

Mailman's Brazilian Review

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

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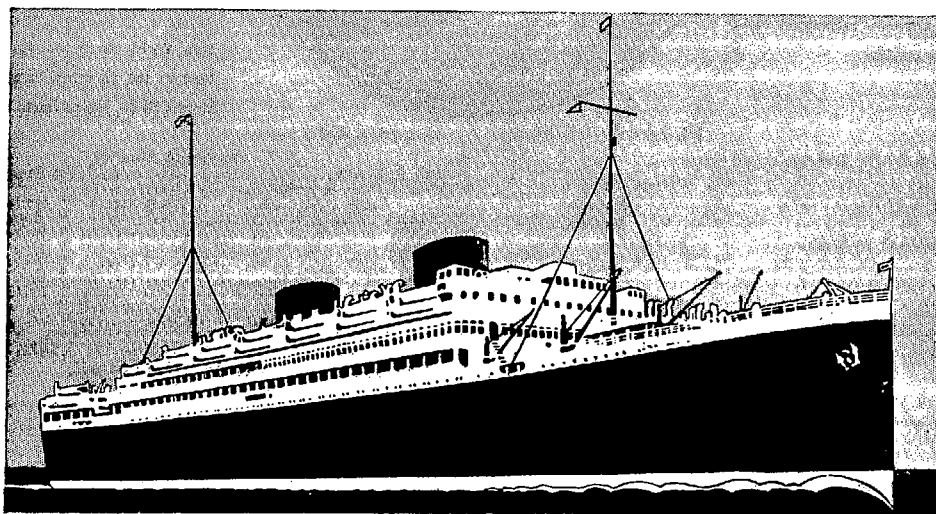
VOL. 20



JANEIRO, THURSDAY, APRIL 11, 1929

N. 15

ROYAL MAIL LINE



SAILINGS (1929) TO EUROPE

MOTOR SHIPS		"A" STEAMERS		"D" STEAMERS	
ALCANTARA	1 May	ARLANZA	14 Apr.	DARRO	12 Apr.
ASTURIAS	28 "	ALMANZORA	21 "	DESEADO	23 Apr.
		ANDES	19 May	DESNA	7 May
ALCANTARA	27 Jun.	ARLANZA	9 Jun.	DEMERARA	21 "
ASTURIAS	25 July	ALMANZORA	16 "	DARRO	18 Jun
		ANDES	14 July	DESEADO	2 July
ALCANTARA	29 Aug.	ALMANZORA	18 Aug.	DESNA	16 "
				DEMERARA	30 July

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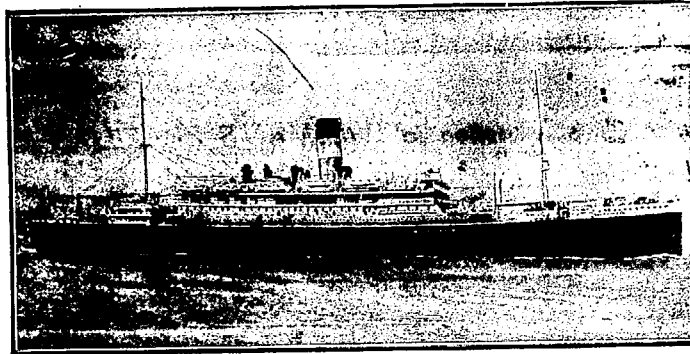
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 VOLTAIRE. 8th July
 VAUBAN.. 21st July



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FOR NEW YORK

VANDYCK. . 21st April
 VOLTAIRE. 26th May
 VAUBAN... 9th June
 VANDYCK. 7th July
 VOLTAIRE. 4th Aug.

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 LIMA— " " " " " "
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 PEDRO CHRISTOPHERSEN —3rd May
 LIMA — 28th of May

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MAIL FIXTURES

TO EUROPE

During April, 1929

- 14—ARLANZA, Royal Mail.
- 15—MASSILIA, Charpeurs Réunis.
- 17—GUARUJÁ, Transports Maritimes.
- 18—BADEN, Hamburg-Amerika.
- 19—AUREGNY, Chargeurs Réunis.
- 20—GUELRIA, Royal Holland Lloyd.
FLOREDA, Transports Maritimes.
CONTE VERDE, Lloyd Sabaud.
- 21—ALMANZORA, Royal Mail.
- 23—DESEADO, Royal Mail.
WESER, Norddeutscher Lloyd.
M. WASHINGTON, Cosulich Line.
- 26—ESPAÑA, Hamburg-Sudamerikanische.
- 28—DUILIO, Navig. Generale Italiana.
- 29—SIERRA MORENA, Norddeutscher Lloyd.
- 30—ANDALUCIA, Blue Star Line.

TO THE UNITED STATES

During April, 1929

- 21—VANDYCK, Lamport & Holt.
- 24—PAN AMERICA, Munson Line.

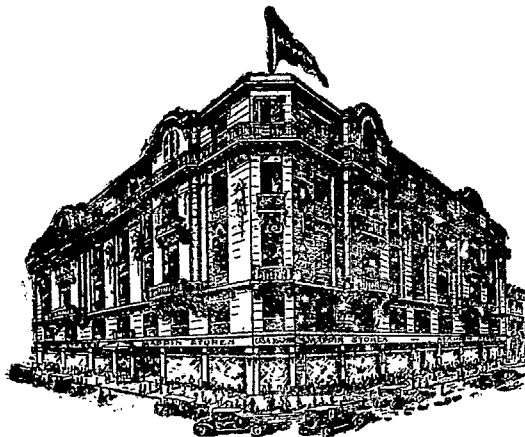
TO THE RIVER PLATE

During April, 1929

- 15—ANTONIO DELFINO, Hamburg-Sudamerikanische.
DUILIO, Navig. Generale Italiana.
- 17—DESNA, Royal Mail.
- 18—ALCANTARA, Royal Mail.
WESTERN WORLD, Munson Line.
- 21—GOTHA, Norddeutscher Lloyd.
- 22—CAP ARCONA, Hamburg-Sudamerikanische.
FLANDRIA, Royal Holland Lloyd.
- 24—MONTE OLIVIA, Hamburg-Sudamerikanische.
- 26—AVELONA, Blue Star Line.
- 29—CONTE ROSSO, Lloyd Sabaud.
- 30—VOLTAIRE, Lamport & Holt.
CAP NORTE, Hamburg-Sudamerikanische.



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NOTES.

THE EXCHANGE AND MONEY MARKETS.

The situation during the week ending this afternoon improved, exchange rates reacting from last week's depression in virtue of the appearance of bills and the Bank of Brazil's more moderate attitude, having changed its policy of restriction and imposition to one of tolerance.

The reaction brought a certain amount of confidence back to the market, though this gratifying change will be short lived, we fear, for the fundamental elements necessary to maintain the rate are still lacking.

We understand that a certain amount of gold is being shipped, which explains the reaction. Apparently the Government have arrived at the sound conclusion that, lacking other cover, some gold must be released to avoid a more serious break in exchange rates. The only alternative to the release of much more gold, which undoubtedly weakens the Stabilisation of the Currency, is restriction of imports of articles of luxury, seeing that an expansion of exports depends on consuming markets and, consequently, is beyond this country's power to distend them at its will.

The exchange market, in consequence of the adverse balance of payments, which has weakened Stabilisation, is now again subject to the law of supply and demand and fluctuations must be anticipated, the extent to which rates may rise or fall depending largely on the amount of gold that may be shipped.

THE EXCHANGE MARKET CLOSED THIS AFTERNOON

(10th), FIRM, RATES QUOTED AS FOLLOWS:

90 days closing drawing rates:—

	Bk. of Brazil Pence	Othar Banks Pence	Rio Dol.	N. York New York Dols to £
April 4, 1929...	5 31 32	5 57 64	5 115 128	8 3325 4.85 1/4
April 10, 1929..	5 29 32	5 15 16	5 15 16	8 3325 4.85 %

THE DAILY MOVEMENT OF EXCHANGE DURING THE SAME PERIOD WAS AS FOLLOWS:—

April 4, 1929. The Bank of Brazil posted 5 31|32d, but would not draw and foreign banks quoted 5 57|64, with money at 5 117|128. The market was weak and the bank rate declined to 5 7|8. New York-London, \$4.85 3|8 and Paris-London Fcs. 124.17 to the £.

April 5, 1928: The Bank of Brazil posted 5 31|32d. and as on the previous day refused to draw. Foreign banks quoted 5 7|8d, with money at 5 29|32 d. The market was weak and panicky and the rate tumbled to 5 13|16d, with buyers at 5 55|64d.

The N. York|London rate came \$4.85 9|32 and Paris London 124.21 to the £.

April 6, 1929: The market opened nominal, with banks at 5 13|16d and buyers at 5 55|64d. The close was steadier, with bank rate at 5 27|32d.

The New York London rate came \$4.85 3|8 and Paris London 124.21 to the £.

April 8, 1929: The Bank of Brazil posted 5 31|32d for collection and 5 29|32d for market takers and foreign banks quoted 5 27|32d, with money at 5 29|32 d. The market was undecided, but closed steady at 5 7|8 collection. New York-London, 4.85 1|2 and Paris-London, 124.22 the £

April 9, 1929: The Bank of Brazil posted 5 31|32d for collection and 5 29|32d. for market takers and foreign banks quoted 5 7|8d with buyers at 5 59|64d. The market was steady and the rate rose to 5 59|64d. The corss rate came at \$4.85 1|2 and Fcs. 124.28 to the £

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April 10, 1929: The Bank of Brazil posted 5 31/32d for collections and 5 29/32d for market takers and foreign banks quoted 5 59/64d. with money at 5 15/16d. The market was firm and banks were willing to draw 5 31/32d for cash. The close was asier with bank rate at 5 15/16d. and buyers ta 125/128d.

The New York-London rate came \$4.85 3/8 and Paris-London 124.22 to the £.

The above fluctuations show clearly the unhealthy state of the market. Although a certain amount of confidence has been recovered, the general feeling in the market is anything but optimistic. Money continues tight and credit conspicuous by its absence, in spite of the large cash reserves in the banks. An important failure was registered during the week and it is feared that others are pending.

CONDITIONS IN S. PAULO IN MARCH

(From the "Monthly Journal of the British Chamber of Commerce in São Paulo.")

The principal feature of the month was the phenomenal rainfall in the State, which resulted in the interruption of traffic between São Paulo and Santos and interior towns. Readings taken in the city of São Paulo during January and February showed a rainfall of approximately three times the normal quantity for those two months, while on the Serra do Mar more than 44 inches of rain fell in the space of seven days during the early part of February. Landslides occurred at twenty-six points on the São Paulo Railway, causing a complete stoppage of both passenger and goods traffic for several days. (The suspension of heavy goods traffic has once again caused congestion at the Santos docks, although it is believed that with the very great effort now being made by the São Paulo Railway Company the situation will become normalised within a few weeks. According to the Dock Company's figures, there were 133,381 tons of merchandise and coal on warehouses and yards, alongside, in stream and shortly due on the 24th February, or, ignoring the goods to arrive, a total of 160,719 tons, this comparing with 130,492 tons on the 17th February, and 107,242 tons on the 13th February. On the 24th February there were 12 vessels in the stream awaiting berths, this, of course, being the serious aspect of the situation.

Temporary isolation of the city of São Paulo from its main port and from the interior had its repercussion on commodity prices, and at the moment these are higher than they have been for some considerable period. Moreover, floods throughout the State caused much damage to crops, especially to the bean crop, which, with rice, forms the principal article of diet of a large percentage of the population. Owing to the impossibility of despatching goods to the interior and to the fact that commercial travellers were unable to move from town to town, interior business also suffered to some extent.

No official estimate has been made of the damage to the coffee crop, but losses on account of falling berries has been important in some zones and it is very problematical whether

the present crop, at one time said to exceed 17,000,000 bags, will in reality be in excess of 12,000,000 bags.

Those who have advocated the necessity of another line linking the State capital to Santos see in the paralysation of transport facilities a full vindication for the line which the Sorocabana Railway Company is constructing from Mayrink to the seaboard. However, there is no doubt whatsoever that any new line from São Paulo to the coast would, with a repetition of the floods witnessed during recent weeks, be swept away almost completely if it had not become properly consolidated. In this connection it suffices to take note of the appalling damage which has been done recently to the new construction carried out by the Sorocabana Company in the interior of the State during the past two years.

A point worthy of mention in connection with the dislocation of railway transport is that the Central do Brasil Railway, the Federal Government-owned line linking São Paulo with Rio de Janeiro — probably the most abused railway in South America — maintained a first-rate service, notwithstanding that many kilometres of the permanent way were continually flooded. Accidents on this line were almost of daily occurrence during previous Administrations and from the fact that it was the only railway in this part of Brazil which ran an uninterrupted service during February it is clear that the reforms which have been carried out during the government of Dr. Washington Luis have had some definite beneficial result.

COTTON'S RIVAL. Countries producing certain staples which they repute to be virtual monopolies for various reasons, such as soil, climatic and economical, cannot, in these days of feverish progress, regard themselves free from the denouement of the inventiveness of the human mind or the undiscovered wonders of nature.

The credulous manner in which Brazil let slip her monopoly of rubber production is a lesson which should never be forgotten, for history may repeat itself with regard to coffee, cotton, etc.

The following article, culled from "Popular Mechanics", is significant in itself, being a flagrant testimony of the palliatives of nature of her own endowments, many of which we have regarded as some of her culminating bestowments, impossible to advance, but scientists are proving every day how much we mortals have still to learn before we arrive at a very low level of perfection and the extent to which our practices may be revolutionised from one day to another by a "chance" discovery.

Brazil, in the bonanza years, failed to duly appreciate the danger her rubber was subjected to when British enterprise made up their minds to revolutionise the industry by planting the commodity, proving to this country how shallow pretensions are.

The article mentioned above reads as follows:—
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tion in England, and, with its recent announcement, it was stated that a sufficiency could be grown within another two years to fill fifteen per cent of the world's demand for cotton cloth and cotton products.

The new fiber comes from a weed, found growing wild in British Guiana. Dr. C. J. Hedley-Thornton, of London, an expert in the study of cotton pests, particularly the boll weevil, was in Guiana with a party of scientists when they discovered a bird's nest, apparently made from cotton. As no known cotton supplies were within reach of the bird, they watched, and eventually traced the nest bulker to a weed from which it obtained the building material. They found nine different varieties of this weed, all very similar, but only one variety, yielded the cotton like fiber selected by the bird.

Samples of the plant were taken to England and cultivation attempted. Despite the change of climate, the weed thrived, and, by careful crossing and recrossing of selected specimens, in a few year's time began yielding plants five to seven feet high, with a far superior out-put of fiber. The plants grew well in even poor soil, and, so far, no insect pest has been found to attack them. Considerable areas in Sussex and Essex have been under cultivation for some time, with an average yield of 800 pounds to the acre, the acre yield being valued at \$100.

Cloth made from the fiber has been distributed, without even experts detecting the fact that it did not come from a genuine cotton plant. Before going to the mills, the fiber is chemically treated, but from then on the process of converting it into usual cotton-product forms does not vary from existing methods. It is readily mixed with silk, artificial silk or wool to produce blended fabrics, and is bleached, printed and dyed in the usual manner. The cloth, it is claimed, has a higher sheen than ordinary cotton, so much so that a blend of ten per cent artificial silk and ninety per cent of the new cotton makes a satisfactory silk substitute. The makers claim it takes color much more easily than ordinary cotton, and requires only about one-third as much coloring matter for dyeing.

