u>

VICTORIA.

During the week ended 15th November, 1928.

31/10—Teresa—Trieste.....	Ornstein & Co.	6,938
Ditto	Vivacqua Irmãos & Co....	7,000
Ditto	Hard, Rand & Co.....	2,500
Ditto	A. Prado & Co.....	2,750
Ditto	Theodor Wille & Co.	1,876
Ditto	Cruz, Sobrinhos & Co....	1,000
Ditto	Vianna Leal & Co.....	1,000
Ditto	O. Santos & Filhos.....	500
Ditto	Co. Comm. Benef. de Café	451
Ditto—Susak	Ornstein & Co.....	826
Ditto	Hard, Rand & Co.....	563
Ditto—Naples	Ornstein & Co.....	750
Ditto	Hard, Rand & Co.....	250
Ditto	A. Prado & Co.....	500
Ditto—Venice	Ornstein & Co.....	500
Ditto—Genoa	Hard, Rand & Co.....	500
Ditto—Malta	Ornstein & Co.....	62
Ditto—Messina	Ornstein & Co.....	125
Ditto	Oliveira Brothers	250
Ditto—Ancona	Ornstein & Co.	125
Ditto	Hard, Rand & Co.....	250
	Total Overseas	<u>28,716</u>

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— Rio de Janeiro —

Exports of Coffee from the Port of Rio de Janeiro During the month of August, 1928.

(Statistics of Centro do Commercio do Café).

(In bags of 60 kilos).

Shippers:		Europe:	
Theodor Wille & Co...	51.780	Havre	38.212
Ornstein & Co.	36.587	Trieste	31.904
Cia. N. Comm. de Café	31.605	Hamburg	20.274
E. G. Fontes & Co....	19.742	Marseilles	17.388
Pinto Lopes & Co....	18.826	Stockholm	14.617
Alfred Sinner & Co...	15.090	Genoa	11.119
McKinlay & Co.	14.904	Amsterdam	9.250
Vivacqua Irmãos & Co.	14.823	Rotterdam	5.938
Rebello Alves & Co...	10.750	Norway	5.193
Tude, Irmãos & Co....	6.550	Copenhagen	4.202
Fraga Irmãos & Co....	6.298	Antwerp	3.477
Magalhães & Co.	5.812	Bordeaux	625
Hard. Rand & Co....	4.229	Leixões	575
Oswaldo Tardin & Co.	4.193	Bremen	250
Rattermann & Co.	4.079	Lisbon	220
Pinto & Co.	3.785	Southampton	200
Fliak'n Taddei & Co..	3.758	Barbados	135
Castro Silva & Co....	3.061		
The A. Trading Co....	2.229	Total	163.579.
Lage Irmãos	2.125		
Pinheiro Ladeira & Co.	2.010	River Plate:	
S. A. Luiz Corrêa	1.704	B. Aires	25.302
Rotundo & Co.	1.474	Montevideo	50
American Coffee Corp.	1.444	Total	25.352
Norton McGaw & Co...	1.280		
S. Pereira	1.135	Africa:	
Leon Israel & Co. S/A	957	The Cape	17.450
Serao, Fernandes & C.	805	Las Palmas	300
Tardin & Erthald.	613	Total	17.750
Ferrari Souza & Co....	387		
Vasconcellos Junior ..	50	Pacific:	
F. Netto	50	Chile	6.000
Cia. Magasins Gen:....	6		
Total	272.141	Coastwise:	
		Northern Ports	9.246
Destination:		Southern Ports	6.155
United State:—		Total	15.401
New Orleans	24.775		
New York	12.034	Grand Total	272.141
Baltimore	6.750		
Jacksonville	500		
Total	44.059		

IMPORTANT NOTICE.

Please note that all correspondence, etc., posted to "Wileman's Brazilian Review," whether to the Editor, Manager, H. F. Wileman, etc., should be addressed to "Caixa Postal 809, Rio de Janeiro."

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SANTOS
R. Frei Gaspar, 17

SÃO PAULO
Rua da Quitanda, 4

Exports of Coffee from the Port of Santos during the month of August, 1928.
(Statistics of the Santos Coffee Exchange).
(In bags of 60 kilos).

