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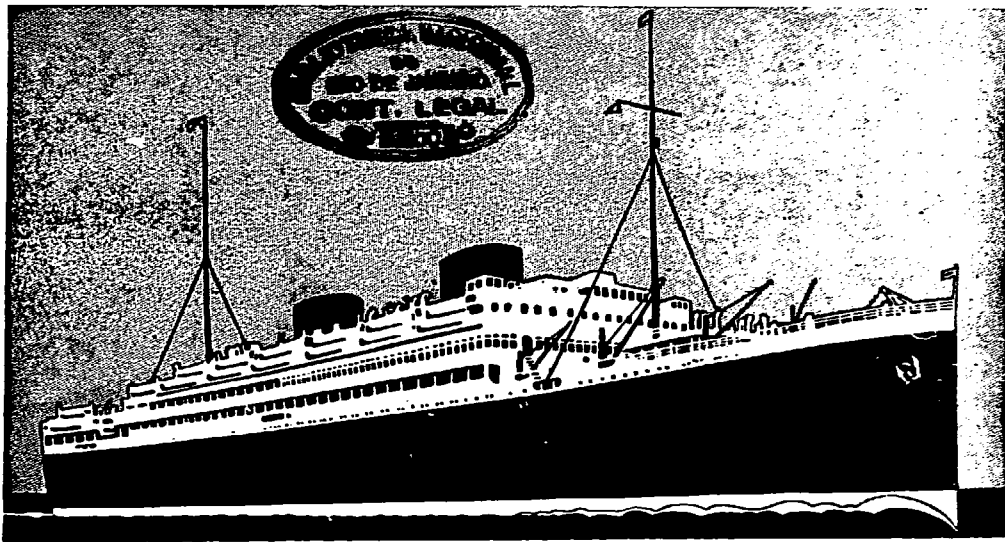
Mailman's Brazilian Review

A WEEKLY JOURNAL OF TRADE, FINANCE, ECONOMICS AND SHIPPING.
ESTABLISHED 1898

VOL. 21

RIO DE JANEIRO, THURSDAY, JULY 3, 1930

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ALCANTARA	25 Sep.	ALMANZORA	14 Sep.	DESEADO	25 Aug.
ASTURIAS	23 Oct.	ARLANZA	12 Oct.	DESNA	8 Sep.
ALCANTARA	20 Nov.	ALMANZORA	9 Nov.	DEMERARA	22 Sep.
ASTURIAS	18 Dec.	ARLANZA	4 Dec.	DARRO	20 Oct.

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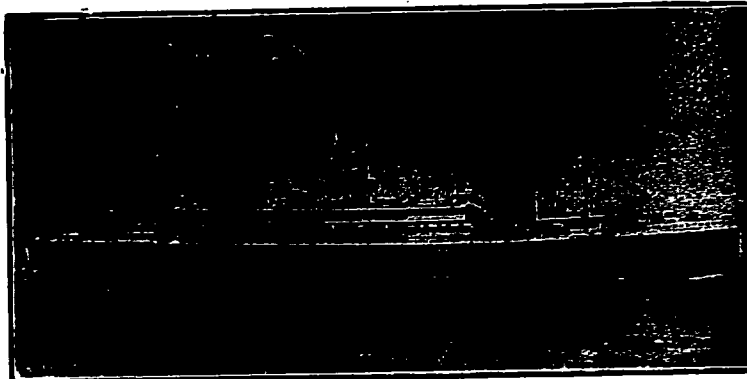
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Wileman's Brazilian Review

A WEEKLY JOURNAL OF TRADE, FINANCE, ECONOMICS AND SHIPPING

VOL. 21

THURSDAY, JULY 3, 1930

N. 27

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- 15—«Bayern, Hamburg A. Linie
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- 23—«Western Prince», Furness Prince Line