Instead of picking the fiber in the field, the plants are reaped by machinery and sent to the mills for separation. It is impossible to grow new plants from seed, as they will revert to the wild characteristics. Instead, the roots are dug, the old root having decayed and left three fresh offshoots. As a result, after each acre's crop has been dug, there are sufficient new roots to plant three acres the following year.

After the fiber is removed from the plants, the leaves can be salvaged and made into serviceable paper and the stalks into building board. Excess roots also can be utilized through the extraction of a new drug.

The progress of the development is being watched with interest in England, not only because the crop may be grown with profit on poor waste land, but because its cheapness promises to revive the cotton-spinning industry, which has suffered considerably in recent years. Neither American nor Egyptian cotton, it is claimed, can be laid down at the Lancashire mills at prices which will enable them to compete with the new product.

Chemical and structural tests of the cloth woven from the weed fiber indicate it is stronger than cotton, and also

more elastic. So far, it has only been woven in the coarser grades,

Doctor Hedley-Thornton anticipates no difficulty in weaving fine cloths comparable with the best cotton fabrics, and the Lancashire mills are experimenting with the fiber preparatory to attempting to invade the entire cotton field. With the production in the hands of one company a price of 12 1/2 cents a pound has been put on the fiber."

TRADE AND ECONOMIC CONDITIONS IN THE UNITED STATES. Resumé of the monthly Economic Cable received by the Office of the American Commercial Attaché in this city from the Bureau of Foreign and Domestic Commerce, Washington, D. C. :

Total imports into the United States from Brazil in February amounted to \$20,240,000; total exports from the United States to Brazil during the same month to \$13,272,000.

Imports of Coffee into the United States from all sources during February amounted to 136,648,000 lbs., valued at \$29,481,000, of which 88,451,000 lbs., valued at \$17,889,000 from Brazil.

The movement of Raw Cotton in February, 1929, was as follows:—Exports from the United States, 613,000 bales; Consumption, 598,000 bales; Stocks, 5,623,000 bales.

Economic conditions in the United States during the month of March, 1929, were as follows:—activity at record high levels during March; general trade shows seasonal expansion; steel industry operating 95 % capacity; automobile output unprecedented levels; cotton mills continue active; building construction improving but below last year; carloadings show satisfactory increases; stock market transactions almost record volume; price trend indefinite; brokers loans continue large volume; money rates substantially higher; commodity prices fairly stable.

COFFEE AND BRAZIL

"The Spice Mill", New York, of March, 1929, in a leading article, says the following:—

"Three recent developments serve to keep Brazil in the limelight so far as the coffee situation is concerned, and each of these is covered in detail in articles appearing elsewhere in this issue of "The Spice Mill". First in importance are the new regulations of the São Paulo Coffee Institute changing the method of handling coffee in the interior and providing for shipment by series. Then, the heavy rains which culminated in a flood in São Paulo and, finally, the beginning of active campaign by the American-Brazilian Coffee Promotion Committee to increase the consumption of coffee.

Ever since the establishment of control of coffee in Brazil it has been to the advantage of the growers to rush their coffee to the railroads for shipment to Santos, for this would mean that it would take precedence in marketing. The quality of some of the coffee received in this country during the past few months, regarding which, there has been a number

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of complaints, is believed to be the result of this policy. In the haste to rush their crop to market there has naturally been a tendency among the growers to rush the harvesting and preparation of the coffee for shipment just as much as possible, in order to "beat the other fellow", with the result that, in many instances, less care was taken and the quality suffered. In an effort to prevent the production of poor quality coffee, a new plan has been evolved by which it is believed that, the necessity for haste being removed, growers will realize they are not at a disadvantage when they give the necessary time and attention to their crops and will proceed less hurriedly and take more care, with the result that the quality of the crop exported will be materially improved. The change in the regulations provides that every grower's crop is to be divided into 15 series or sections. An ingenious and interesting feature is the provision that the last series must be shipped first, then any two others forwarded, and then the next to the last. This arrangement has been devised to prevent a grower from over-estimating or exaggerating the size of his crop and, thereby, forwarding his entire lot in a few series; for although the last series is shipped first, it is held back from delivery until the forwarding of the remainder of the series is completed. As shown in a table published in connection with explanation of the plan, such a grower would find he has defeated his own purpose. How this arrangement will work out in actual practice and whether it will bring about an improvement in quantity will be watched with interest by the entire trade.

There were heavy rains in São Paulo during January. These kept up in February and, finally, there came a flood that not only inundated a big section of the city of São Paulo, but completely tied up the railroad from São Paulo to Santos. The effect of this condition on deliveries was nil as under the plan of the Institute, the stocks in the warehouses in Santos were more than sufficient to take care of all deliveries until traffic returned to normal. As to the effect of the heavy rains on the new crop, there seems to be a wide divergence of opinion, some believing that it aided the ripening of the "cherries", while others take the position that it has result-

ed in material damage by causing the "cherries" to drop off. It is as yet too early to ascertain definitely just how the crop was affected.

For several years the Joint Coffee Trade Publicity Committee, acting with Brazil who furnished funds for the purpose, carried on an active propaganda campaign in this country, but with the formation of the Institute, this was discontinued. United States Government figures show that the per capita consumption of coffee in this country has remained practically stationary at around 12 pounds during the last few years, the increase in imports being balanced by the growth of the population. In an endeavor to materially increase this figure, the Institute has arranged for a fund based on a tax of 200 reis per bag levied on all coffee exported to this country, and this will be administered by the newly formed American-Brazilian Coffee Promotion Committee, whose personnel is representative of the various branches of the trade is one to inspire confidence, certainly have with them the hearty best wishes of the entire industry for success in their laudable purpose."

THE MANAGE OF TRADE RESTRICTION (From "THE ECONOMIST")

The North-Western Free Trade Union is to be congratulated upon its enterprise in holding this week at Manchester a non-party conference on Free Trade. From all points of view the conference was welcome and successful. It was timely in that it gave to the country a needed warning of the attack on our fiscal system which has to be repelled at the polls in a few weeks' time; and it was serviceable in that it produced a large number of important pronouncements from responsible spokesmen of varied and representative industrial and economic experience. Mr. J. L. Tattersall and Mr. Tom Garret dealt very effectively with the cotton industry's interest in wanting Free Trade; the cases of iron and steel and woollen textiles were effectively put by a number of speakers; Sir Robert Newman, the Conservative M. P. for



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Exeter, pleaded the agricultural case against industrial protection; Mr. Harold Cox and others travelled over a wide field and emphasised fundamental but easily forgotten points in the case against trade restriction. All this refreshment for the short public memory is useful. But of all the points emphasised at the conference we are inclined to select for the most urgent attention of Free Traders the stern warnings of Sir William Milligan and Mr. J. M. Robertson that the present attack on our existing fiscal system is one that must be defeated here and now, unless we are to abandon hope of the maintenance of Free Trade.

Protection, said Sir William, "is a disease like tuberculosis. Once you have got it, it is extraordinarily difficult to get rid of it". Mr. J. M. Robertson, in less picturesque but equally forcible terms, uttered the warning that the tariff party was gradually strengthening its hold every year, and, unless the electors killed the tariff doctrine at the next election he had begun to suspect they would never be able to do so afterwards. The suspicion, we agree, is by no means ill-founded. Apart from the "McKenna" duties, the unobtrusive encroachments of "Safeguarding" (albeit confined so far to relatively unimportant trades) have already resulted in a numerically formidable list of Customs dues levied at our ports; the "Safeguarding" procedure is being exploited in an attempt to rush through on the eve of the dissolution, a protective tariff for wool textiles, an industry of major importance; Mr. Baldwin has promised the iron and steel industry, whose products are an essential factor in our whole national economy, that the same procedure shall be available to pronounce upon its claims for a duty. In short, if the Conservative Party is returned to power the fact must be faced that the country will have elected a Government whose inner conviction are those of "whole-hogging" Protectionists, and whose avowed intention (however careful they may be disingenuously to profess aversion from a so-called "general" tariff) is, in Sir L. Worthington-Evans's words, to make the present "Safeguarding" machinery "less expensive and obstructive". With the Primrose path thus cleared for every claimant industry, great or small, what hope is there of our avoiding such an increase in "Safeguarding" duties that our fiscal system will be in fact, if not in name, essentially Protectionist? And if such duties are imposed, will the forces of Free Trade be able, before irreparable harm is done to the country's interests, to overcome, in the struggle for their repeal, the vested interests which each new tariff creates?

The danger of established duties winning acquiescence in the supposed interests of "stability of policy" is amply illustrated by the attitude of the Balfour Committee to the whole tariff question. The section of the Committee's Final Report dealing with British Customs policy in relation to competitive power starts with the unquestionable proposition that for this country the tariff problem is dominated by the governing condition of "the essential dependence of Great Britain on external trade". The Committee was unanimous (save for the two Socialist members who were unable on general grounds to sign the Report) that since "we are an island people dependent for life and employment on the free inflow of imports", revenue alone must be "the main objec-

tive of any conceivable British Customs tariff". The arguments that Great Britain should adopt Protection either (1) to provide a weapon for tariff negotiations (2), to compensate the Dominions for preferential tariffs in our favour, or (3) to equalise conditions of labour cost as between this country and the countries in which imports originate, were examined by the Committee and decisively rejected as impracticable and not apposite to our circumstances.

Thus far the Committee was of one mind, and it may be surmised that their unanimous endorsement in these general terms of the whole basis of the case for Free Trade proved a serious disappointment to the present Government's hopes. But when the Committee, having pointed so unerringly to the only "conceivable" British tariff policy, turned to examine the "Safeguarding" and "McKenna" duties, an illuminating divergence of view at once became manifest. A section of the Committee, in the light of all the available evidence of the duties' effects, found no warrant for the belief that such departures from Free Trade policy could enable us to attain the object which the whole Committee recognised to be essential to our national well-being — increase of exporting power. Both the "Safeguarding" and the "McKenna" duties were pronounced by this section — with unimpeachable logic — to be opposed to what the Committee, as we have seen, unanimously held should be the governing condition of British tariff policy. Their repeal was roundly recommended "in the national interest".

With these conclusions, whose validity we whole-heartedly endorse, another section of the Committee was unable to agree. The results, it is true, of the "McKenna" and "Safeguarding" duties, regarded as means to "strengthen the position of the British manufacturers in the home market", were admitted even by these members of the Committee to be "inconclusive". Nor did they seek to disguise their recognition of the possibility of these forms of Protection causing "serious prejudice by an increase of prices to consumers", a possibility which led them to recommend that the Board of Trade should be furnished with special returns of "prices, production, employment, and costs" in protected industries and should "exercise continual vigilance" over their working. At the same time, they were not in favour of the immediate repeal of the duties. The reason given (the quotation refers specifically to the "McKenna" duties but appears to indicate equally the view of this section of the Committee on "Safeguarding") is worth committing to memory by all Free Traders.

"It appears to us that the really valid justification (for non-repeal) is that the duties are in existence without giving rise to any substantial dissatisfaction, and that consequently, in the interests both of trade stability and of revenue, they should not be disturbed without adequate reason in each case."

Here, crystallised in the conclusions of a body of men who start by frankly admitting that we live only by the free flow of imports, is the "vis inertiae" which, as we have said, constitutes a grave danger when once a duty has been established. The whole history of Customs barriers goes to show that it is far easier to erect a tariff wall than to demolish it when built. "Substantial dissatisfaction" cannot readily be mobilised against the "status quo", and every interest which has succeeded in entrenching itself behind fiscal "shelter" will be quick to utilise the argument that "disturbance" of settled tariffs is prejudicial to trade.

As the Free Traders on the Balfour Committee cogently pointed out, the result of each fresh experiment in "Safeguarding" Protectionism is to create "new sheltered" industries working and trading under the special protection of the State, but living on the overseas supplies of food and material that have to be paid for by the "exposed" industries working on a competitive basis in the markets of the world". Let this inequitable "shelter" at others' expense be extended to cover one or two of our major industries, and there will inevitably follow a self-defensive "sauve qui peut" on the part of the remainder to share in the spoils. The prime need of reorganising our industries, increasing their efficiency, and bringing down our general costs of production, so as to enable us to compete successfully in the world's markets, will be forgotten behind the deceptive security of a tariff wall rendered more difficult to pull down by every extension of

its scope. In a few weeks' time the electorate will have the opportunity to decide whether that wall shall be built. It is of paramount importance that they should realize that the forthcoming General Election may well be the last chance successfully to repel the attack on Free Trade and to prevent the Protectionist party "digging in" on ground from which, at the end of another Parliament, it would be doubly difficult to dislodge their hold. A crucial battle is pending. Free Traders must sharpen every weapon in their armoury.

UNITED STATES COFFEE TRADE IN 1928 COMPARED WITH PRECEDING YEARS

By M. L. BYNUM

(Foodstuffs Division, U. S. Department of Commerce) . .

Coffee imports into the United States in 1928 from foreign countries amounted to 11,034,299 bags of 132 lbs. (1,456,527,474 lbs.), valued at \$309,648,235, according to preliminary figures, or an increase of only 1.6 per cent in quantity but of 17.2 per cent in value in comparison with the year 1927. Shipments to the United States from Porto Rico and Hawaii totaled 39,959 bags (5,274,638 lbs.) valued at \$1,634,601, of which 11,939 bags (1,575,958 lbs.) came from Porto Rico and 28,020 bags (3,698,680 lbs) from Hawaii. The total quantity thus received in the United States was 11,074,258 bags against 10,940,490 bags in the preceding year or 1.2 per cent increase in quantity and 16.4 per cent in value. The shipments from Porto Rico, however, were 71 per cent less and from Hawaii 32 per cent less than in 1927.

The total amount of coffee received in Continental United States, after deductions have been made for coffee imported into Alaska and Porto Rico and supposedly retained in those territories was 11,067,201 bags, or only about 127,000 bags more than in the previous year. The net imports in Continental United States totaled 10,920,393 bags, compared with 10,758,292 bags in 1927.

The per capita consumption of coffee, based on net imports in Continental United States, was 12 lbs. in 1928; 12 lbs. in 1927; 12.5 lbs. in 1926; 10.5 lbs. in 1925, and 12.2 lbs. in 1924. The fact that the per capita consumption remains more or less at the same figure, despite larger importations of coffee, is accounted for by the increase in population.

Table I. Total Quantity of Coffee Received into Continental United States from Foreign Countries, Hawaii, and Porto Rico.

(Figures in thousands: bags of 132 lbs.)

	Pounds	Bags	Value
1928 (1)	1,460,871	11,067	\$310,945
1927	1,444,124	10,940	267,345
1926	1,495,517	11,330	323,352
1925	1,287,601	9,755	287,301
1924	1,423,758	10,786	249,497

(1) Preliminary.

Brazilian coffee imports declined from 71.4 per cent of the total received from foreign countries in 1927 to 65.9 per cent in 1928. Colombian coffee showed a small gain in the percentage of the total, and imports from Central America, Mexico, West Indies and Bermudas, Venezuela, Aden, Netherland East Indies and "other countries" all registered gains. The most noteworthy increase occurred in the receipts from the Netherland East Indies, which accounted for 3.5 per cent of the total in 1928 contrasted with 1.4 per cent in 1927.

Table II. Net Imports of Coffee into Continental United States and Per Capita Consumption Based on Net Imports.

(Figures in thousands, except for per capita consumption; bags of 132 lbs.)