Per Shippers overseas.	
Theodor Wille & Co...	76,413
Hard, Rand & Co.	67,959
J. Aron & Co. Ltd....	56,718
African Coffee Corp...	48,265
Leon Israel Co. S/A...	35,782
Naumann, Gepp & Co.	27,903
S. A. Levy	27,534
Almeida Prado & Co.	25,414
E. Johnston & Co. ...	24,610
Lima, Nogueira & Co.	20,907
And. Junqueira & Co.	20,279
Silva Ferreira & Co...	17,525
Martins, Wright & Co.	15,365
Sampaio Bueno & Co.	14,353
Cia. Prado Chaves	12,323
Soc. Nac. Exportadora	12,252
Sion & Co.	11,101
Cia. Leme Ferreira	9,890
Nossack & Co.	9,321
Cia. Paulista de Exp...	9,025
Mc. Laughlin & Co...	8,628
Arbuckle & Co.	8,348
Vicri S/A.	7,750
The A. Trading Corp...	7,625
Oswaldo Ferreira & Co.	6,195
J. C. Mello & Co.	5,125
Queiroz dos Santos ...	4,603
Jessouroun & Irmãos .	4,425
Rangel, Oliveira & Co.	4,375
Raphael Sampaio & Co.	4,302
A. S. Michelet & Co..	3,375
Baccarat & Co.	3,164
Junq., Meirelles & Co.	3,125
P'cone & Filhos Ltd..	3,000
E. Struckmeyer & Co.	2,734
Ferreira Ruivo & Co.	2,548
Rogé Ferreira & Co...	2,349
Nioac & Co. Ltd.	2,659
A. Ferreira & Co.	2,250
Negrão & Co.	2,100
Bartholmei Serra & Co.	2,002
Vicente C. de Mello...	1,895
Leite, Santos & Co....	1,550
Cia. S. Paulo de Exp.	1,376
Soc. Mogyana Export.	1,204
Mourão, Tapié & Co...	1,125
Eduardo M. Hafers...	1,085
Origenes Tormin & Co	1,075
Vidal & Co.	1,000
Freire, Barros & Co...	926
Barbosa Ferraz & Co...	915
Thomas E. Rittscher..	949
Roberto Silva & Co...	750
R. A. Danon & Co....	625
Junq. Carvalho & Co.	612
Rebello Alves & Co...	500
Ulysses Ferraz & Co..	500
Franco, Soares & Co..	500
Oliveira Osorio & Co..	500
Eugenio Teuber	471
Antonio França & Co.	452
Amaral & Co., Ltd....	333
Ennor & Co., Ltd....	250
Cia. Santos e Campinas	
A. G.	250
Zerrener Bulow & Co.	250
R. B. Pimentel & Co.	111
M. C. Coelho & Co...	101
Sundry	187
Consumption on board	35
Total	653,204
Shippers Coastwise:—	
V. Morel & Co.	300
Leon Israel Co. S/A..	126
Andr. Junqueira & C	125
The Asiatic Trading C.	80
Eduardo M. Hafers ...	66
Sundry	3
Grand total	653,904

Ports of Destination.

New York	196,800	Norrkoping	375
New Orleans	149,401	Ancona	375
Hamburg	40,045	Sundsvall	375
Havre	31,011	Ahus	375
Boston	30,235	Dunkerque	250
Amsterdam	27,606	Valencia	202
Bremen	18,029	Gibraltar	150
Philadelphia	15,340	Carlskrona	125
Copenhagen	12,424	Carlshamn	125
Galveston	12,300	Trondhjen	125
Baltimore	11,250	Varberg	125
Antwerp	11,214	Ystad	125
Jacksonville	11,000	Randers	125
Stockholm	10,949	Hudiksvall	125
S. Francisco, Calif...	10,546	Helsinki	125
Rotterdam	8,419	Kalmar	125
Genoa	7,740	Vigo	125
Gothenburg	7,059	Hernosand	125
Buenos Aires	6,201	Landskrona	125
Marseilles	4,451	Malaga	125
Norfolk	3,250	Dantzig	63
San Pedro	2,875	Neufarhwasser	62
Helsingborg	2,825	Kobe	50
Barcelona	2,040	Bilbao	50
Gefle	2,000	Durban	50
Malmoe	1,751	Cape Town	25
Trieste	1,575	Beyrouth	3
Vancouver	1,580	Lisbon	2
Seattle	1,350	London	1
Montreal	1,000	Boulogne	1
Alexandria	875	Consumption on board	35
Portland	875		
Rosario	853	Total	653,234
Halmstad	750	Coastwise:—	
Oslo	638	Rio Grande	325
Tacoma	625	Porto Alegre	182
Bergen	550	Florianopolis	162
Naples	512	Rio de Janeiro	1
Helsingfors	450		
Bordeaux	383	Grand total	653,904
Southampton	388		

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Entries of Coffee at the Port of New Orleans during the month of September, 1928, as per Statistics of the Green Coffee Association of New Orleans.