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- 9—«Vigo», Hamburg Sued. Damp. Ges.
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- 14—«Cap. Norte», Hamburg Sued. Damp. Ges.
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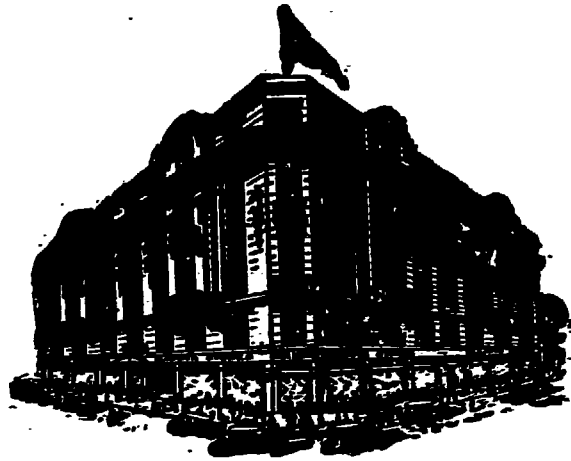
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NOTES

THE OUTLOOK

THE EXCHANGE MARKET

Rio de Janeiro, July 2nd, 1930.

90 days closing drawing rates:—

Rio de Janeiro, 25th June, 1930

	Bk Brazil Pence	Other Bks Pence	Rio-N.Y. Dol.	N.Y.-London Dol. to £.
June 28th, 1930	5 59/64	5 41/64	85780	\$ 4.86
July 2nd, 1930	5 19/64	5 7/16	85960	\$ 4.86 1/4
Rise or fall	- 21/64	-13/64	+0\$200	+\$0.00 1/4

The exchange market, if such a thing exists locally at this juncture of one of the most critical periods in its history, is swathed in bandages following the very nasty jar consequent upon the sudden and unexpected resignation this morning on the part of the Bank of Brazil to force of circumstances by abdicating from its triennial obstinate strategical stabilisation level of 5 59/64d to a modest, but disintegrating rate of 5 19/32d, with a tendency to run wild owing to the lack of the essential element, particularly that of presage.

There is something lacking, something that does not meet the vision of even the academical element, at moment's notice, that, in view of the extraordinary balance in favour of exports, which reflects strongly upon the balance of payments, leaves us somewhat in the dark and

at a loss to tender some explanation for such a disconcerting phenomenon in the very limited space of time at our disposal. The President of the Bank of Brazil made a statement to a press representative this afternoon to the effect that he is not in a position to offer any explanation beyond the fact that the Bank is acting in obedience to the instructions received from the Minister of Finance. Rather than venture into speculative conjectures, we prefer, in view of the very limited space of time at our disposal, not to draw at hasty conclusions, but to defer them until (our next issue) we have framed a matured conception of the true state of affairs.

The fact that the Government had the courage to abandon stabilisation, in the face of their pledge, and grant the exchange market freedom of action, is deserving of some consideration and judicial investigation into the causes which compelled them to surrender an apparently firmly established policy.

The actual situation does not inspire confidence. Being free of fettering restrictions, however, were it coupled with a moderate manipulation of the volume of the inconvertible currency in circulation, the depression so much in evidence at the present moment would be lessened, and the market would regain confidence on its own merits to a marked extent, were a frank statement made in connection with the causes that led the Government to abandon stabilisation.

Under the present dubious circumstances, it is dangerous to forecast the future of exchange, coffee and the conditions in general and all that interested elements can anticipate is a period of transition, whatever that may signify in the face of a change of Government.

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DISTRIBUTION OF THE FOREIGN TRADE OF BRAZIL—PART. I.

The distribution of the overseas trade of Brazil during the first quarter of the current year is very instructive, in view of the ambitions of certain countries in connection with expansion of trade with South America.

Actually, the world-wide tariff question is giving rise to choleric discussions and terrible threats of retaliation are being showered upon all the countries which have raised, or propose raising, their customs tariffs on foreign imported merchandise.

The United States rank as leaders in this respect, following the approval by Congress of the new tariff of a strangling nature, likely to aggravate the international debt question to such an extent as to alienate any opportunity of ingratiating. The corollary of such a corrupt policy will be the wayward imposition of retaliatory tariffs.