	Pounds	Bags	Value	Per Capita Consumption (Lbs.)
1928 (1)	1,441,492	10,920	\$305,477	12.0
1927	1,420,095	10,758	261,386	12.0
1926	1,468,889	11,128	315,678	12.5
1925	1,259,768	9,544	279,648	10.9
1924	1,384,545	10,489	240,794	12.2

(1) Preliminary.

total, and imports from Central America, Mexico, West

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BARÃO DE MAUA	6.00	E. Rios, Ubá, Ponte Nova, Raul Soares.
BARÃO DE MAUA	6.00	Porto Novo, Recreio, Cataguazes, Carangola, Manhuassú.

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BARÃO DE MAUA	20.45	Campos, Itapemirim, Victoria—Mondays and Fridays. —Wednesdays.
NICHTHEROY	21.45	
BARÃO DE MAUA	20.10	E. Rios, Ubá, Ponte Nova, Raul Soares—Mondays and Thursdays.
BARÃO DE MAUA	20.10	Porto Novo, Cataguazes, Carangola, Manhuassú Mondays and Thursdays.

Indies and Bermudas, Venezuela, Aden, Netherland East Indies and "other countries" all registered gains. The most noteworthy increase occurred in the receipts from the Netherland East Indies, which accounted for 3.5 per cent of the total in 1928 contrasted with 1.4 per cent in 1927.

The import value of coffee in 1928 was about 3 cents higher a pound than in 1927. This is the value of coffee in foreign markets from which coffee is shipped to the United States. The average import value of Brazilian coffee rose from 16.1 cents a pound in 1927 to 19.8 cents in 1928. West Indian coffee rose from 20.7 cents in 1927 to 22.2 cents in the past year; Venezuelan coffee also increased from 20.1 to 23.3 cents in 1928. On the other hand a decrease in value was noted for Mexican coffee which dropped from 27.3 cents in 1927 to 26.2 cents in 1928. Coffees from other areas maintained practically the same value, variations of only a fraction of a cent occurring.

The following table shows the exports of coffee from the United States in the past five years to foreign countries. The green coffee represents coffee produced in Porto Rico and Hawaii. The exports of green coffee dropped by more than 10,000,000 pounds, which may be explained by smaller shipments primarily from Porto Rico. The exports of roasted coffee to foreign countries were the heaviest in the past five years.

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TABLE III. UNITED STATES IMPORTS OF COFFEE, 1924 TO 1928

(In thousands of bags; 1 bag equals 132 pounds)

Country of Origin	1924	1925	1926	1927	1928(1)
Central America.....	724	474	677	343	461
Mexico.....	209	209	204	171	295
West Indies and Bermudas.....	53	89	55	29	39
Brazil.....	7,127	6,605	7,677	7,750	7,280
Colombia.....	1,868	1,608	2,064	1,910	2,002
Venezuela.....	493	421	402	362	397
Eden.....	48	46	49	58	63
Netherland East Indies.....	202	204	132	153	386
Other countries.....	40	69	53	83	111
Total quantity.....	10,764	9,725	11,313	10,859	11,034
Total value in thousands of dollars.....	248,828	286,235	322,746	264,275	309,648

(1) Preliminary.

TABLE VI. EXPORTS OF COFFEE FROM THE UNITED STATES TO FOREIGN COUNTRIES(1)

(In thousand of pounds and of dollars)

	1924		1925		1926		1927		1928	
	Lbs.	\$	Lbs.	\$	Lbs.	\$	Lbs.	\$	Lbs.	\$
Coffee, green.....	26,693	6,477	23,584	6,393	28,062	8,050	16,806	5,018	6,440	2,066
Coffee, roasted.....	2,038	601	1,623	571	1,371	532	1,653	603	2,080	760
Coffee extracts & substitutes.....	736	465	866	537	1,069	667	1,172	658	1,100	710

(1) Excluding shipments from the United States to non-contiguous territories (Alaska, Hawaii and Porto Rico).
"The Spice Mill", New York.

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5.....	5 113-128	5 115-128	42\$000	8\$514	4\$567				
6.....	5 111-128	5 103-128	41\$400	8\$516	4\$567				
8.....	5 7/8	5 13-16	42\$000	8\$519	4\$567				
9.....	5 115-128	5 107-128	42\$000	8\$514	4\$567				
10.....	5 59-64	5 55-64	41\$800	8\$466	4\$567				
Average.....	5 57-64	5 53-64	41\$817	8\$504	4\$567				
Equivalent.....	5 891-926	5 829-831	—	—	—				

Gold at the Caixa de Estabilização
Deposits on Saturday, 6th. April, 1929

Discrimination of gold: Specie:—	Value of gold in res- pective currencies	Exulvalent in milreis paper
£Sterling.....	£7,808,715	317.660:852\$
Dollars, U. S.....	\$48,924,922	408.963:427\$
Francs, Franch.....	fcs.9,026,240	14.558:423\$
Marcus, German.....	RM.2,060,700	4.033:436\$
Pesetas.....	Psts.726,010	1.170:982\$
Brazilians Milreis.....	Rs.13:470\$	61:513\$
Other specie.....	—	324:484\$
Total.....	—	746.823:122\$
Bolhon (Bars) Fine gold	18,660,568-4012grs.	103.669:824\$
Total deposits.....	—	850.492:946\$
Note Circulation:—		
Caixa notes.....		850.490:240\$
Divisional coin.....		2:706\$
Total circulation.....		850.492:946\$

THE SOUTH AMERICAN HANDBOOK

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Would be interested in the Import of any Goods that could
be sold with good Margin in the United States. Send
Samples with Offers, samples will be paid for or
returned. J. Miller, 419 West 36th St. New York

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

No. of days.	Manga-											Total	Av. per item
	Coffee	Wool	Meat	Sugar	Beans	Cotton	Rice	Hides	Lard	Sundry			
Total, 12 months, 1918	18,090	2,046	3,230	967	1,641	—	237	1,350	1,000	1,131	99,641	31	
Monthly average, 1918	1,503	171	269	81	137	—	20	112	83	94	2,476	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	33	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	231	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	36,864	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	46,011	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	180	
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	5,592	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	—	—	1 1/4	3/2	5	—	1/2	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	127	
\$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	
Month of October	5,900	106	64	—	—	—	—	68	—	—	6,138	198	
Month of November	4,350	73	77	—	—	—	—	25	—	—	4,625	158	
Month of December	5,275	33	46	—	—	—	—	30	—	—	5,384	174	
1929													
Month of January	5,709	49	27	—	—	—	—	24	—	—	5,809	187	
Month of February	5,738	35	27	—	—	—	—	19	—	—	5,819	209	
1st to 21st March	1,888	37	91	—	—	—	—	19	—	—	2,035	97	
1st to 31st March	4,954	49	148	—	—	—	—	22	—	—	5,173	170	

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

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THE STOCK MARKET

	6 Apr. '29	30 Mar. '29	6 Apr. '28
Uniformisadas.....	781\$000	778\$000	—
«Municipal 1906, buyers.....	165\$000	170\$500	—
«Ditto 1920, buyers.....	166\$000	165\$000	—
»Bank of Brazil.....	470\$000	476\$000	—
Brazil Funding, 1898, 5 per cen.	90 3/4	92	92 1/2
Ditto 1914 new.....	84 1/4	84	87 3/4
Conversion, 1910, 4 per cen..	57	56	61
Ditto, 1908, 5 per cen.....	96 1/2	96 1/2	97
Federal District, 5 per cent...	80	82	81
Brazil Railway.....	27 1/2	27 1/2	25 3/4
Brazil Traction.....	62	60 1/2	234 1/2
S. Paulo Railway.....	212 1/2	210	205
Leopoldina Railway.....	57	57	67 1 4
Dumont Coffee, 6 per cent, pref.	5 1/4	5 1/4	6 3/8
St. John del Rey Mining Ord..	15-9	15-9	12-4 1/2
Rio Flour Mills.....	71-3	71-3	86-3
Bank of London and South. America.....	10 1/4	10 1/4	10 5/8
Royal Mail Ordinary.....	69	69	96
British War, Loan, 5 per cent, 1920.....	102 3/8	101 7/8	102 3/8
Consols, 2 1/2 per cent.....	55 1/2	55 3/8	55 3/8
French rent, 3 per cent.....	87.25	87.15	69.00
Ditto, 5 per cent.....	72.80	72.20	89.10
Ditto, 4 per cen.....	86.50	87.40	75.10

«Closing Rio Stock Exchange

THE RIO MONEY MARKET

Exchange rates at sight, Rio on:—

	6 Apr. 1929	23 Mar. 1929	30 Apr. 1928
London pence...	5 23/32	5 27/64	5 53/64
Paris.....	\$337— \$340	\$333— \$336	\$328— \$330
Italy.....	\$450— \$454	\$445— \$447	\$441— \$444
Belgium.....	1\$160— 1\$668	1\$181— 1\$187	1\$163— 1\$167
Portugal.....	\$390— \$395	\$385— \$390	\$390— \$395
New York.....	8\$596— 8\$610	8\$500— 8\$510	8\$330— 8\$360
Canada.....	8\$590— 8\$620	8\$505— 8\$515	8\$330— 8\$350
B. Aires.....	8\$145— 8\$153	8\$116— 8\$127	8\$150— 8\$180
B. Aires.....	3\$640— 3\$650	3\$595— 3\$603	3\$575— 3\$585
Sweden.....	2\$280— 2\$297	2\$270— 2\$279	—
Norway.....	2\$278— 2\$285	2\$268— 2\$274	—
Japan.....	3\$810— 3\$850	3\$810— 3\$830	—
Spain.....	1\$305— 1\$318	1\$295— 1\$303	1\$400— 1\$407
Roumania.....	\$055	\$054	—
Hamburg (rent- mark.....	2\$045— 2\$055	2\$015— 2\$020	1\$990
Montevideo.....	8\$580— 8\$590	8\$620— 8\$650	8\$660— 8\$690
Holland.....	3\$450— 3\$468	3\$410— 3\$422	—
Value of Sterling at sight rate...	40\$209—40\$421	40\$209—40\$421	—
Value of 1 sove- reign, buyers..	40\$500	40\$500	—
Discount London	5 3/8%	5 3/8%	4 1/8%
Do New York...	5 3/8%	5 3/8%	3 3/4%
Do, Bank of Eng- land.....	5 1/2%	5 1/2%	4 1/2%

S. PAULO STOCK EXCHANGE.

S. Paulo, 30 March 1929

	SELLERS	BUYERS
State of S. Paulo Treasury Bonds....	—	865\$000
Ditto, 1921.....	—	985\$000
S. Paulo Municipal Bonds 6%.....	—	76\$000
Ditto, 1909.....	—	87\$000
Ditto, 1910.....	—	88\$000
Ditto, 1913.....	—	90\$000
Ditto, 1918.....	—	90\$000
Ditto, 1925.....	—	97\$000
Ditto, 1926.....	—	101\$500
Banco Comercio e Industria.....	—	745\$000
Banco Commer. do Est. de S Paulo.	—	374\$000
Banco de S. Paulo (60 %/o).....	—	228\$000
North- Western Bank of S. Paulo...	—	77\$000
Cia. Armazens Geraes de S. Paulo.	—	300\$000
Caixa de Liquidacao.....	—	—
Mogyana Railway Co.....	—	200\$000
Paulista Railway Co. Bearer.....	—	276\$000
Market firm.	—	—

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

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NEW YORK 67, Wall Street.	LISBON 44, Rua Auvea

OPORTO—9—Rua Infante Henrique.

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ARGENTINA

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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 America, 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.
20.85	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 milreis for 40 passengers, plus Government impost of 15000 per passenger travelling. Above that number 75000 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.

SÃO 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, 111, 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	
1929	30th Mar.	1,444,000\$	5.57/64	35,442	466,276
1928	24th Mar.	2,350,000\$	5 123/126	53,868	643,975
Increase..	--	-- \$	--	--	--
Decrease..	--	906,000\$	9/128	22,926	177,700

THE SAO PAULO RAILWAY COMPANY.
ESTIMATED WEEKLY TRAFIC RECEIPTS

Year	Week Ended	RECEIPTS FOR WEEK			TOTAL from 1st January
		Currency	Exchange	Sterling	
1929	31st Mar.	1 614,459\$000	5 57/64	39,623-14- 5	668,763-19-2
1928	1st Apr.	1,987,872\$000	5 31/32	49,437-19- 3	555,898-10-5
Increase...	--	--	--	--	52,865- 8- 9
Decrease..	--	373,413\$000	5/64	9,812- 4-10	--

COFFEE.

Closing Quotations.

	RIO		SANTOS		NEW YORK	
	7s	4s	7s	4s	7s	4s
April 3, 1929....	30\$368	33\$500	17. ¼c	24. ½c	22. ¾c	
April 10, 1929...	28\$802	33\$500	17. ¼c	24. ¼c	22. ¾c	
Fall	1\$566	--	--	0. ¼c	0. ¼c	
Ditto %	5.1	--	--	0.5	0.6	
Options:--						
	RIO	SANTOS	NEW YORK			
	April	April	May	May	July	
April 3, 1929....	28\$650	37\$000	36\$875	16.82	14.90	
April 10, 1929...	28\$725	36\$475	36\$475	15.97	15.22	
Rise or fall	+\$075	-\$525	-\$400	-0.85	+0.82	
Ditto %	0.3	1.4	1.1	5.1	2.1	

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

THE SANTOS COFFEE MARKET (Week-ending 4th. April, 1929)

Dull and weaker. The feature during the week under review has been the decline in Exchange, and everybody is wondering how far rates will recede. This unexpected weakness in Exchange has scared the foreign-trade, and c.f. business has suffered accordingly. Spot prices are easier

without, however, any great pressure to sell on the part of holders, and as things are, it is more than difficult to gauge the course of the market in the near future, so much depending on Exchange rates. We close, as regards options, lower with April at 36\$850, May at 36\$725, and June at 36\$475, whilst for Exchange we quote sterling at 5,119/128d. and the dollar at 8\$340.

COFFEE PRICES CURRENT.

During the week ending April 4, 1929

	Mar 29	30	April 1	2	3	4	Average
Rio—Market N. 6....							
per 10 kilos	29.415	29.415	29.415	29.279	29.279	29.360	29.360
N. 7....	28.870	28.870	28.870	28.598	28.598	28.761	28.761
N. 8....	28.189	28.189	28.189	28.053	28.053	28.134	28.134
N. 9....							
Futures, per 10 kilos							
April.....	28.800	28.825	28.700	28.650	28.750	28.745	28.745
May.....	28.526	28.500	28.500	28.400	28.500	28.485	28.485
June.....	27.950	27.850	28.875	27.850	27.950	27.895	27.895
July.....	27.600	27.450	27.550	27.500	27.575	27.595	27.595
August.....	27.075	26.925	27.025	26.975	unquot.	27.090	27.090
September.....	26\$700	unquot.	26,600	26.675	unquot.	26.658	26.658
Sales—bags....	nil	2.000	nil	1.000	1.000	2 0/0	
SANTOS—Milreis							
per 10 kilos							
SANTOS Superior 4	33.500	33.500	33.500	33.500	33.500	32.500	32.500
Good average	32.500	32.500	32.500	32.500	32.500	32.500	32.500
Futures.							
March.....							
April.....	37\$475	37.225	37.000	36.850	36.825	37.075	37.075
May.....	37\$300	37.275	37.100	36.875	36.725	37.035	37.035
June.....	36\$675	36.675	36.600	36.475	36.475	36.580	36.580
Sales	2.000	nil	1.000	1.000	nil	2.000	
N. YORK, cents.							
per lb.							
Spot Rio No. 6.....		18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4
No. 7.....		17 3/4	17 3/4	17 3/4	17 3/4	17 3/4	17 3/4
Spot Santos No. 4 ..		24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
No. 7.....		22 3/4	22 3/4	22 3/4	22 3/4	22 3/4	22 3/4
Options:—							
May.....		16.05	15.94	15.82	15.82	15.90	15.90
July.....		15.17	15.05	14.99	15.05	15.06	15.06
September.....		14.62	14.53	14.43	14.48	14.51	14.51
December.....		14.25	14.15	14.05	14.12	14.14	14.14
Sales		5.000	10.000	30,000	20.000	16.250	
HAVRE—Options							
50 kilos							
francs							
May.....			500 3/4	496 3/4	493 1/4	496.91	
July.....			486 1/2	482 3/4	480	483.58	
September.....			490 1/2	486	484 1/4	487.58	
December.....			477 1/4	473	471 3/4	474.00	
Sales			4,000	10,000	12,500	8.833	
HAMBURG — Rpfgr							
per 1/2 kilo							
Options:—							
May.....			82 3/4	82	82	82.24	
July.....			78 3/4	73	78	75.24	
September.....			76 1/2	76	76	76.16	
December.....			74 3/4	74	74	74.25	
Sales			4.000	3.000	5.000	4.600	

Companhia Registradora e Caixa de Liquidação do Rio de Janeiro.
During the week ending April 6, 1929
(Per 10 kilos).