New Orleans, Importers:	Santos	Rio	Victoria	Total
J. Aron & Co. Inc.	13,000	5,000	2,750	20,750
Stewart Carnel Co. Ltd.	9,450	2,250	2,500	14,200
Great Atl. & Pac. Tea Co.	7,625	—	—	7,625
Zander & Co. Inc.	2,362	1,750	1,000	5,112
Hard, Rand & Co.	3,750	—	125	3,875
Leon Israel & Bros. Inc.	2,275	—	325	2,600
Brazil Sales Agency	750	1,500	250	2,500
W. R. Grace & Co.	2,500	—	—	2,500
Freidler Mayer Co.	1,500	—	250	1,750
Brazilian Warrant Co.	1,375	—	—	1,375
F. W. KUNZ Co.	750	—	500	1,250
K. & L. Importing Co.	1,125	—	—	1,125
Afred D. Levy & Co. Inc.	1,000	—	—	1,000
Sundry	2,750	1,125	500	4,375
Total, Local Importers	50,212	11,625	8,200	70,037
Total, Interior Importers	68,573	3,000	3,125	74,698
Grand Total	118,785	14,625	11,325	144,735

Shippers from Brazil:—

Leon Israel & Bros. S/A.	12,700	—	—	12,700
J. Aron & Co.	9,775	—	—	9,775
Silva Ferreira & Co.	9,200	—	—	9,200
Hard, Rand & Co.	7,125	—	1,450	8,575
Vicri S/A.	6,750	500	1,000	8,250
Andrade Junqueira & Co.	8,000	—	—	8,000
American Coffee Corp.	7,625	—	—	7,625
Cia. Nac. Comercio de Caf-	—	5,750	—	5,750
Theodor Wille & Co.	5,100	—	—	5,100
Martins Wright & Co.	4,406	—	—	4,406
Almeida Prado & Co.	3,300	—	—	3,300
Soc. Nacional Exportadora ...	3,000	—	—	3,000
Vivacqua Irmãos & Co.	—	1,000	2,000	3,000
E. Johnston & Co.	2,925	—	—	2,925
Cia. Paulista de Exportação . .	2,900	—	—	2,900
Cia. Leme Ferreira	2,740	—	—	2,740
Cia. Prado Chaves	2,561	—	—	2,561
Oswaldo Tardin & Co.	—	2,500	—	2,500
Lima Nogueira & Co.	2,500	—	—	2,500
Pinto Lopes & Co.	—	2,500	—	2,500
Cruz, Sobrinhos & Co.	—	—	2,375	2,375
Rangel Oliveira & Co.	2,250	—	—	2,250
Sundry	25,928	2,375	4,500	32,803
Total	118,785	14,625	11,325	144,735

RUBBER.

Cable Quotations for Pará Hard Fine. Quotations on November 17th 1928, were as follows:—London 11d. per lb.; Pará 2\$600 per kilo, as against 11d. and 2\$700 respectively on November 10th, 1928, and 1sh 3d. and 4\$500 and November 19th, 1927.

New York Rubber Quotations (By Cable). Prices were quoted during the week ending November 20th 1928, as follows (per lb.):

	November					
	14th	15th	16th	17th	19th	20th
Upriver Fine Washed & Dried	25 ½	25 ¾	25	25	25	25
Upriver Fine	19	19	19	19	19	19
Upriver Coarse	13 ½	13 ¾	13	13	13	13
Caucho Ball	12 ¾	12	12	12	12	12
Pará Island Fine	14 ¾	14 ¾	14 ¾	14 ¾	14 ¾	14 ¾
Pará Island Coarse	11 ½	11 ¾	11 ¾	11 ¾	11 ¾	11 ¾
Plant: Smoked Sheets.	18	17 ¾	17 ¾	17 ¾	17 ¾	17 ¾
Plant: Latex Crepe	19	18 ¾	18 ¾	19	19 ½	19 ½

Stock Orient rubber in U.S.A. on 20th, Nov. 1928, 107,992 tons.
Market Steady.