The whole world is actually thinking in terms of tariff protection and judging by the tendency, every country is projecting the protection of its industries, irrespective of economic effects and in some cases, far from having the desired effect, the issue will be a profound disturbance in international finances and goodwill and a British Empire tariff wall of an impregnable nature. Even the United Kingdom, the traditional free trade nation, is actively stirring the tariff protection question, which has been adopted as a British Empire Free Trade Campaign, coupled with the safeguarding of trade demands, both of which are supported not only in Great Britain by virtually the mass of the people, irrespective, almost of political colour, but has the sympathy of the whole Empire, which is in a position to impose conditions in virtue of its immense resources.

When every country has satisfied its glut for protection and the world is buried deep in financial mire and hatred, no peace pacts or armament reductions will prevent procrastination and possibly a greater calamity than the bloodiest of wars. It will be the case of the survival of the fittest at a sacrifice almost beyond the limits of suffering, in spite of spectacular attempts to reduce the effects of wars, and what-not. In the meanwhile, whilst certain countries sincerely endeavour to establish peace and goodwill between nations, the scum of the world — the Soviet Republic — redouble their energies in the dissemination of their repugnant designs. And yet, there are idealists who conceive a United States of Europe, in the face of putrid sovietism, responsible for all the trouble raging in India and China; a bellicose Italy, impersonated in the person of its „adorable Duce“; and a somewhat irritable France.

In the meanwhile, tariff walls grow up like mushrooms and trade, incidentally, dwindles and the value of every commodity and manufacture, not to speak of stocks and shares, crumbles, with no benefit to the consumer, and stabilisation of the currency in Brazil takes an inglorious exit, coffee prays for frost or some other „welcome disaster“, such as providential destruction of stocks, and in spite of the marvellous progress of science, civilisation, represented by human sentiment, is perverted and we appear to be no better than our forefathers, in spite of Einstein's theory of Relativity and his new discovery of a series of equations which may show that space, with its metric structure, is the primary thing, and that matter in all its form is derived from it. It all sounds like a crazy dream, but if Einstein has made a new discovery in connection with „space“ of such a wonderful nature, may he not apply his latest theory to human sentiment and obtain the same „matter“ from space in the shape

of a nerve tonic for such patriots as Mussoline, ailing money and coffee markets and turbulent professional politicians?

COFFEE ESTIMATES

1930/1931 Crop

State:	Official	Our Own
São Paulo	7,500,000	8,500,000
Minas	3,200,000	3,500,000
Esp. Santo	1,531,000	1,500,000
Paraná	420,000	500,000
Pernambuco	50,000	50,000
Bahia	50,000	100,000
Goyaz	30,000	30,000
Santa Catharina	100,000	100,000
Rio de Janeiro	909,000	1,000,000
Matto Grosso	—	20,000
Total	13,790,000	15,500,000

Exportable through the Port of:—

Rio	2,000,000	2,500,000
Santos	11,000,000	10,000,000
Paranaguá	—	570,000
Victoria	—	1,500,000
Bahia	—	90,000
Pernambuco	—	45,000
Other ports (Brazil)	—	150,000

Total, excluding shipments) 15,855,000
on a/c of Real Loan drawn from)
Retained Stocks.)

Note:— The difference of 555,000 bags will have to be drawn upon retained stocks.

Free Stocks, Brazil on 30/6/30	—	1,590,000
Retained, ditto, Santos	21,000,000	—
Ditto, rest	2,500,000	23,500,000

Visible Supply — 25,090,000
Brazil 1930/31 Crop (our)

Total — 40,390,000
Exports Brazil 1930/31 — 15,860,000

Vis. Supply Brazil 30/6/31 — 24,530,000

Which last distributed as follows:—

Free stocks	1,600,000	—
Retained	22,930,000	24,530,000
Less to be exported gradually) during 10 years, in accordance) with the terms of the recent . . .) £20,000,000 Real Loan)	—	16,500,000

Balance — 8,030,000
Deduct free stocks — 1,600,000

Balance retained and) — 6,430,000
unprovided for.

Further analysis will be published in our next issue.

WILEMAN'S BRAZILIAN REVIEW

We beg to remind our readers that our offices have been moved to rue da Quitanda, 161, 1º andar, to which all local communications should be forwarded. Mailed matter, however, should be addressed to Caixa do Correio (P. O. Box) N.º 809, Rio.