	Highest		Lowest	
	Sellers	Buyers	Sellers	Buyers
April 1929	29\$000	28\$800	28\$800	28\$575
May 1929	28\$575	28\$500	28\$425	28\$375
Jun 1929	28\$800	27\$975	27\$900	27\$750
July 1929	27\$800	27\$600	27\$600	27\$450
August 1929	27\$250	27\$100	26\$925	26\$825
September	27\$000	26\$700	26\$800	26\$575

Total sales during the week, 14,000 bags.

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.

TELEGRAMS — "LIGHTERAGE RIOJANEIRO"

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

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

ENQUIRIES INVITED.

Clearances Overseas from the Ports of Rio and Santos during the week ended, 4 April, 1929, and Crop to Date

	Crop to 4 April		Week ended 4 April	
	Bags	%	Bags	%
Flags:—				
British to U. S....	902,761	74.8		12,100
To Europe	70,437	5.8		5,198
Sundry	233,580	19.4		4,988
Total	1,206,778	13.9	22,286	
Other Flags — American	2,410,425	27.7	80,009	
Brazilian	1,777,502	20.4	53,030	
Italian	508,936	5.8	44,378	
Scandinavian	634,378	7.3	46,484	
Dutch	532,837	6.1	14,560	
French	658,232	7.6	24,185	
German	634,357	7.3	18,919	
Japanese	199,075	2.3	—	
Belgian	127,533	1.5	—	
Spanish	13,185	0.1	2,639	
Finnish	561	—	—	
Argentine	1,000	—	—	
Total	8,704,799	100.0	396,490	

F. O. B. VALUE of coffee cleared at the ports of Rio and Santos for the week ending April 1929, averaged 15.232 per bag, as against 15.292 per bag on March 28, 1929 and 14.784 per bag on April, 1928.

For the crop to April, f.o.b. value for the two ports averaged, 15.271, as against 14.521 during the same period last crop.

STOCK AT RIO, SANTOS AND BAHIA on April 4 (excluding interior stocks) show increase of 50,582, bags, as compared with March 28, accounted for by increase of 2,461

COFFEE CLEARED FROM THE PORTS OF RIO AND SANTOS

	Total Crop		Crop to 4 April		Inc. or Dec. on 1927-28	Week ended % 4 April	Week ended 4 April	
	1926-27	1927-28	1927-28	1928-29				
United States	6,935,539	7,301,588	5,734,736	4,950,420	—	734,316	13.7	126,525
France	1,117,378	1,247,144	978,181	824,385	—	153,796	15.7	45,625
French Possessions	156,430	165,938	676,642	561,629	—	115,013	17.0	17,887
Germany	868,370	858,590	122,352	91,762	—	30,590	25.0	63
Italy	5,063	1,126	683,844	429,054	—	254,790	37.2	38,486
Piome	13,786	7,259	1,001	250	—	751	95.1	—
United Kingdom	13,604	10,277	5,497	8,741	+	3,244	59.0	1,206
British Possessions (ex-discriminated)	22,237	32,625	9,078	6,458	—	2,620	28.9	50
Canada	—	—	25,275	20,973	—	4,302	17.0	—
Cuba	626	314	—	—	—	—	—	—
Tangiers	187,691	195,466	251	313	+	62	24.8	—
South Africa	70,115	82,364	139,976	127,754	—	12,222	8.7	—
Egypt	270,462	272,561	72,989	52,011	—	20,978	28.7	2,500
Belgium	898,667	920,760	220,429	174,446	—	45,783	20.9	5,107
Holland	185,894	172,738	687,189	562,043	—	125,146	18.2	10,780
Denmark	47,126	46,256	130,952	114,017	—	16,935	12.9	5,826
Norway	444,592	435,838	37,847	21,993	—	15,854	41.9	1,962
Sweden	49,962	75,120	332,369	310,349	—	22,020	6.6	24,370
Spain and Colonies	34,972	38,040	61,838	29,171	—	32,664	52.8	2,799
Portugal and Islands	458,594	461,193	26,365	28,465	+	2,100	8.0	606
Plate and Pacific	1,247	1,688	316,591	263,022	—	53,569	16.9	14,631
Japan and East	111,884	79,810	1,521	2,596	+	1,075	70.7	—
Finland	1,001	50	63,421	71,413	+	7,992	12.6	3,809
Syria	—	—	50	—	—	50	—	—
Switzerland	24,849	17,925	—	—	—	—	—	—
Greece and Crete	8,950	5,615	14,793	14,075	—	718	4.9	1,002
Smyrna	10,866	4,071	5,115	1,972	—	3,143	61.5	125
Roumania	3,126	1,188	3,572	3,818	+	246	6.9	251
Bulgaria	—	—	938	938	+	50	5.3	—
Palestine	3,000	1,688	—	481	+	481	100.0	200
Dantzig, Port of	37,068	50,194	1,000	4,379	+	3,379	337.9	375
Turkey	349,275	951,181	40,079	27,255	—	12,824	32.0	2,314
Tripoli	689	188	188	563	+	375	199.5	—
Total Overseas	12,832,903	13,438,845	10,394,079	8,704,799	—	1,689,280	16.2	306,490
Cosatwise	171,110	144,222	111,155	108,989	—	2,166	1.9	2,856
Grand Total	13,004,013	13,583,067	10,505,234	8,813,788	—	1,691,446	16.1	309,346

bags at Rio and 51,444 bags at Santos, but decrease of 6,323 bags at Bahia.

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

Rio de Janeiro	233,784
Santos	1,146,727
Bahia	30,296

Total stocks, three ports April 4, 1929	1,410,807
Idem, March 28, 1929	1,360,225
Idem, April 5, 1928	1,327,204

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.

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Vigo, La Coruna, Boulogne
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Weser	23 April
Sierra Morcna	29 April
Sierra Cordoba	20 May

or Freight and other particulars apply to the General Agents

HERM, STOLTZ & CO.

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WILEMAN'S BRAZILIAN REVIEW.

CAIXA (POST OFFICE BOX) 809.

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. 7/8s. f.o.b. Reiss per Arroba	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
July 6th	5 31/32	88240	15 3/4	15.48							
July 13th	5 127/128	88225	16 1/4	15.57	328000	14.40	408000	15.40	368000	22.35	60.00
July 20th	5 255/256	88230	16 5/8	15.70	328500	15.00	418300	16.00	368300	22.85	60.00
July 27th	5 255/256	88235	16 1/2	15.80	338500	15.00	418300	15.80	368300	22.75	60.00
August 3rd	5 255/256	88230	17	15.95	338000	14.90	418000	15.60	368000	22.45	60.00
August 10th	5 127/128	88230	17	15.90	338000	15.30	428200	16.00	368200	22.70	60.00
August 17th	5 253/256	88245	17 1/4	15.90	348500	15.10	428000	15.80	368000	22.70	60.00
August 24th	5 63/64	88250	17 1/2	16.00	358000	15.60	428400	16.00	368100	22.45	60.00
August 31st	5 63/64	88250	17 3/4	15.78	358000	15.60	428600	16.10	368600	22.35	60.00
September 6th	5 253/256	88255	17	15.80	358000	15.60	438000	16.20	368600	22.00	60.00
September 14th	5 63/64	88255	17 1/4	16.15	348500	15.80	438500	16.40	368600	22.00	60.00
September 21st	5 127/128	88240	17 1/8	16.05	348500	15.85	438500	16.85	368600	22.20	60.00
September 28th	6	88240	17 1/2	16.02	348500	15.85	438500	16.40	368600	22.20	60.00
October 5th	6	88240	17 1/2	16.30	358000	15.90	438500	16.50	368200	22.20	60.00
October 11th	6 1/256	88230	17 3/4	16.40	358500	15.70	438400	16.40	368000	22.15	60.00
October 19th	6 1/256	88230	17 7/8	16.16	358500	16.00	438200	16.70	368000	22.10	60.00
October 26th	6 255/256	88240	17 1/2	16.00	368000	15.90	438300	16.50	368700	21.80	60.00
October 31st	5 255/256	88240	17 1/2	16.05	358000	15.40	438300	16.40	368700	21.60	60.00
November 9th	5 127/128	88250	18	15.82	358000	15.70	438300	16.50	368000	21.60	60.00
November 16th	5 253/256	88255	18	16.10	348500	15.50	428600	16.30	368000	21.60	60.00
November 22rd.	5 127/128	88350	18	15.84	348500	15.70	428300	16.40	348800	21.60	60.00
November 30th	5 63/64	88260	18 1/4	15.75	348500	15.60	428300	16.60	368000	21.60	60.00
December 7th.	5 123/128	88295	18 1/4	14.50	348500	15.60	428300	16.40	348300	21.40	60.00
December 14th	5 247/256	88280	17 3/4	14.68	348500	15.30	428200	16.20	338700	21.30	60.00
December 21st	5 125/128	88290	17 3/4	14.94	348000	15.30	428500	16.60	348400	21.25	60.00
December 28th	5 125/128	88265	18 1/4	15.40	348000	15.40	428500	16.20	348600	21.40	60.00
January 4th	5 31/32	88280	18 1/4	15.30	348000	15.40	428400	16.20	258200	22.00	60.00
January 11th	5 125/128	88270	18	15.43	348000	15.40	428200	16.10	358200	21.95	60.00
January 18th	5 235/256	88245	18	15.93	348000	15.30	418500	16.10	358300	21.85	60.00
Jan. 24th	6	88235	18 1/4	16.37	348000	15.70	428800	16.10	368000	22.70	60.00
Feb. 1st.	6	88230	18 1/4	16.63	358500	15.75	428600	16.40	378300	23.05	60.00
Feb. 8th	5 63/64	88240	18 1/4	16.88	358500	16.20	438200	16.40	378000	23.10	60.00
Feb. 15th	5 63/64	88260	18 1/2	17.30	368500	16.40	418200	16.85	388300	23.20	60.00
March 1st	5 247/256	88280	18 1/4	16.94	368000	16.35	438600	16.60	378000	23.45	60.00
March 8th	5 63/64	88295	18	16.32	368500	15.90	428300	16.35	378800	23.00	60.00
March 15d.	5 123/128	88290	17 3/4	16.95	368000	16.15	428800	16.60	378400	22.85	60.04
March 22nd.	5 15/16	88320	17 3/4	17.10	368000	16.10	438000	16.50	378400	22.85	60.4
March 29th	5 241/256	88315	17 3/4	15.83	358300	16.00	428400	16.40	378900	22.80	60.00
April 5th.	5 117/119	88350	17 3/4	15.80	348700	15.60	428400	16.45	368200	22.50	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).

Clearances of Coffee from the Port of Victoria during the Month of March, 1929

Name of Vessel and Destination	Bags		
United States:—			
4 — West Keene—Jacksonville	125		
Ditto—Baltimore	2,250		
Ditto—Norfold	250		
5 — Santarem—New Orleans	5,250		
6 — Bangú—New York	750		
15 — Manila Maru—New Orleans	2,750		
Ditto—Galveston	230		
17 — Corsican Prince—New York	2,500		
21 — Poconé—New Orleans	1,750		
23 — West Neris—Do.	2,900		
30 — Euclid—New York	2,000		
	20,775		
Europe:—			
1 — Almirante Alexandrino—Havre	925		
Ditto—Antwerp	250		
Ditto—Notterdam	62		
Ditto—Hamburg	376		
4 — Kr. Margareta—Cothenburg	625		
Ditto—Helsingborg	125		
Ditto—Stockholm	825		
Caffe v Stockholm	375		
5 — Teresa—Genova	125		
Ditto—Naples			250
Ditto—Trieste			5,901
Ditto—Ancona v Trieste			125
Ditto—Metcovick v do.			63
Ditto—Malta v do.			125
9 — Tunisier—Antwerp			1,000
11 — Alpherat—Rotterdam			500
Ditto—Bergen v Hamburg			62
14 — Valparaiso—Cothenburg			125
Ditto—Stockholm			625
Ditto—Cefle v Stockholm			475
Ditto—Sundall v do.			375
Ditto—Ornskoldsvik v do.			125
Ditto—Vibork			50
Ditto—Trondhjem			125
16 — Cuyabá—Havre			2,000
Ditto—Antwerp			525
Ditto—Rottendam			125
Ditto—Hamburg			250
16 — Ipanema—Malaga v Barcelona			150
Ditto—Marseille			564
19 — Nevada—Copenhagen v Rio			300
27 — Alhena—Rotterdam			1,000
28 — Atlanta—Napoles			1,000
Ditto—Trieste			5,064
Ditto—Veneza v Trieste			500
Ditto—Salonica v do.			125
Ditto Metcovick v do.			126
Ditto—Ancona v do.			125
Ditto—Suzão v do.			188

Dito—Fluma	63
31—Kr. Gustaf Adolf—Gothenburg	125
Dito—Kalmar v/Malmoe	125
Ditto—Stockholm	500
Ditto—Cefle v/Stockholm	500
Ditto—Orasköldsck v/do.	125
Ditto—Hernosand v/do.	250
Ditto—Sundsvall v/do.	125
Ditto—Viberg	100
	28,119
North-Africa:—	
6—Valdivia—Las Palmas	50
16—Ipanema—Oran	250
Ditto—Alger	1,288
Ditto—Phillipeville v/Alger	126
Ditto—Bone v/do.	63
Ditto—Casablanca v/M'ile	63
	1,840
Rio & Coastwise	10,467
Total	61,201

TOTAL EXPORT DURING MARCH 1929

	United States	North Europe	Rio & Africa Coastwise	Total	
Arens & Langen. Agents for Ornstein & Co.	3,750	8,400	238	740	13,128
Hard. Rand & Co.	7,625	4,489	—	—	12,114
Vivaqua, Irmãos & Co.	3,750	4,566	975	2,410	11,701
A. Prado & Co.	250	1,300	—	5,747	7,297
Oliveira Santos & Filhos	1,000	3,725	—	1,084	5,809
Theodor Wille & Co.	—	2,378	627	350	3,355
Arbuckle & Co.	3,000	—	—	—	3,000
Vianna Leal & Co.	1,400	712	—	1	2,113
Cia. Comissaria e Rebeneficiadora de Café	—	1,649	—	75	1,724
Cruz Sobrinho & Co.	—	775	—	60	835
Oliveira Brothers	—	125	—	—	125
	20,775	28,119	1,840	10,467	61,201

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TOTAL EXPORT FROM LST. JULY 1928 TO 31ST. MARCH 1929

	United States	Ohili	Europe	North Africa	Rio & Coastwise	Total
Vivaqua, Irmãos & Co.	113,939	—	58,442	8,987	19,875	201,243
Hard. Rand & Co.	123,225	100	54,621	500	—	178,446
Arens & Langen. Agents for Ornstein & Co.	47,250	—	101,720	4,393	3,350	156,713
A. Prado & Co.	14,250	—	20,900	1,250	49,649	86,049
Theodor Wille & Co.	6,250	—	35,629	10,965	3,884	56,728
Oliveira Santos & Filhos	18,500	—	17,214	1,000	8,166	44,880
Vianna Leal & Co.	28,450	—	10,462	—	731	39,643
Cruz Sobrinho & Co.	24,750	—	6,345	250	620	31,965
Arbuckle & Co.	27,000	—	—	—	—	27,000
Cia. Comissaria e Rebeneficiadora de Café	11,400	—	6,808	—	4,255	22,463
Oliveira Brothers	17,250	—	2,188	187	—	19,625
Fraga & Sobrinho	734	—	—	—	—	734
Sundries	—	—	1	—	—	1
	432,998	100	314,330	27,532	90,530	865,490

Total export from lst. July 1927 to 31st. March 1928 1,075,737 b/c
 Total export from lst. July 1927 to 30th. June 1928 1,300,080 b/c

COFFEE STATISTICS.