Pará Rubber Movement and Prices (By Cable). The movement of rubber of Pará during the week ending November 17th, 1928, was as follows:—

	Kilos
Stock on November 10, 1928	8,890,753
Entries during the week ending Nov. 17.	144,606
Available	9,035,359
Clearances during the same week:—	
To United States	434,134
To Europe	—
To Sundry ports	25,325
	459,459
Stock on November 17, 1928	8,575,900

Spot prices were quoted on Nov. 17, 1928, as follows, per kilo:—

	Nov. 10	Nov. 17
Island Fine	2\$700	2\$600
Island Sernamby	1\$500	1\$500
Sertao Fine	2\$100	2\$000
Sertao Sernamby	1\$450	1\$400
Caucho Ball	1\$600	1\$600

PARÁ RUBBER STATISTICS.

(In tons of 1,000 kilos).

Stock on 30th September, 1928	2,832		
Receipts 31st October, 1928	1,980	4,812	
Exports:	U.S.A.	Europe.	South.
12 — Bangu'	36	—	—
13 — Stephen	354	—	—
17 — Hildebrand	—	212	—
19 — Anatolia	—	488	—
24 — Berury	69	—	—
25 — Swinburne	211	—	—
Sundries	—	—	51
Total	670	700	51
			1,421
Stock on 31st October, 1928			3,391

In First Hands:

Upriver Fine 1,040 tons; Upriver Coarse 13 tons; Upriver Ball 8 tons; Tapajós/Xingú Fine and Coarse 240 tons; Tocatins/Xingú Ball and Tapajós 760 tons; Island Fine and Jary 350 tons; Islands Coarse 30 tons; Cameté 100 tons; total 2,541 tons.

In Second Hands:

General Rubber Co. of Brazil 50 tons; Ranniger & Co. 100 tons; Comp. Paraense Plant. Borracha 700 tons; total 850 tons.

* Estimated.

EXPORTS OF RUBBER FROM PARÁ, MANAOS AND IQUITOS DURING OCTOBER, 1928.

Shippers:	AMERICA. (In kilos)				Total
	Fine	Medium	Coarse	Caucho	
Comp. Paraense Plant.					
Borracha	86,017	1,640	1,282	40,960	129,899
Suarez, Filho & Co.	90,390	—	—	—	90,390
S. Bitar, Irmãos	27,200	—	5,110	43,470	75,780
G. Rub: Co. Brazil	4,278	122	23,356	—	27,757
Ranniger & Co.	16,320	—	—	—	16,320
Total Pará	224,206	1,762	29,748	84,430	340,146
" Manáos.	295,596	2,157	17,991	—	315,744
" Iquitos.	7,225	544	2,471	3,792	14,032
Grand Total.	527,027	4,463	50,210	88,222	669,992

EXPORTS OF RUBBER FROM PARÁ, MANAOS AND IQUITOS DURING OCTOBER, 1928.

Shippers:	EUROPE. (In kilos)				Total
	Fine	Medium	Coarse	Caucho	
Ranniger & Co.	67,264	2,227	4,807	—	74,298
G. Rub: Co. Brazil	31,220	—	—	—	31,220
S. Bitar, Irmãos	10,200	—	—	10,220	20,420
Comp. Paraense Plant.					
Borracha.	—	—	—	5,110	5,110
Total Pará	108,684	2,227	4,807	15,330	131,048
" Manáos.	419,471	58,450	33,804	43,431	555,156
" Iquitos.	8,554	1,537	2,581	1,316	13,988
Grand Total	536,709	62,214	41,192	60,077	700,192
South, Sundries	10,990	—	11,810	28,490	51,290

RECEIPTS OF RUBBER AND CAUCHO AT PARÁ DURING OCTOBER, 1928.

In kilogrammes.

	Kilos
Islands and Cameté	258,733
Xingú	4,892
Tapajós	41,600
Beni-Madeira	96,451
Juruá	105,248
Purús	227,904
Tocatins and Xingú Caucho	222,070
Upriver Caucho	124,182
Peruvian and Javary—Rubber transit	22,912
Manáos—Rubber transit	827,469
Manáos, Peruvian and Javary—Caucho transit.	48,539
Total	1,980,000

RESUME:

	Kilos
Upriver Grades	1,326,476
Islands Grades	258,733
Caucho Grades	394,791
Grand Total	1,980,000

QUOTATIONS OF COTTON AND SUGAR IN FOREIGN MARKETS.

During the week ended 15th November, 1928.

COTTON — per lb.		Nov. 9	10	12	13	14	15
Liverpool 12.30 p.m. pence...							
Pernambuco and Maceio Fair Spot.....		10,71	10,66	10,75	10,79	10,87	10,79
American Fully Middling Spot.....		10,46	10,41	10,50	10,54	10,62	10,54
American Futures January.....		10,97	10,91	10,12	10,14	10,18	10,11
" " March.....		10,07	10,01	10,12	10,14	10,18	10,11
" " May.....		10,08	10,02	10,12	10,13	10,17	10,11
" " July.....		10,02	9,96	10,06	10,07	10,11	10,06
New York American Middling							
Uplands Spot - cents.....		19,45	19,55	19,65	19,75	19,75	19,70
American Futures January.....		19,25	19,30	19,41	19,52	19,55	19,49
" " March.....		19,22	19,30	19,41	19,52	19,55	19,50
" " May.....		19,11	19,17	19,31	19,42	19,45	19,40
" " July.....		18,93	19,01	19,16	19,27	19,27	19,24
SUGAR:							
London Close—Per cwt.							
Futures November.....	12/ —	12/ —	12/ —	11/6	11/6	12/ —	
" " December.....	12/3	12/3	12/6	12/3	12/4 1/2	12/4 1/2	12/4 1/2
" " March.....	12/9	12/9	12/10 1/2	12/7 1/2	12/10 1/2	12/9	
" " May.....	12/10 1/2	13/ —	13/1 1/2	13/9	13/ —	12/10 1/2	
New York Close—Per lb. cents							
Futures December.....	2,05	—	2,02	1,99	1,99	1,97	
" " March.....	2,11	—	2,07	2,05	2,07	2,05	
" " May.....	2,18	—	2,18	2,13	2,15	2,13	
" " July.....	2,26	—	2,22	2,21	2,22	2,22	

SHIPPING.

STEAMERS' MOVEMENTS.

The Royal Mail Steam Packet Company.

ANDES, left Santos 12th November for R. Plate.
 ASTURIAS, due Rio 22nd November, for Santos and Plate.
 ARLANZA, due Rio 1st December for Santos and Plate.
 ALMANZORA, arrived Southampton 20th November homewards.
 ALCANTARA, left Rio 14th November for Lisbon direct.
 BOGOTA, due Rio 5th December for Pacific ports.
 DESEADO, left Santos 16th November for R. Plate.
 DESNA, due Rio 29th November, for Santos and R. Plate.
 DEMERARA, due Rio 13th December, for Santos and R. Plate.
 DARRO, left Rio 20th November for Lisbon, direct.
 HIGHLAND LOCH, left Rio 20th November for R. Plate.
 HIGHLAND PIPER, due Rio 4th December for R. Plate.
 HIGHLAND MONARCH, due Rio 26th November for Las Palmas, Lisbon, Vigo, Boulogne and London.
 SOMME, left Rio Grande 15th November for R. Plate.
 SARTHE, arrived Rio 18th November for Santos, etc.
 SIRIS, arrived Victoria 19th November for Bahia, Pernambuco and Europe.

Lampert & Holt, Limited.

VAUBAN, left Rio 15th November for Trinidad, Barbados and New York.
 VANDYCK, leaves Rio 7th December for Pernambuco, Trinidad, Barbados and New York.
 VOLTAIRE, due Rio 10th December for Montevideo and B. Aires.
 HERSCHER, left Rio 12th November for Las Palmas, Leixões and Liverpool.
 HOGARTH, arrived Rio 17th November from Liverpool, Peninsular ports and Bahia. Arrived Santos 19th November.
 HOLBEIN, leaves Rio 24th November for Las Palmas, St. Vicente, Leixões and Liverpool.
 TINTORETTO, leaves Santos 28th November for New York direct.
 RAEBURN, due Rio 1st December for Santos and Rio Grande.
 LEIGHTON, due Rio 8th December for Santos.
 BROWNING, leaves Santos 12th December for New York.
 BONHEUR, leaves Rio 23rd November for Santos and R. Plate.
 BRUYERE, due Rio 14th December for Santos and R. Plate.

Nippon Yusen Kaisha.—Lampert & Holt, agents.

KAWACHI MARU, leaves Rio 22nd November for Cape ports and Far East.
 KANAGAWA MARU, due Rio 2nd December from Far East and Cape ports.

Blue Star Line—Wilson, Sons & Co., Ltd., Agents.