ENTRIES.

During the week ending April 4, 1929
 During the week ending March 28, 1929

	FOR THE WEEK ENDED			FOR THE CROP TO	
	Apr. 4 1929	Mar. 28 1929	Apr. 5 1928	Apr. 4 1929	Apr. 29 1928
Central & Leopoldina By rail	47,757	73,453	62,322	2,285,357	2,834,855
Coastwise	—	—	—	—	172,660
Total Rio	47,757	73,453	62,322	2,285,357	3,007,515
Santos	171,432	40,617	172,022	6,718,162	7,963,868
Total Rio & Santos	218,189	114,070	234,344	9,003,519	10,971,383

The total entries by different São Paulo Railways for the crop to Apr. 4 were as follows:

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1928/29	4,253,634	2,857,909	6,811,543	6,718,162	—
1927/28	5,939,379	2,011,148	7,950,527	7,963,868	—

SALES OF COFFEE (DECLARED).

In bags of 60 kilo.

	Apr. 4/1929	Mar. 28/1929	Apr. 5/1928
Rio	27,506	18,273	39,497
Santos	63,090	80,000	193,099
Total	90,596	98,273	142,497

COFFEE LOADED (EMBARQUES).

During the week ending April 4, 1929

In bags of 60 kilo.

	DURING WEEK ENDED			FOR THE CROP TO	
	Apr. 4 1929	Mar. 28 1929	Apr. 5 1928	Apr. 4 1929	Apr. 5 1928
Rio	41,796	65,799	72,791	2,187,188	2,915,375
Santos	116,988	167,466	162,632	6,678,979	7,717,622
Total Rio & Santos	158,784	233,265	235,423	8,866,167	10,692,997

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

During the week ending April 4, 1929

In bags of 60 kilo.

	Apr. 4 1929	Mar. 28 1929	Apr. 4 1929	Mar. 28 1929	Crop to r. Ap 4/1927	
	Bags	Bags	£	£	Bags	£
Rio	80,539	58,924	354,751	260,765	2,056,102	9,158,389
Santos	225,951	217,350	1,248,892	1,201,299	6,648,597	36,726,701
Total 1928/1929	306,490	276,274	1,603,643	1,462,063	8,704,699	45,885,094
do 1927/1928 ..	174,465	249,571	834,577	1,257,758	10,394,679	46,990,704

COFFEE SAILED.

During the week ending April 4, 1929

In bags of 60 kilo.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio	12,268	57,824	2,500	10,447	—	—	83,039	2,158,532
Santos	114,307	107,460	356	4,184	—	—	226,307	6,655,156
1928/1929 ..	126,575	165,284	2,856	14,631	—	—	309,346	8,813,688
1927/1928 ..	97,607	72,438	2,740	4,425	—	—	177,205	10,505,234

OUR OWN STOCK.
In bags of 60 kilo.

RIO— STOCK ON Ma. 28 1929.....	231,323	
Entries during week ended Apr. 4 1929.	47,757	
	279,080	
Loaded (Embarques) for week ended Apr. 4 1929	41,795	
Local consumption.....	3,500	
	233,784	
STOCK AT RIO ON Apr. 4 1929	1,092,283	
SANTOS STOCK ON Mar. 28 1929	171,432	
Entries for week ended Apr. 4 1929...	1,263,715	
	116,988	
Loads (Embarques) during same week Apr. 4, 1929		1,146,727
STOCK AT SANTOS ON Apr. 4 1929.....	36,619	
BAHIA —STOCK ON Mar. 28 1929.....	897	
Entries during week ended Apr. 4 1929.	37,516	
	7,220	
Clearances during same week.....		30,296
Stock at Bahia on Apr. 4 1929.....		1,410,807
Stock at Rio, Santos and Bahia Apr. 4 1929		1,360,225
do do do do Mar. 28 1929		1,327,204
do do do do Apr. 5 1928		

MANIFEST OF COFFEE.

RIO DE JANEIRO

During the week ending April 4, 1929

20/3 «Nuremberg»Montevideo	Cia. Nacional Com. de Café	800
Ditto—Buenos Aires	Cia. Nacional Com. de Café	2,000
Ditto "	Pinto & Co.....	1,000
Ditto "	Norton Megaw & Co.....	1,000
Ditto "	Ornstein & Co.....	200
Ditto "	Fraga Irmãos & Co.....	50
Ditto—Rosario	Magalhães & Co.	160
Ditto "	Pinheiro Ladeira & Co.....	100
		5,310
26/3 «Atlanta»—Trieste.....	Ornstein & Co.	3,533
Ditto "	E. G. Fontes & Co.....	3,120
Ditto "	Theodor Wille & Co.	982
Ditto "	Lage Irmãos	750
Ditto "	Vivacqua Irmãos & Co... 725	
Ditto "	Castro Silva & Co.....	625
Ditto "	Hard, Rand & Co.	405
Ditto "	Fraga Irmãos & Co.....	375
Ditto "	Eliakim & Co. Ltd.	325
Ditto "	McKinlay & Co.....	307
Ditto "	Pinto & Co.....	288
Ditto "	S. Pereira & Co.....	288
Ditto "	Leon Israel & Co.....	269
Ditto "	Cia. N. Comercio de Café	251
Ditto "	E. Johnston & Co.....	170
Ditto "	Norton Megaw & Co.....	125
Ditto "	C. Com. Rebenefic. de Café	125
Ditto "	Magalhães & Co.	125
Ditto "	Oswaldo Tardin & Co....	75
Ditto "	Tude Irmão & Co.....	73
Ditto—Venice	Ornstein & Co.....	375
Ditto—Susak	Ornstein & Co.....	188
Ditto "	Hard, Rand & Co.....	126
Ditto—Metkovic	Lage Irmãos	187
Ditto "	Theodor Wille & Co.....	125
Ditto "	Ornstein & Co.....	125
Ditto "	Hard, Rand & Co.....	63
Ditto—Ancona	Lage & Irmão	125
Ditto—Bari	Theodor Wille & Co.....	125
Ditto—Patras	Ornstein & Co.	501
Ditto—Pireus	Ornstein & Co.....	125
Ditto—Jaffa	Ornstein & Co.	200
Ditto—Messina	Castro Silva & Co.....	125
Ditto—Salonica	E. G. Fontes & Co.....	250
Ditto "	Ornstein & Co.....	63
Ditto—Constantinople	Ornstein & Co.....	250
Ditto "	Fraga Irmãos & Co.....	125
Ditto—Constanza	Tude Irmão & Co.....	125
Ditto "	Hard, Rand & Co.....	63
Ditto—Alexandria	Theodor Wille & Co.....	1,000
Ditto—Naples	Hard, Rand & Co.....	125
		17,327
26/3 «R. Alves»--Montevideo	Pinheiro, Ladeira & Co....	150
Ditto "	Norton Megaw & Co.....	84
Ditto "	McKinlay & Co.....	50
		284

27/3 «American L.»--N. York	Rebello Alves & Co.....	1,995
Ditto "	American Coffee Corp....	1,006
Ditto "	Vicri S/A.	250
Ditto "	Leon Israel & Co.....	170
		3,421
28/3 «Wuerttemberg»--Leixões	Vivacqua Irmãos & Co... 200	
Ditto "	Theodor Wille & Co.....	150
Ditto "	McKinlay & Co.....	105
Ditto—Rotterdam	Ornstein & Co.....	500
Ditto "	Theodor Wille & Co.	250
Ditto—Hamburg	Theodor Wille & Co.....	1,000
Ditto "	Ornstein & Co.....	500
Ditto "	Vivacqua Irmãos & Co. . .	375
Ditto "	Cia. C. Reb. de Café....	375
Ditto "	E. G. Fontes & Co.....	250
Ditto "	IFakim & Co Ltd	143
Ditto "	McKinlay & Co.....	41
Ditto—Wiborg	Theodor Wille & Co.....	175
Ditto—Wasa	Theodor Wille & Co.....	200
Ditto—Montyluoto	Theodor Wille & Co.....	125
Ditto—Abo	Theodor Wille & Co.	50
Ditto—Kotka	Theodor Wille & Co.	125
Ditto—Helsinki	Theodor Wille & Co.	125
Ditto—Reykjavik	Ornstein & Co.	200
		4,889
29/3 «K. Gustaf A»--Gothemb.	E. G. Fontes & Co.....	250
Ditto "	McKinlay & Co.....	250
Ditto "	Vivacqua Irmãos & Co....	125
Ditto "	Hard, Rand & Co.	125
Ditto—Stockholm	Fraga Irmãos & Co.....	450
Ditto "	E. Johnston & Co.....	350
Ditto "	E. G. Fontes & Co.....	250
Ditto "	McKinlay & Co.....	125
Ditto "	Co. Com. e Reben. de Café	125
Ditto "	Ornstein & Co.	125
Ditto—Gefle	E. Johnston & Co.....	875
Ditto "	E. G. Fontes & Co.....	375
Ditto "	Ornstein & Co.....	292
Ditto "	McKinlay & Co.....	250
Ditto "	Vivacqua Irmãos & Co....	125
Ditto—Sundsvall	E. G. Fontes & Co.....	250
Ditto "	Vivacqua Irmãos & Co... 250	
Ditto "	Hard, Rand & Co.....	250
Ditto "	Cia. Nacional Com. de Café	125
Ditto—Hudiksvall	E. G. Fontes & Co.....	125
Ditto—Ornskoldsvik	Vivacqua Irmãos & Co....	125
Ditto "	McKinlay & Co.....	125
Ditto—Abo	Vivacqua Irmãos & Co....	250
Ditto—Wiborg	Vivacqua Irmãos & Co....	250
Ditto—Kalmar	McKinlay & Co.....	125
Ditto "	Cia. Nacional Com. de Café	125
Ditto—Lulea	McKinlay & Co.....	125
Ditto "	Cia. Nacional Com. de Café	125
Ditto—Norrkoping	Cia. Nacional Com. de Café	125
Ditto—Kotka	Cia. Nacional Com. de Café	200
Ditto "	Ornstein & Co.....	125
Ditto—Dantzig	Theodor Wille & Co.	375
		7,167
29/3 P. Giovana —Genoa....	Eliakim Taddei & Cia.	326
Ditto "	Cia. N. Comercio de Café	250
Ditto "	E. Johnston & Co.....	250
Ditto "	Battermann & Co.....	250
Ditto "	Ornstein & Co.....	125
Ditto "	Pinheiro Ladeira & Co....	125
Ditto—Tripoli	Cia. N. Comercio de Café	125
Ditto—Naples	Rotundo & Co.	1,550
Ditto "	Cia. Nacional Com. de Café	875
Ditto "	Vivacqua Irmãos & Co... 500	
Ditto "	Theodor Wille & Co.....	325
Ditto "	E. G. Fontes & Co.....	10
Ditto—Palermo	Ornstein & Co.	125
Ditto—Catania	Cia. N. Comercio de Café	125
		4,960
29/3 «Aurigny»--Buenos Aires	Ornstein & Co.....	850
Ditto "	Battermann & Co.	450
Ditto "	Tude Irmão & Co.....	400
Ditto "	Theodor Wille & Co.....	375
Ditto "	Vivacqua Irmãos & Co....	250
Ditto "	Levy Salim & Co.....	103
		2,428
30/3 «Clavarack»--N. Orleans	E. Johnston & Co.....	783
Ditto "	Tude Irmão & Co.....	659
Ditto "	Ston & Co.....	550
Ditto "	Magalhães & Co.	500

Ditto	"	Cia. C. Reb. de Café.....	500
Ditto	"	Battermann & Co.	425
Ditto	"	American Coffee Corp.....	250
			3,667
30/3	«Arlanza»—B. Aires....	Pinto & Co.....	1,000
Ditto	"	Cia. N. Comercio de Café	500
Ditto	"	Pinheiro Ladeira & Co....	100
Ditto	—Montevideo	Cia. N. Comercio de Café	600
Ditto	"	Tude Irmão & Co.....	100
Ditto	"	Castro Silva & Co.....	75
Ditto	"	Serafim Fernandes	50
			2,425
31/3	«Bagé»—Lisbon.....	Mario Telles.....	151
Ditto	"	Cia. N. Comercio de Café	2,375
Ditto	—Havre	Ornstein & Co.....	1,500
Ditto	"	E. G. Fontes & Co.....	375
Ditto	"	Castro Silva & Co.....	250
Ditto	"	Cia. N. Comercio de Café	500
Ditto	—Antwerp	Oswaldé Tardim & Co. .	500
Ditto	—Hamburg	Oswaldo Tardim ! Co. .	1,796
			7,447
1/4	«Siris»—Las Palmas....	McKinlay & Co.....	260
Ditto	"	Ornstein & Co.	125
Ditto	"	S. Pereira & Co.....	100
Ditto	—Havre	Rotundo & Co.	125
Ditto	"	Fraga Irmãos & Co.....	125
			735
1/4	«Pará»—Oslo.....	McKinlay & Co.....	750
Ditto	—Bergen	McKinlay & Co.....	250
Ditto	—Wiborg	McKinlay & Co.....	250
Ditto	"	Vivacqua Irmãos & Co....	50
Ditto	—Kotka	Ornstein & Co.....	200
Ditto	"	McKinlay & Co.....	50
Ditto	"	E. G. Fontes & Co.....	50
Ditto	—Copenhagen	Ornstein & Co.....	126
Ditto	—Trondhjem	Ornstein & Co.....	100
Ditto	—Wasa	E. G. Fontes & Co.....	75
			1,901
1/4	«W. Imboden»—Baltimore	Ornstein & Co.....	1,500
Ditto	"	Rebello Alves & Co.....	1,250
Ditto	"	Vivacqua Irmãos & Co....	750
			3,500
1/4	«Desirade»—Havre....	McKinlay & Co.....	1,000
Ditto	"	Vivacqua Irmão & Co. .	500
Ditto	—Philippeville	Theodor Wille & Co.....	63
			1,563
3/4	«Nauban»—Barbados...	McKinlay & Co.....	50
Ditto	—New York	Rebello Alves & Co.....	750
Ditto	"	American Coffee Corp.....	650
Ditto	"	Capella & Co.	134
Ditto	"	Leon Israel & Co.....	96
			1,680
3/4	«Belyedere»—Trieste...	Ornstein & Co.....	1,783
Ditto	"	Vivacqua Irmãos & Co. .	1,189
Ditto	"	Fraga Irmãos & Co.....	1,000
Ditto	"	Theodor Wille & Co.....	910
Ditto	"	E. G. Fontes & Co.....	875
Ditto	"	Castro Silva & Co.....	750
Ditto	"	Cia. N. Comercio de Café	438
Ditto	"	S. Pereira & Co.....	427
Ditto	"	Pinto & Co.....	250
Ditto	"	Tude Irmão & Co.....	250
Ditto	"	McKinlay & Co.....	250
Ditto	"	Hard, Rand & Co.	125
Ditto	"	Elakim Taddei & Cia. .	125
Ditto	—Susak	E. G. Fontes & Co.....	375
Ditto	"	Hard, Rand & Co.....	125
Ditto	"	McKinlay & Co.....	125
Ditto	—Melkovicik	Theodor Wille & Co. .	125
Ditto	—Ancona	E. G. Fontes & Co.....	250
Ditto	"	Hard, Rand & Co.....	125
Ditto	"	Lage & Irmão.....	125
Ditto	—Bari	Hard, Rand & Co.	125
Ditto	—Pireus	Ornstein & Co.....	63
Ditto	—Naples	Tude Irmão & Co.....	250
Ditto	"	Vivacqua Irmão & Co. .	150
Ditto	"	E. G. Fontes & Co.....	125
Ditto	—Salonica	E. G. Fontes & Co.....	62
Ditto	—Cospoli	Fraga Irmãos & Co.....	125
Ditto	"	Lage Irmãos	125
Ditto	—Alexandria	Theodor Wille & Co.....	1,000