ALMEDA, arrived B. Aires 21st November from London.
 AVILA, arrives Lisbon 26th November sails same day for Plymouth, Boulogne and London.
 AVELONA, in London, arrived 15th November from South America.
 ARANDORA, sails B. Aires 23rd November for Montevideo, Santos, Rio (due 27th sails same day) Madeira, Lisbon, Plymouth, Boulogne and London.
 ANDALUCIA, sailed London and Boulogne 22nd November for Lisbon, Madeira, St. Vincent C.V., Rio (due 7th December sails 8th) Santos, Montevideo and B. Aires.
 RODNESTAR, arrived Rio from London 20th November sails 22nd for B. Aires.
 EMPIRESTAR, arrives Rio from S. Francisco Cal, 3rd December sails 5th for Santos and B. Aires.

Osaka Shosen Kaisha—Agents Wilson, Sons & Co., Limited.

HAWAII MARU, arrived B. Aires 19th November from Japan.
 LA PLATA MARU, arrived Durban 20th November sailed 21st for Capetown, Santos, Rio (due 8th December sails 9th) Buenos Aires.
 SANTOS MARU, arrived Hongkong, 22nd November sailed 23rd, for Saigon, Colombo, Durban, Capetown, Santos, Rio (due 5th January sails 6th) B. Aires.
 MONTEVIDEO MARU, arrived Galveston 20th November sailed 23rd for Cristobal, Los Angeles, Yokohama and Kobe.
 MANILA MARU, arrived Kobe 23rd November from B. Aires.

Chargeurs Réunis & Sud-Atlantique.

CEYLAN, expected from the Plate, 4 December.
 SWIATOWID, expected from the Plate, 7 December.
 LUTETIA, expected from the Plate 10 December.
 FORMOSE, expected from the Plate 18 December.
 DESIRADE, expected from the Plate 25 December.
 FORMOSE, expected from Europe 24 November.
 LUTETIA, expected from Europe, 29 November.
 KERGUELEN, expected from Europe 10 December.
 BELLE-ISLE, expected from Europe 13 December.
 MASSILIA, expected from Europe 20 December.

Norddeutscher Lloyd Bremen—Herm. Stoltz & Co., Gen. Agents.

SIERRA MORENA, left Bremen 10th November for South America and arrives 28th November in Rio.
 SIERRA VENTANA, left B. Aires 21st November for Europe and arrives 26th November in Rio.
 SIERRA CORDOBA, in Bremen, leaves Bremen 1st December for South America and arrives 19th December in Rio.
 MADRID, in B. Aires, leaves B. Aires 5th December for North Brazil and Europe.
 WERRA, left Bremen 17th November for South America and arrives 9th December in Rio.
 WESER, in Bremen.
 GOTHA, left B. Aires 14th November homewards for North Brazil and Europe.

Munson Steamship Lines—Federal Express Company, Agents.

SOUTHERN CROSS, left N. York November 17th, due Rio 30th, Santos December 1st, B. Aires 5th.
 PAN AMERICA, due N. York November 20th.
 AMERICAN LEGION, arrived B. Aires November 21st.
 WESTERN WORLD, left Rio November 21st, due Bahia 23rd, New York December 4th, calling at Trinidad.

Mc Cormick Steamship Co. (P.A.B. Line)—F. Express Co., G. Agt.
WEST CAMARGO, left Bahia November 6th, calling P. Columbia,
thence Pacific Ports of U.S.A.
WEST NILUS, due Santos November 26th, sails 30th calling Bahia,
Pará, Puerto Columbia thence Pacific Ports of U.S.A.

Munson Steamship Line — Cargo Vessels
MUNINDIES, left Santos direct to New Orleans and Mobile, on
October 22nd.
MUNBEAVER, left N. York October 15th, for Bahia, Rio & Santos,

Prince Line—Houlder Brothers & Co., Limited, Agents.
SICILIAN PRINCE, loads for Trinidad, New York and Boston 29th
November.
CORSIKAN PRINCE, loads for Trinidad, New York and Boston
20th December.
SARDINIAN PRINCE, en route for New York.
BRAZILIAN PRINCE, en route for New York.
CASTILIAN PRINCE, at New York.
PERSIAN PRINCE, en route New York/Rio and Santos.
OCEAN PRINCE, in the River Plate.
AFRICAN PRINCE, December loading New York/Rio and Santos.

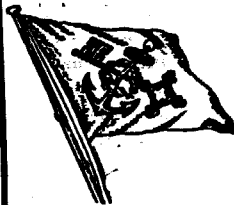
Hamburg-S. American Steamship Comp.—Th. Wille & Co., Agents.

CAP ARCONA, left Hamburg 20th November for Brasil and Ar-
gentina.
CAP POLONIO, left B. Aires 20th November for Brasil and Ham-
burg.
CAP NORTE, left Hamburg 14th November for Brasil and Ar-
gentina.
ANTONIO DELFINO, left B. Aires 17th November for Hamburg.
MONTE CERVANTES, left Rio 18th November for R. Plate.
MONTE OLIVIA, left Rio 6th November for Hamburg.
MONTE SARMIENTO, will leave 30th November Hamburg for
Brasil and Argentina.
ARGENTINA, will leave Hamburg 29th November for Brasil ports.
BAHIA, left Rio 20th November for Rotterdam and Hamburg.
BILBAO, left Leixões 12th November for Brasil ports.
ELLEWOUTSDIJK, 17th November at Pernambuco, expected 25th
November at Rio.
ESPAÑA, will leave Hamburg 22nd November for Brasil and Ar-
gentina.
LA CORUÑA, left Lisbon 14th November for Brasil and Ar-
gentina.
PARANA, left Rio 29th October for Rotterdam and Hamburg.
PERNAMBUCO, will leave Rio the first days of December for
Rotterdam and Hamburg.
RIO DE JANEIRO, left Hamburg 26th October for Brasil ports.
SANTA FE, left Santos 20th November for Paranaguá.
SANTA THERESA, left Santos 1st November for Hamburg via
Bahia.
TENERIFE, 15th November from Bahia to Victoria, Rio de Janei-
ro and Santos.
VIGO, from B. Aires to Hamburg.
VILLAGARCIA, 17th November from Rio de Janeiro to R. Plate.

Hamburg-America Linie—Theodor Wille & Co., Agents.

ADALIA, left Antwerp 8th November for Brasil ports.
ALTMARK, from Rio 14th November to River Plate.
ANTIOCHIA, in Rio discharging.
ARAGONIA, from Santos to River Plate.
BADEN, left Bahia 11th November for Hamburg.
BAYERN, at B. Aires.
GENERAL BELGRANO, expected 22nd November.
GENERAL MITRE, at Hamburg.
GEORGIA, 16th November from Antwerp to Brasil and Bahia
Blanca.
HOLM, 22nd November from Rio to Hamburg.
ISERLOHN, 10th November from Santos to Bahia Blanca.
NIEDERWALD, en route for Hamburg from River Plate.
SACHSENWALD, 16th November from Hamburg to Brasil and
River Plate.

Norddeutscher Lloyd Bremen



Next sailings
for Bahia, Madeira, Lisbon, Leixões,
Vigo, La Coruna, Boulogne
s/m and BREMEN

Sierra Ventana.....	26	November
Madrid.....	10	December
S. Morena.....	17	"

For Freight and other particulars apply to the General Agents

HERM. STOLTZ & CO.

Avenida Rio Branco, 66-74

Caixa 200 — Telegrams "NORDLLOYD"

STEIGERWALD, en route for Hamburg from River Plate.
WUERTEMBERG, left Hamburg 16th November for Brasil and
Argentina.
KYPHISSIA, 8th November from Hamburg to Brasil ports.
GRANADA, from River Plate 7th November to Hamburg.

Pacific Service.

KELLERWALD, will leave 24th November Rio de Janeiro for
Chilean ports.

Johnson Line — Luiz Campos, Agent.

PACIFIC, left Gothenburg 30th Oct. for Rio, Santos and B. Aires.
STORVIK, left Gothenburg Nov. 6th. for Rio and B. Aires.
LIMA, left Gothenburg November 13th, for Rio, Santos, Monte-
vidéo and B. Aires.
SAN FRANCISCO, due to leave Gothenburg, 22nd November, for
Rio, Santos and B. Aires.
KR. MARGARETA, due to leave Gothenburg December 15th, for
Rio, Santos, Montevideo and B. Aires.
VALPARAISO due to leave Gothenburg December 22nd, for Rio,
Santos and B. Aires.
KR. MARGARETA, left B. Aires Oct. 10th. Santos 16th. Rio 19th.
Victoria 21st and arrived at Gothenburg Nov. 16th.
VALPARAISO, left B. Aires Oct. 21st. Santos 28th. Rio Nov. 1st.
Bahia 6th. for Sweden and Finland.
KR. GUSTAF ADOLF, left B. Aires November 4th. Santos 12th,
Rio 14th. Victoria 16th. for Sweden and Finland.
PEDRO CHRISTOPHERSEN, due to leave B. Aires November 24th,
loading at Santos 29th. Rio 31st. Victoria December 1st, Bahia
3rd. for Sweden and Finland.
SANTOS, due to leave B. Aires December 1st, loading at Santos
6th. Rio 9th, Victoria 11th. Bahia 13th, for Sweden and Fin-
land.