Ditto—Smyrna	Pinto Lopes & Co.....	125
Ditto—Constanza	Hard, Rand & Co.....	63
		11,835

Total Overseas 80,539

SANTOS

During the week ending April 4, 1929

21/3	«Nevada»—Copenhagen..	J. Aron & Co., Ltd.	1,625
Ditto	"	Leon Israel & Co.....	1,125
Ditto	"	Hard, Rand & Co.....	625
Ditto	"	E. Johnston & Co.....	500
Ditto	"	S. A. Levy.....	250
Ditto	"	J. C. Mello & Co.....	250
Ditto	"	Sion & Co.....	250
Ditto	"	Cia. São Paulo Exportação	125
Ditto	"	Cia. Paulista de Exportação	125
Ditto	—Helsinki	Cia. Paulista de Exportação	125
			5,000
21/3	«C. Tortosa»—Barcelona	Leon Israel & Co.....	575
Ditto	"	Naumann, Gepp & Co. .	550
Ditto	"	Andrade Junqueira & Co..	250
Ditto	"	Eduardo M. Hafers.....	125
Ditto	—Genoa	American Warrant Co....	500
Ditto	—Seville	Leon Israel & Co.....	300
Ditto	"	Ribeiro de Barros & Co. .	125
Ditto	—Bilbáo	Leon Israel & Co.....	125
Ditto	—Cadiz	Ramon Sanchez & Co.....	89
			2,639
22/3	«Darro»—Buenos Aires.	Vidal & Co.	658
Ditto	"	Eugenio Tauber	217
Ditto	"	Raphael Sampaio & Co..	100
Ditto	"	S. A. Levy.....	100
Ditto	"	B. Ernesto Guimarães....	10
Ditto	—Rosario	S. A. Levy	100
			1,185
22/3	«Krakus»—Buenos Ayres	Theodor Wille & Co.	250
Ditto	"	Lima Nogueira & Co.....	141
			391
23/3	«Atlanta»—Trieste.....	Naumann, Gepp & Co....	746
Ditto	"	Theodor Wille & Co.	563
Ditto	"	Oswaldo Ferreira & Jo. .	375
Ditto	"	Ribeiro de Barros & Co. .	125
Ditto	"	Nossack & Co.....	125
Ditto	"	Prudente Ferreira & Co. .	125
Ditto	"	Martins, Wright & Co....	100
Ditto	"	Ferreira Ruivo & Co.....	62
Ditto	"	Hard, Rand & Co.....	52
Ditto	—Naples	Nossack & Co.....	375
Ditto	"	Hard, Rand & Co.....	375
Ditto	"	J. C. Mello & Co.....	250
Ditto	"	Sion & Co.....	125
Ditto	"	N. Pizarro & Co.....	3
Ditto	"	Junqueira, Carvalho & Co.	2
Ditto	—Venice	Sion & Co.....	125
Ditto	"	Martins, Wright & Co....	125
Ditto	"	Nioac & Co.....	125
Ditto	—Ancona	J. C. Mello & Co.....	250
Ditto	—Livorno	S. A. Levy	125
Ditto	—Alexandria	Prudente, Ferreira & Co.	125
			4,278
23/3	«Alhena»—Rotterdam...	Hard, Rand & Co.....	2,750
Ditto	"	S. A. Levy.....	2,000
Ditto	"	Theodor Wille & Co.....	1,750
Ditto	"	E. Johnston & Co.....	625
Ditto	"	Asiatic Trading Corp. .	500
Ditto	"	Ribeiro de Barros & Co. .	500
Ditto	"	Sion & Co.....	250
Ditto	"	Nossack & Co.	250
Ditto	"	Naumann, Gepp & Co....	250
Ditto	"	J. Aron & Co.....	250
Ditto	—Bergen	Hard, Rand & Co.	125
			9,250
23/3	«Andes»—Southampton..	Soc. Nac. Exportadora, Ltd.	1,079
Ditto	"	Ennor & Cia., Ltd.....	51
Ditto	"	A. C. Oliveira.....	3
Ditto	—Bilbáo	Eduardo M. Hafers.....	125
			1,258

26/3	«Wuerttemberg»-Hambur	Theodor Wille & Co.....	1,883
	Ditto	Lima Nogueira & Co.....	1,875
	Ditto	Raphael Sampaio & Co....	1,625
	Ditto	Naumann, Gepp & Co.....	1,501
	Ditto	S. A. Levy.....	1,250
	Ditto	Cia. S. Paulo de Export.	1,125
	Ditto	Cia. Prado Chaves.....	928
	Ditto	Hard, Rand & Co.....	875
	Ditto	Almeida Prado & Co.....	625
	Ditto	Leon Israel & Co.....	563
	Ditto	E. Johnston & Co.....	500
	Ditto	Cia. Paulista de Exportação	250
	Ditto	J. Aron & Co., Ltd.	125
	Ditto	Theodor Wille & Co.....	530
	Ditto—Rotterdam	E. Johnston & Co.....	250
	Ditto	Naumann, Gepp & Co.....	125
			14,030
26/3	«A. Legion»—New York	American Coffee Corp.....	4,500
	Ditto	J. Aron & Co.....	4,350
	Ditto	Fred H. Cox & Co.	2,125
	Ditto	E. Johnston & Co.....	1,500
	Ditto	Almeida Prado & Co.....	1,000
	Ditto	Andrade Junqueira & Co.	1,000
	Ditto	Ribeiro de Barros & Co.	750
	Ditto	Silva, Ferreira & Co.....	750
	Ditto	Naumann, Gepp & Co....	652
	Ditto	Rangel, Oliveira & Co....	625
	Ditto	Junqueira, Meirelles & Co.	500
	Ditto	Leon Israel & Co.....	500
	Ditto	Theodor Wille & Co.....	500
	Ditto	Prudente, Ferreira & Co.	377
	Ditto	Martins, Wright & Co....	250
	Ditto	Co. Leme Ferreira	250
	Ditto	A. Ferreira & Co.....	115
	Ditto	Thomas E. Rottischer ...	111
	Ditto	Cia. Central de A. Geraes	1
			19,856
26/3	«Capillo»—Philadelphia.	S. A. Levy.....	1,250
	Ditto	Lima Nogueira & Co.....	875
	Ditto	Martins, Wright & Co....	750
	Ditto	Nioac & Co.....	250
	Ditto	Cia. Leme Ferreira.....	250
	Ditto	Silva, Ferreira & Co.....	250
	Ditto	Ennor & Cia., Ltd.	250
	Ditto	Franco Soares & Co.....	125
	Ditto—Boston	Sampaio Bueno & Co....	1,125
	Ditto	Hard, Rand & Co.....	1,000
	Ditto	American Coffee Corp. ...	500
	Ditto	Naumann, Gepp & Co....	250
	Ditto	J. Aron & Co.....	250
			7,125
13/2	«P. Christop.»—B. Aires.	Eduardo M. Hafers.....	615
	Ditto	Raphael Sampaio & Co. .	365
	Ditto	Amaral Lima & Co.....	125
	Ditto	Freire Barros & Co.....	75
	Ditto	Nioac & Co.....	50
			1,230
27/3	«K. Gustaf A.»—Stockolm	Cia. Prado Chaves.....	1,500
	Ditto	Andrade Junqueira & Co..	625
	Ditto	J. Aron & Co.....	625
	Ditto	Soc. Nac. Exportadora, Ltd.	625
	Ditto	Ennor & Cia., Ltd.	500
	Ditto	Nioac & Co.....	500
	Ditto	Vicente C. Mello.....	375
	Ditto	Nossack & Co.....	375
	Ditto	Leon Israel & Co.....	400
	Ditto	Sion & Co.....	250
	Ditto	Silva, Ferreira & Co.....	250
	Ditto	Oswaldo Ferreira & Co....	125
	Ditto	Theodor Wille & Co.....	125
	Ditto	Cia. Paulista de Exportação	125
	Ditto	Lima Nogueira & Co.....	125
	Ditto	Franco Soares & Co.....	125
	Ditto	S. A. Levy.....	125
	Ditto—Gonthenburg	Cia. Prado Chaves.....	1,500
	Ditto	Hard, Rand & Co.....	1,375
	Ditto	S. A. Levy.....	875
	Ditto	Theodor Wille & Co.....	625
	Ditto	J. Aron & Co.....	500
	Ditto	Leon Israel & Co.....	250
	Ditto	Franco Soares & Co.....	250
	Ditto	Soc. Nacional Exportadora	250
	Ditto	Almeida Prado & Co.....	250
	Ditto	Martins, Wright & Co....	250

Ditto		Naumann, Gepp & Co.....	1,125
Ditto—Helsingborg		Hard, Rand & Co.....	1,000
Ditto		Cia. Prado Chaves.....	250
Ditto		Andrade Junqueira & Co..	250
Ditto		Almeida Prado & Co.....	250
Ditto		Leon Israel & Co.....	125
Ditto		Silva, Ferreira & Co.....	125
Ditto		S. A. Levy.....	125
Ditto		S. Nacional Exportadora	125
Ditto—Gefle		S. A. Levy.....	625
Ditto		Leon Israel & Co.....	250
Ditto		Andrade Junqueira & Co..	125
Ditto		J. Aron & Co.....	125
Ditto		Cia. Paulista de Exportação	125
Ditto		Cia. Prado Chaves.....	125
Ditto		Hard, Rand & Co.....	125
Ditto—Malmoe		Leon Israel & Co.....	375
Ditto		J. Aron & Co.....	125
Ditto		Nossack & Co.....	125
Ditto		Almeida Prado & Co.....	125
Ditto—Helsinki		Cia. Paulista de Exportação	500
Ditto—Hudiksvall		J. Aron & Co.....	250
Ditto—Viborg		Almeida Prado & Co.....	188
Ditto—Carlskrona		Cia. Paulista de Exportação	125
Ditto—Oscarshamn		Cia. Paulista de Exportação	125
Ditto—Sundsvall		Cia. Paulista de Exportação	125
Ditto—Aahus		Cia. Paulista de Exportação	125
Ditto—Landskrona		Leon Israel & Co.....	125
Ditto—Abo		Cia. Prado Chaves.....	125
Ditto—Yetad		Almeida Prado & Co.....	125
Ditto—Kotka		Almeida Prado & Co.....	62
Ditto—Consumption		Cia. Transatlantica.....	2
Ditto		G. C. Dickson & Co.....	1
			19,403
27/3	«Cleverack»—N. Orleans	Hard, Rand & Co.....	7,500
	Ditto	J. Aron & Co.....	3,600
	Ditto	Leon Israel & Co.....	3,050
	Ditto	Lima Nogueira & Co.....	2,250
	Ditto	Naumann, Gepp & Co....	1,625
	Ditto	Junqueira, Meirelles & Co.	1,250
	Ditto	Co. Leme Ferreira	1,200
	Ditto	Silva, Ferreira & Co.....	1,125
	Ditto	Andrade Junqueira & Co..	1,000
	Ditto	Almeida Prado & Co.....	950
	Ditto	E. Johnston & Co.....	750
	Ditto	A. Ferreira & Co.....	720
	Ditto	R. A. Danon.....	500
	Ditto	Nossack & Co.....	500
	Ditto	Vidal & Co.....	500
	Ditto	Rebello Alves & Co.....	500
	Ditto	American Coffee Corp. ...	500
	Ditto	Rangel Oliveira & Co....	500
	Ditto	Leite & Santos.....	375
	Ditto	Prudente Ferreira I Co .	275
	Ditto	Nioac & Co.....	270
	Ditto	Raphael Sampaio & Co..	250
	Ditto	Sampaio Bueno & Co.....	250
	Ditto	Sampaio Bueno & Co.....	250
	Ditto	Soc. Nac. Exportadora, Ltd.	250
	Ditto	Oliveira, Osorio & Co....	250
	Ditto	Ennor & Cia., Ltd.	250
	Ditto	Queiroz dos Santos	250
			30,440
27/3	«Euclid»—N. York,...	American Coffee Corp.....	5,000
	Ditto	Hard, Rand & Co.....	1,757
	Ditto	J. Aron & Co.....	1,750
	Ditto	Theodor Wille & Co.....	500
	Ditto	Martins, Wright & Co....	263
	Ditto	Leon Israel & Co.....	250
	Ditto	Rangel Oliveira & Co....	250
	Ditto	Oswaldo Ferreira & Co....	250
	Ditto	Ennor & Cia., Ltd.	175
	Ditto	Cia. Leme Ferreira.....	125
	Ditto	Junqueira, Meirelles & Co.	100
			10,420
17/3	«T. Fagelund»—N. York	McLaughlin & Co.....	2,450
	Ditto	Theodor Wille & Co.....	2,220
	Ditto	E. Johnston & Co.....	1,500
	Ditto	Junqueira, Meirelles & Co.	1,125
	Ditto	Hard, Rand & Co.....	1,000
	Ditto	Andrade Junqueira & Co..	699
	Ditto	Naumann, Gepp & Co....	500
	Ditto	R. A. Danon & Co.....	250
	Ditto	Raphael Sampaio & Co..	250