Rotterdam Zuid Amerika Lijn—E. Johnston & Co., Ltd., Agents.

MIRACH due from Rotterdam on 1st December.
ALDEBARAN, loads for Rotterdam and Hamburg on 6th Dec.
ALCOR due from Rotterdam on 13th December.
ALDARI, loads for Rotterdam on 20th December.
ALCYONE loads for Rotterdam on 29th December.

Wilhelmsen Steamship Line—E. Johnston & Co., Ltd., Agents.

CUBANO, due from N. York on 7th December.

Rio Cape Line—Cumming Young, Agent.

KANAGAWA MARU, leaves Rio 24th December.

Det Forenede Dampskibs-Selskab — Cumming, Young, Agent.
For Denmark, Finland and Baltic Ports:

ARIZONA, leaves Rio 7th December.

LOUISIANA, leaves Rio end of December.

TO THE ADVERTISER.

Your aim in placing announcements in a paper is primarily because you know that what you offer meets the eye of persons most likely to become your customers. Once the advertiser is interested, it rests with him to push his ware into a market. "Wileman's Brazilian Review" numbers amongst its readers the world's leading business men. This assertion may sound illusive, but, nevertheless, it is genuine, in so far as our circulation is concerned, for it reaches every coffee, banking, export and import house of any standing in the four corners of the earth. This statement can be ascertained by any reader who wishes to inspect our subscription files.

There are newspapers that are read by millions, but their circulation are more often than not confined to the country of domicile. We do not profess to have a circulation of millions, but can assure our readers that "Wileman's Brazilian Review" has a world-wide circulation. Its value as an advertising medium is, therefore, obvious.

The following "bona-fide" list shows the countries and cities to which "Wileman's Brazilian Review" is posted weekly:

- BRAZIL: — Manaos, Pará, Maranhao, Natal, Fortaleza, Parahyba (Piahy), Parnahyba, Pernambuco, Maceió, Bahia (City), Ilheos, Victoria, Bello Horizonte, Villa Nova de Lima (Morro Velho), Itabira do Matto Dentro, Rio de Janeiro (City), Niteroy, Petropolis, S. Paulo (City), Santos, Ribeirao Preto, Villa Americana (S. Paulo), Santa Ernestina (S. Paulo), Mattão (S. Paulo), Curityba, Rio Grande do Sul (City), Livramento, Pelotas, Porto Alegre and Aguas Virtuosas.
- URUGUAY:—Montevideo.
- ARGENTINA:—Buenos Aires and Rosario.
- CHILE:—Valparaiso.
- PERU:—Lima.
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- JALVADOR:—Sant'Ana.
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- ago, San Francisco (Cal.), Philadelphia, Hanover (Pa.), Boston, Wellesley Hills (Mass.), Cambridge (Mass.), Evanston (Ill.), Dayton (Ohio), Toledo (Ohio), Mobil (Alabama), Columbus (Ohio), Houston (Texas) and Morristown (Pa.).
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 - HOLLAND:—Rotterdam, Amsterdam and Enschede.
 - GERMANY:—Hamburg, Kiel, Berlin and Bremen.
 - AUSTRIA:—Vienna.
 - CZECHOSLAVAKIA:—Prague.
 - SWITZERLAND:—Bale, Genea and Zurich.
 - ITALY:—Trieste, Genoa, Turin and Milan.
 - DENMARK:—Copenhagen and Kolding.
 - NORWAY:—Oslo, Bergen, Hagesund and Ryfylka.
 - SWEDEN:— Stockholm, Goteborg, Gefle, Kristianschamm, Vasteras, Uppsala, Khristianstad and Helsingborg.
 - FINLAND:—Helsingfors, Gamla, Karleby and Kuopio.
 - LATVIA:—Riga.
 - ROUMANIA:—Bucharest.
 - AUSTRALIA:—Melbourne.
 - EGYPT:—Alexandria and Heliopolis.
 - SOUTH AFRICA:—Cape Town, Johannesburg and Bloemfontein.
 - JAVA:—Melang.
 - INDIA:—Calcutta.
 - DUTCH EAST INDIES:—Sourabaya.
 - JAPAN:—Tokyo, Yokohama, Osaka and Sapporo.
- There is no better advertising medium than a publication with a world-wide circulation.

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CAIXA POSTAL 809. — RIO DE JANEIRO.

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