Ditto—Consumption	Lars Packness	2	30/3 «Pará»—Helsingfors...	Leon Israel & Co.	550
		9,996	Ditto	Cia. Prado Chaves	500
27/3 «D. Giovanna»—Genoa.	Hard, Rand & Co.	1,127	Ditto—Bergen	Almeida Prado & Co.	500
Ditto	Nossack & Co.	1,000	Ditto—Copenhagen	Cia. Leme Ferreira	125
Ditto	Cia. Leme Ferreira	500	Ditto—Oslo	Leon Israel & Co.	112
Ditto	Nioac & Co.	450			1,787
Ditto	Sampaio Bueno & Co.	250	31/3 «Desirade»—Havre.....	J. Aron & Co.	3,875
Ditto	E. Johnston & Co.	127	Ditto	Leon Israel & Co.	2,500
Ditto	Asiatic Trading Corp.	125	Ditto	Naumann, Gepp & Co.	2,375
Ditto	Oswaldo Ferreira & Co.	71	Ditto	Nossack & Co.	1,300
Ditto	Prudente, Ferreira & Co.	50	Ditto	E. Johnston & Co.	1,125
Ditto	Rodolpho Pimentel	4	Ditto	Hard, Rand & Co.	1,000
Ditto	J. Berti & Co.	3	Ditto	Cia. Paulista de Exportação	1,000
Ditto	Theodomiro Freitas & Cia	1	Ditto	Theodor Wille & Co.	1,600
Ditto—Naples	S. Nacional Exportadora.	500	Ditto	Asiatic Trading Corp.	1,000
Ditto	Ind. Reu. F. Matarazzo.	2	Ditto	Eduardo M. Hafers	1,000
Ditto—Alexandria	Oswaldo Ferreira & Co.	375	Ditto	Sampaio Bueno & Co.	500
Ditto—Catania	Hard, Rand & Co.	250	Ditto	Franco Soares & Co.	500
Ditto—Livorno	Theodor Wille & Co.	125	Ditto	Andrade Junqueira & Co.	500
		4,960	Ditto	Almeida Prado & Co.	500
27/3 «Ceylan»—Havre.....	Asiatic Trading Corp.	3,000	Ditto	Ferreira Ruivo & Co.	375
Ditto	Picone & Filhos, Ltd.	2,500	Ditto	J. C. Mello & Co.	250
Ditto	Sampaio Bueno & Co.	2,250	Ditto	Lima Nogueira & Co.	2
Ditto	A. S. Michelet	2,000	Ditto—Bordeaux	Naumann, Gepp & Co.	875
Ditto	J. C. Mello & Co.	2,000	Ditto	Martins, Wright & Co.	125
Ditto	Prudente, Ferreira & Co.	1,198	Ditto—Antwerp	Toledo Assumpção & Co.	1
Ditto	A. Ferreira & Co.	1,000			19,801
Ditto	Theodor Wille & Co.	750	31/3 «Arlanza»—B. Aires...	Lima Nogueira & Co.	685
Ditto	Ferreira Ruivo & Co.	625	Ditto	Vidal & Co.	593
Ditto	Cia. São Paulo Exportação	500	Ditto—Montevideo	Lima Nogueira & Co.	100
Ditto	Almeida Prado & Co.	375			1,378
Ditto	Rangel, Oliveira & Co.	250	31/3 «C. Ro-so»—Genoa.....	Ferreira Ruivo & Co.	625
Ditto—Antwerp	S. Nacional Exportadora.	1,125	Ditto	Cia. Santos e C'pinas A.G.	250
Ditto	Theodor Wille & Co.	929	Ditto	Martins, Wright & Co.	125
Ditto	Nossack & Co.	650	Ditto	D. Gomes	5
Ditto	Prudente, Ferreira & Co.	375	Ditto	Cioffi, Guerra & Co.	4
Ditto	Asiatic Trading Corp.	250	Ditto	José Pagano	3
Ditto	Cia. Prado Chaves	250	Ditto	Amadeo Frigoli & Co.	2
Ditto	J. Aron & Co.	125	Ditto	Ribeiro de Barros & Co.	1
Ditto	Vidal & Co.	125	Ditto	Damazio & Pires	1
Ditto	Leopoldo Figueiredo & Co.	20	Ditto—Consumption	E. Paolinetti	2
Ditto—Hamburg	J. C. Mello & Co.	282			1,018
Ditto—Nantes	J. C. Mello & Co.	125			225,951
Ditto—Brest	Ribeiro de Barros & Co.	125			
		20,829			
29/3 Siris—Havre.....	J. Aron & Co.	1,250			
Ditto	Prudente, Ferreira & C.	750			
Ditto	Vicente C. Mello	500			
Ditto	Oswaldo Ferreira & Co.	375			
Ditto—Antwerp	Baccarat & Co.	122			
Ditto	Prudente, Ferreira & C.	125			
Ditto—London	Asiatic Trading Corp.	73			
		3,205			
30/3 «Barbacena»—N. Orleans	Vieri S/A.	4,000			
Ditto	J. Aron & Co.	3,875			
Ditto	Naumann, Gepp & Co.	2,250			
Ditto	Almeida Prado & Co.	2,000			
Ditto	Sion & Co.	750			
Ditto	Queiroz dos Santos	750			
Ditto	E. Johnston & Co.	750			
Ditto	Prudente, Ferreira & C.	650			
Ditto	Sampaio Bueno & Co.	600			
Ditto	Bartholomei Serra & Co.	250			
Ditto	Vidal & Co.	250			
Ditto	Oswaldo Ferreira & Co.	250			
Ditto	Theodor Wille & Co.	250			
Ditto	Cia. Paulista de Exportação	250			
Ditto	A. Ferreira & Co.	95			
Ditto—Houston	Theodor Wille & Co.	7,500			
		24,470			
30/3 «W. Imboden»—Baltimore	J. Aron & Co.	4,750			
Ditto	Leon Israel & Co.	2,500			
Ditto	Franco Soares & Co.	1,500			
Ditto	Hard, Rand & Co.	1,250			
Ditto	Junqueira, Meirelles & Co.	500			
Ditto	Martins, Wright & Co.	500			
Ditto—Norfolk	Hard, Rand & Co.	500			
Ditto	Sampaio Bueno & Co.	250			
Ditto—Philadelphia	Leon Israel & Co.	250			
		12,000			
30/3 Leodio—Consumption..	Eduardo M. Hafers	2			

Total Overseas 225,951

COASTWISE

23/3 «Maranguape»—R Janeiro	Almeida Prado & Co.	1
14/3 Aratimbo—Porto Alegre	Vicent C. Mello	255
Ditto Rio Grande.....	G. C. Silveira	100
		356
Total Coastwise		356

SWEDISH COFFEE STATISTICS
(Statistics of M. A. Sayner & Co., Stockholm).
BAGS OF 60 KILOS

	1920	1928	1927	1926	1925
Jan. 1st....	154.358	118.295	150.088	113.192	127.359
Feb. 1st....	182.510	112.548	141.771	108.096	120.036
March 1st..	125.824	128.433	138.828	126.958	135.130

ARRIVALS

January	28.585	50.048	42.009	39.146	54.794
February ..	40.111	73.368	49.608	69.297	49.547

DELIVERIES

January ...	50.433	55.795	50.326	44.242	53.117
February ...	46.797	57.483	52.551	50.435	43.453

RUBBER.

HARD FINE PARÁ-CABLE QUOTATIONS. Hard Fine Pará, was quoted on April, 6 1929, as follows:—

London, 1s 0 1/2d per lb.; Para, 3\$200 per kilo, as against 1s. 0 3/4d. par lb. and 3\$100 per kilo respectively on March, 30, 1929, and 1s. 0 1/4 d., and 3\$000 on April 7, 1928.

PARÁ RUBBER MOVEMENT AND PRICES (BY CABLE). The Movement of rubber at Pará during the week ending April 6, 1929, was as follows:—

Stock on March 30, 1929	8,468.936
Entries during the week ending April 6	452.264
Available	8,921.200
Clearances during the same week:	
To United States	133.232
To Europe	245.065
To Sundry ports	16.040
	444.337

Stock on April 6, 1929

Spot prices were quoted in April 6, as follows per kilo:

	April 6	March 30
Upriver fine	3\$200	3\$100
Upriver coarse	1\$500	1\$550
Island fine	2\$200	2\$200
Island coarse	1\$350	1\$350
Cancho Ball	1\$600	1\$650

SUGAR

The Pernambuco Market closed on 3 April 1929, firm, with quotations as follows, per 15 kilos; Usinas 1st sorts, nominal Crystals, 14\$500 to 15\$000; Demeraras nominal, 3rd sorts, 11\$000 to 11\$500; Somenos, 10\$000 to 10\$500 and Brutos seccos, 6\$500 to 9\$000 as against Usinas 1st sorts nominal crystal, 14\$500 to 15\$000; Demeraras nominal 3rd sorts, 12\$500 to 13\$000; Somenos, 11\$500 to 12\$500; Brutos, 6\$500 to 9\$700 on the previous Wednesday.

The movement at Pernambuco for the week ended 3 April 1919, was follows in bags of 60 kilos:

Stock on 27 March	1,105,900
Entries during week ended March 27	56,100
Available	1,162,000
Deliveries during the same week	53,400

Stock on 27 March 1929	1,103,600
Ditto, 28 March 1928	392,500

For the crop to date estries amounted 3,791,400 bags as against 3,435,300 bags for the same period last crop.

The Rio Market closed on 3 April esteady, with prices quoted as follows, per kilo; srystal 1\$250 to 1\$267; Demeraras, 1\$067 to 1\$100; Mascavinho, 1\$067 to 1\$100; Mascavo, \$817 to \$867.

The movement at Rio de Janeiro for the week ended 3 April 1929, was as follows:

Stock on 27 March 1929	200,211
Entries during the week ended April 3	73,902
Available	274,113
Deliveries during the same week	79,737

Stock on 27 March	194,376
Ditto, on 28 March, 1928	392,092

Loose Leaf Ledgers and Transfers.

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137 Fenchurch Street—LONDON E.C.3.

Established 1905 — 1st Class References.

QUOTATIONS OF COTTON AND SUGAR IN FOREIGN MARKETS.

During the week ending March 28, 1929

	Mar. 29	30	1	2	3	4
COTTON —						
per lb.						
Liverpool 12.30 p.m. pence...						
Pernambuco and Maceio Fair Spot				11.15	11.00	10.85
American Fully Middling Spot				10.90	10.80	10.65
American Futures May			Holiday	10.66	10.58	10.45
" " July				10.57	10.50	10.47
" " October				10.45	10.49	10.36
" " January				10.41	10.45	10.33
New York American Middling Uplands Spot - cents				20.75	20.45	20.55
American Futures May				20.58	20.30	20.41
" " July				20.01	19.99	19.77
" " October				19.00	19.97	19.80
" " January				20.09	20.04	19.87
SUGAR:						
London Close—Per cwt.						
Futures March				11 1/4	11 1/3	11 1/2
" " May				11 10 1/2	11 1/3	11 7 1/2
" " August				12 1/3	12 1/2	12 1/2
" " December				12 1/4	12 1/2	12 1/2
New York Close—Per lb. cents						
" " Futures March						
" " " May				1.87	1.86	1.83
" " " July				1.97	1.97	1.93
" " " September				2.07	2.08	2.04
" " " December				2.17	2.16	2.14

COTTON.

The Pernambuco Market closed on 3 April, with first sorts quoted at 55\$000 buyers, against 50\$000 buyers on the previous Wednesday and 59\$000 buyers on 4 April last year.

The movement at Pernambuco for the week ended 3 April 1929, was as follows, in bales of 80 kilos:

Stock on 27 March	9,800
Entries during the week ended 27 March	1,000
Available	11,400
Deliveries during the same week	3,200

Stock on 3 April 1929	8,200
Ditto, on 4 April 1928	3,300

For the crop to date entries amounted of 129,800 bales as against 125,900 bales for the same period last crop.

The Rio Market closed on 3 April 1929, steady with prices quoted as follows:

	3 April '29	27 March '29	4 April '28
Sertões	47\$000-48\$000	47\$000-48\$000	47\$000-49\$000
Medium	44\$000-45\$000	44\$000-45\$000	45\$000-47\$000
First	41\$000-42\$000	41\$000-42\$000	42\$000-44\$000
Paulista	—	—	48\$000-45\$000

The movement at Rio de Janeiro during the week ended 3 April 1929, was as follows:

Stock on 27 March 1929	25.083
Entries during the week ended April 3.....	2.601
Available	27.684
Deliveries during the same week.....	1.950
Stock on 3 April 1929.....	25.734
Ditto, 4 April 1928.....	16.701

COTTON, SUGAR, BEANS, RICE, MANDIOCA, MEAL AND LARD.

There were no clearances overseas of these commodities at the ports of Rio and Santos during the weeks ended April 3 and 10, 1929.

COCOA.

Clearances overseas of Cocoa at the ports of Rio and Bahia during the weeks ended April 3 and 10, 1929, in bags of 60 kilos were as follows:—

From Bahia:—

March:

- 7—HOLLYWOOD, Colombia 4,600 bags; S. Pedro 500 bags; S. Francisco 4,650 bags; Melbourne 167 bags; Sydney 133 bags; Auckland 67 bags.
- 9—TERESA, Trieste, 200 bags.
- MONTE OLIVIA, Hamburg 325 bags.
- SAMBRÉ, Havre 825 bags; Antwerp 100 bags; Rotterdam 633 bags; Hamburg 750 bags; London 333 bags; Southampton 500 bags.
- CERVINO, Genoa 1,925 bags.
- 10—BOSWELL, New York 1,000 bags.
- 11—TUNISIER, Dantzig 175 bags; Antwerp 250 bags.
- 14—LANTARO, Montevideo 1,300 bags; Valparaiso 1,330 bags.
- 13—DOURO, Montevideo 200 bags.
- 15—LALANDE, Buenos Aires 3,950 bags.
- MADRID, Bahia 500 bags.
- 16—WESTERN WORLD, New York 1,500 bags.
- 17—VALPARAISO, Gothenburg 300 bags; Malmo 750 bags; Stockholm 400 bags.
- 18—GENERAL BELGRANO, Vigo 100 bags; Hamburg 575 bags.
- KENNEMERLAND, Amsterdam 3,050 bags.
- 19—CUYABÁ, Rotterdam 250 bags.
- SALTA, Trondgen 100 bags; Dantzig 200 bags; Kolding 250 bags.
- 20—IPANEMA, Marseilles 725 bags; Barcelona 400 bags; Genoa 1,200 bags.
- 22—AMIRAL TROUDE, Havre 700 bags.
- 27—NEVADA, Copenhagen 250 bags; Kolding 200 bags; Dantzig 500 bags.
- 28—PERNAMBUCO, Hamburg 2,300 bags.
- 31—WURTEMBERG, Rotterdam 200 bags.
- Total 28,763 bags, valued at £ 142,144.

MEAT.

Clearances overseas of frozen or chilled meat, pork and offal at the ports of Rio & Santos during the weeks ended April 3 and 10, 1929, in tons of 1,000 kilos, were as follows:—

From Santos:—

Beef.

March:

- 20—FORMOSE, Casablanca, Continental Prod. Co. 30 tons; Havre, Cia. Armour 202 tons, Continental Prod. Co. 100 tons; Antwerp, Continental Prod. Co. 165 tons; Hamburg, Continental Prod. Co. 65 tons; Cia. Armour 152 tons.
- 23—ANDES, Southampton, Continental Prod. Co. 28 tons.

- 24—NAGARA, London, Continental Prod. Co. 122 tons.
- 25—AVILA, London, Frig. Anglo 100 tons.
- 27—AUGUSTA, Genoa, Continental Prod. Co. 34 tons; Civitavecchia, Cia. Armour 203 tons; Genoa, Cia. Armour 127 tons, Frig. Anglo 121 tons.
- 31—DESIKRADE, Havre, Continental Prod. Co. 192 tons; Antwerp, Continental Prod. Co. 75 tons; Hamburg, Continental Prod. Co. 173 tons; Cia. Armour 127 tons.
- Total, 1,814 tons, valued at £ 52,862.

Offal.

March:

- 20—FORMOSE, Hamburg, Cia. Armour 4 tons.
- 23—ANDES, Southampton, Continental Prod. Co. 2 tons.
- 24—NAGARA, London, Continental Prod. Co. 40 tons.
- 25—AVILA, London, Frig. Anglo 74 tons.
- Total, 120 tons, valued at £ 4,080.

HIDES.

Clearances overseas of dry or salted hides at the ports of Rio and Santos during the weeks ended April 3 and 10, in units and tons of 1,000 kilos, were as follows:—

From Rio de Janeiro:—

March:

- 15—CUYABÁ, Hamburg, Th. Bremer (200 dry) 2 tons.
- 21—ALSINA, Marseilles, Th. Bremer (523 dry) 2 tons.
- 22—PERNAMBUCO, Hamburg, Frig. Anglo (999 salt) 28 tons; Bally (459 bales salt) 25 tons.
- 28—WURTEMBERG, Hamburg, L. Mathias (742 dry) 8 tons.
- 31—BAGÉ, Lisbon, Collaço & Co. (636 salt) 7 tons.
- Total, 72 tons, valued at £ 3,409.

MANGANESE

Clearances overseas of manganese ore at the ports of Rio and Bahia during the weeks ended April 3 and 10, in tons of 1,000 kilos were as follows:—

From Rio de Janeiro:—

March:

- 28—WYNBURG, Bayonne, Felix Ney 5,400 tons, valued at £ 11,410.

TOBACCO.

Clearances overseas of leaf tobacco at the ports of Rio and Bahia during the week ended April 3 and 10, in tons of 1,000 kilos, were as follows:—

From Bahia:—

March:

- 8—FLANDRIA, Amsterdam (630 bales) 47 tons.
- ANDES, Buenos Ayres (1,140 bales) 82 tons.
- 9—MONTE OLIVA, Rotterdam (30 bales) 2 tons; Hamburg (2,290 bales) 171 tons.
- 13—DOURO, Montevideo (507 bales) 36 tons.
- 15—LALANDE, Rosario (200 bales) 13 tons; Buenos Ayres (1,300 bales) 89 tons.
- MADRID, Bremen (4,118 bales) 302 tons; Hamburg (789 bales) 56 tons.
- 18—GENERAL BELGRANO, Hamburg (918 bales) 68 tons.
- KENNEMERLAND, Amsterdam (2,699 bales) 196 tons.
- 19—CUYABÁ, Bremen (1,000 bales) 63 tons.
- 20—IPANEMA, Oran (550 bales) 41 tons; Algiers (198 bales) 14 tons.
- 21—CAP NORTE, Hamburg (1,984 bales) 148 tons.
- 22—ZIEBLANDIA, Amsterdam (990 bales) 82 tons.
- 27—ARLANZA, Buenos Ayres (120 bales) 8 tons.
- 28—PERNAMBUCO, Bremen (1,531 bales) 115 tons.
- 31—WURTEMBERG, Hamburg (688 bales) 50 tons.
- Total, 1,583 tons, valued at £ 82,419.
- CLEARANCES OF SUNDRY PRODUCE
- Bananas in bunches.
- From Santos:—
- March:
- 18—SANTOS, Montevideo 8,580 bunches; Buenos Ayres 25,645 bunches.

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15 April**MASSILIA**

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— Rio de Janeiro —

ZEEELANDIA, Amsterdam 1,000 banches.
 21—MONTEVIDEO MARU, Buenos Ayres 15,236 banches.
 24—NAGARA, London 5,424 banches.
 26—MANCHESTER CIVILIAN, Montevideo 9,100 banches.
 27—PEDRO CHRISTOPHERSEN, Buenos Ayres 47,097 banches.

Total, 112,082 banches; total from 1st January to 10 April 1929, 918,696 banches.

SHIPPING
Steamer's Movements**THE ROYAL MAIL STEAM PACKET COMPANY**

ALMANZORA, left Santos April 7, for River Plate.
 ALCANTARA, due Rio April 18, for Santos and Plate.
 ANDES, arrived Southampton April 10, homewards.
 ASTURIAS, left Rio April 6, for Madeira direct.
 ARLANZA, arrives and leaves Rio April 14, for Bahia, Pernambuco and Europe.
 DESEADO, left Santos April 6, for River Plate.
 DESNA, due Rio April 17 for Santos and Plate.
 DEMERARA, due Rio May 1st, for Santos and Plate.
 DARRO, arrives and leaves Rio April 12, for Lisbon direct.
 HIGHLAND ROVER, left Rio April 9, for River Plate.
 PARDO, left Rio April 6, for Las Palmas and Europe.
 RAVENSHOE, due Rio April 11, from Barry.
 SARTHE, left Paranaguá April 6, for Rio Grande and Plate.
 SILAHUS, due Rio April 14, for Santos, etc.
 SIRIS, left Bahia April 6, for Pernambuco and Europe.
 SOMME, due Rio April 14, for Bahia, Pernambuco and Europe.

BOGOTA, due Rio May 31st, for West Coast ports.

LAMPORT & HOLT, LIMITED

VANDYCK, leaves Rio April 21, for New York via Trinidad and Barbados.
 VOLTAIRE, due Rio April 29, for Montevideo and Buenos Aires.
 VAUBAN, due Rio May 12, for Montevideo and Buenos Aires.
 BROWNING, leaves Rio April 13, for New York.
 HOGARTH, leaves Rio April 17, for Las Palmas, Leixões and Liverpool.

BRONTE, leaves Rio April 20, for Liverpool.
 BONHEUR, leaves Santos April 30, for New York.
 SOKRATES, leaves Santos May 16, for New York.
 RAINBURN, left Santos April 7, for Rio Grande.
 LIGHTTON, due Rio April 19, for Santos and Rio Grande.
 HOLBEIN, due Rio May 4, for Santos.
 TINTORETTO, due Rio May 13, for Santos and Rio Grande.
 BERNIN, due Rio April 19, for Santos, Montevideo, La Plata and Santa Fé.

NIPPON YUSEN KAISHI (Lamport & Holt, Ltd., Agents)
 BINGO MARU, leaves Rio April 17, for Cape Town, African ports and the Far East.

CHARGEURS RÉUNIS

KRAKUS, expected from the Plate April 12.
 MASSILIA, expected from the Plate April 15.

AURIGNY, expected from the Plate May 5.
 BELLE-ISLE, expected from the Plate May 5.
 LUTETIA, expected from the Plate May 6.
 BELLE-ISLE, expected from Europe April 14.
 LUTETIA, expected from Europe April 24.
 LIPARI, expected from Europe April 26.
 SWIATOBOD, expected from Europe May 1st.
 KIERGUELEN, expected from Europe May 6.

BLUE STAR LINE (Wilson, Sons & Co., Agents)
 AVILA, arrives London April 11, from South America.
 ALMEIDA, sailed Rio de Janeiro April 9, for St. Vincent, Madeira, Lisbon, Plymouth, Boulogne and London.
 ANDALUCIA, sailed St. Vincent C. V. April 4, for Rio de Janeiro (arr. April 12; sails 13), Santos, Montevideo and Buenos Aires.
 AVIGNON, sails London April 11, for Boulogne, Lisbon, Madeira, St. Vincent, Rio de Janeiro (arr. April 26; sails 27), Santos, Montevideo and Buenos Aires.

RODGEYSTAR, sails Santos April 15, for London direct.
OSAKA SHOSSEN KAISHA (Wilson Sons & Co., Ltd., Agents)
 MONTEVIDEO MARU, arrived Santos April 10, sails 16 for Rio de Janeiro (arr. April 17, sails 18), New Orleans, Galveston, Cristobal, Los Angeles, Yokohama and Kobe.
 HAWAII MARU, sailed April 2, from Colombo for Durban, Cape Town, Rio de Janeiro (arr. May 1st, sails same day), Santos, Montevideo and Buenos Aires.
 LA PLATA MARU, sails Kobe April 17, for Hong-kong, Singapore, Colombo, Durban, Cape Town, Rio de Janeiro (arr. May 31st, sails same day), Santos, Montevideo and Buenos Aires.

SANTOS MARU, arrived Yokohama April 11, sails 13 for Kobe.

MAINILA MARU, left Galveston April 10, for Cristobal, Los Angeles and Kobe.

PRINCE LINE (Houlder Brothers & Co., Ltd., Agents)
 SARDENIAN PRINCE, loads for Trinidad, New York and Boston April 26.

BRAZILIAN PRINCE, loads for Trinidad, New York and Boston May 13.

CASTELIAN PRINCE, en route for New York.

KOREAN PRINCE, discharging at Rio de Janeiro.

CORSIKAN PRINCE, at Boston.

AFRICAN PRINCE, loading in New York for Rio de Janeiro and Santos.

MUNSON STEAMSHIP LINES (Federal Express Co., General Agents)

WESTERN WORLD, left New York April 6, due Rio April 18, Santos April 19, Montevideo April 22, Buenos Aires April 24.

SOUTHERN CROSS, left Rio April 10, due Bahia April 12, New York April 23.

PAN AMERICA, arrived Buenos Aires April 10.

AMERICAN LEGION, sails New York April 20, due Rio May 2, Santos May 3, Montevideo May 6, Buenos Aires May 8.

MC. CORMICK STEAMSHIP CO. (P. A. B. LINE) (Federal Express Co., General Agents)

WEST CAMARGO, left Santos April 9 for Pacific ports of United States of America, calling Bahia and Puerto Columbia.

WEST NILIUS, due Santos April 28, sails April 30 for Pacific ports, calling Bahia, Pará and Puerto Columbia.

MUNSON STEAMSHIP LINE — CARGO VESSELS (Federal Express Co., General Agents)

W. D. MUNSON, in Santos, will sail April 12 for New York direct.

MUNORLEANS, left New York April 10, due Bahia April 30, Rio May 2, Santos May 4.

NORDDEUTSCHER LLOYD, BREMEN (Herm. Stoltz & Co., General Agents)

SIERRA VIENTANA, left Rio April 11 at homewards for Europe and arrives April 28 at Bremen.

SIERRA MORENA, left Rio April 10, for La Plata ports and arrives April 15, in Buenos Aires.

SIERRA CORDOBA, leaves Bremen April 13, for South America and arrives May 1st in Rio.

MADRID, leaves Bremen April 20 for South America and arrives May 11 in Rio.



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RIO — SANTOS — SÃO PAULO.

WIERRA, left Rio April 5 homewards for North Brazil and Europe and arrives April 25 at Bremen.

WESER, at Buenos Aires.

GOTHA, left Rio April 20 for La Plata ports, and arrives April 26 at Buenos Aires.

ARTA, left Antwerp March 11 for South America.

HOLSTEEN, left Hamburg March 25 for South America and arrives April 18 in Rio.

TURPIN, left Antwerp March 31 for South America, and expected April 25 in Rio.

PORTA, left Antwerp April 5 for South America, and expected April 29 in Rio.

HAMBURG SÜDAMERIKANISCHE DAMPSCHIFF-FAHRTS-GESSELLSCHAFT (Theodor Wille & Co., Agents).

CAP ARCONA, expected Hamburg April 22.

CAP POLONIO, leaves Rio April 13 for Hamburg.

CAP NORTE, leaves Hamburg April 13.

ANTONIO DELFINO, expected from Hamburg April 15.

MONTE CERVANTES, Mediterranean pleasure cruises.

MONTE OLIVIA, left Hamburg April 6.

MONTE SARMENTO, left Rio April 9, for Hamburg.

ARGENTINA, in Hamburg.

BAHIA, left Hamburg April 9, for South Brazil.

BILBAO, expected from Hamburg April 26.

ENTRERIOS, in Rio Grande do Sul.

ESPAÑA, in Buenos Aires.

LA CORUNA, en rout for Hamburg from Buenos Aires.

PARANA, left Hamburg April 10, direct for South Brazil ports.

PERNAMBUCO, left Rio March 21, for Hamburg via Bahia.

RIO DE JANEIRO, at Rio Grande.

SANTA FE, en route for Hamburg.

SANTA TEREZA, left Hamburg April 4, por Brazilian ports.

TENERIFE, left Rio April 6, por Hamburg.

VIGO, in Buenos Aires.

VILLAGARCIA, from Buenos Aires to Hamburg.

HAMBURG - AMERIKA LINIE, HAMBURG (Theodor Wille & Co., Agents)

BADEN, in Buenos Aires.

BAYERN, from Hamburg April 4, for Brazil and River Plate. WUERTTEMBERG, left Rio March 27, for Hamburg via Bahia and Rotterdam.

GENERAL BELGRANO, in Hamburg.

GENERAL MITRE, left Rio April 5, for Hamburg via Bahia.

HOLM, expected from Hamburg April 11.

ALTMARK, at River Plate.

ANTIOCHIA, at River Plate.

ARAGONIA, en route for Hamburg from Bahia Blanca.

CUBA, at River Plate.

FUERST BUELOW, at River Plate.

GEORGIA, in Santos.

NIEDERWALD, leaves Hamburg April 13, for Brazil and Santa Fe.

STIEGGERWALD, left Leixões April 1 for Brazil and River Plate.

SCHWARZWALD, in Santos.

JOHNSON LINE (Luiz Campos Filhos & Co., Agents)

PACIFIC, left Gothenburg on the 26 ult., for Rio, Santos, Montevideo and Buenos Aires. Due here on 22 inst.

LIMA, left Gothenburg on the 27 ult., for Rio, Santos and Buenos Aires. Due here on 21 inst.

SAN FRANCISCO, due to leave Gothenburg on the 20 inst., for Rio, Santos, Montevideo and Buenos Aires. Due to arrive here on May 15.

KRONPRINSESSAN MARGARETA, due to leave Gothenburg on 27 inst., for Rio, Santos and Buenos Aires. Due here on May 22.

VALPARAISO, due to leave Gothenburg on May 5, for Rio, Santos, Montevideo and Buenos Aires. Due here on June 1st.

VALPARAISO, left Bahia 16 ult., and arrived at Gothenburg on 7 inst.

KRONPRINS GUSTAF ADOLF, left Victoria 31 ult., proceeded direct to Sweden and Finland.

SANTOS, due to leave Buenos Aires on April 15, loading at Santos April 20, Rio 23 inst., Victoria 25 inst., Bahia April 29, for Sweden and Finland.

PEDRO CHRISTOPHERSEN, due to leave Buenos Aires 26 inst., loading at Santos May 2, Rio May 4, Victoria May 6, Bahia May 8, for Sweden and Finland.

LIMA, due to leave Buenos Aires May 20, loading at Santos May 25, Rio May 28, Victoria May 30, Bahia June 3, for Sweden and Finland.

THE NORWEGIAN SOUTH AMERICA LINE (Fredrik Engelhart, Agent)

LISTA, loading Rio about April 17 for Denmark, Iceland, Finland, Norway and Baltic ports.

AAGOT, arrived Rio April 7, expect to sail today Santos.

TORR-HEAD, arrived Rio today, for Santos and Buenos Aires.

CRUX, arrived Rio April 9, sailing 12 inst. for Santos and Buenos Aires.

BRA-KAR, loading Rio early May for Denmark, Iceland, Finland, Norway and Baltic ports.

BAYARD, loading Oslo and Aalborg this month for Rio, Santos and Porto Alegre.

COMETA, left Aalborg April 9, for Rio, Santos and Buenos Aires, due Rio May 4.

BORGLAND, loading Oslo first half April, sailing West Norway April 23, for Santos and Buenos Aires.

SALTA, loading Aalborg end April, Orlo early May, West Norway middle May, for Rio, Santos and Buenos Aires.

RIO CAPE LINE (Cumming Young, Agent)

BINGO MARU, leaves Rio April 17.

DET FORENEDE DAMPSKIBS-SÆLSKAB (Cumming Young, Agent)

For Denmark, Finland and Baltic ports:

LOUISIANA, leaves Rio April 13.

ARIZONA, leaves Rio first half May.

OREGON, leaves Rio second half May.