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THE FOREIGN TRADE OF BRAZIL.

Imports of Merchandise by Class and Article

During the first three Months -- January to March

(Volume in tons of 1,000 kilos, except cattle -- head, motor-cars in unit)

	Volume			C. I. F. Value		
	1929 Tons	1930 Tons	1929 Contos	1930 Contos	1929 £ 1,000	1930 £ 1,000
<i>Class I. Live stock</i>	2,084	1,117	374	238	9	6
<i>Class II. Raw materials</i>						
Patent fuel, coal and coke	901,855	710,166	36,331	49,147	890	1,147
Cement	121,589	134,057	14,098	15,699	346	366
Iron and steel	26,349	17,319	12,516	8,295	307	194
Jute	4,436	4,465	8,674	8,144	213	190
Wool	551	341	13,545	6,758	332	158
Lumber and timber	12,060	13,225	6,160	9,571	151	153
Skins and hides	191	113	8,196	6,532	201	152
Sundries	40,638	33,384	88,165	54,451	2,159	1,279
Total class II	807,669	615,676	187,625	155,597	4,599	3,639
<i>Class III. Manufactured articles.</i>						
Cotton (Piece goods)	3,614	403	78,504	9,257	1,923	216
Cotton (other manufactures)	549	154	10,028	3,140	246	73
Motor-cars	13,810	249	59,341	2,781	1,454	65
Other vehicles	12,915	1,777	33,849	5,469	830	128
Rubber	1,781	824	14,510	7,317	356	171
Copper and alloys	1,492	1,970	7,134	9,441	175	220
Iron and steel	83,040	55,663	70,178	59,010	1,720	1,397
Gasoline	69,427	87,956	34,921	46,590	856	1,086
Kerosene	25,353	25,519	12,967	11,882	318	277
Wool	354	216	15,254	9,027	374	210
Linon	317	175	7,453	4,191	183	98
Earthenware, porcelain, glass and crystal	5,109	3,738	12,693	9,699	311	226
Machinery, apparatus, utensils and tools	21,954	19,548	114,015	110,232	2,795	2,572
Fuel oil	104,577	88,940	11,153	9,694	273	226
Paper and manufactures thereof	14,616	14,528	17,394	17,085	426	399
Chemical products, drugs and pharmaceutical specialities	20,983	8,862	18,023	15,325	442	358
Sundries	24,331	16,469	63,623	43,219	1,560	1,009
Total class III.	404,222	325,097	581,040	370,362	14,242	8,641
<i>Class IV. Food stuffs</i>						
Rice	663	—	573	—	14	—
Olive oil	799	1,740	3,605	5,857	88	137
Codfish	10,269	10,741	21,486	22,825	527	532
Potatoes	7,692	4,253	3,082	1,885	76	44
Drinks	6,365	4,119	14,050	8,957	344	299
Wheat flour	40,097	35,943	23,859	24,499	585	571
Fruits and nuts	1,561	1,416	3,521	4,111	86	96
Salt, rock and white	19,833	21,606	1,566	1,795	38	42
Wheat	175,534	173,067	72,527	78,676	1,778	1,834
Fodder	765	50	197	27	5	1
Sundries	5,653	4,394	15,765	11,865	387	276
Total class IV.	269,141	257,260	160,231	160,497	3,928	3,742
Grand total	1,481,120	1,495,563	929,270	686,694	22,778	19,019

—0—

CITY OF SANTOS IMPROVEMENTS CO.

Report for year ended Dec. 31, 1929, states that in 1929 a contract was entered into between this company and São Paulo Electric Co., Ltd., under which undertaking and business of this company as from Jan. 1, 1929, is being operated for account of São Paulo Electric Co., such company receiving for its own use all revenues and income of this company after payment thereof of working expenses in Brazil, and, on other hand, undertaking to pay to this company annually a sum sufficient to meet Debenture interest and sinking funds, dividend on Preference shares, and its office and general expenses. São Paulo Electric Co.,

also undertakes to provide such further sums as are required for additions and improvements to property. In accordance with terms of contract the company received from São Paulo Electric Co., Ltd., on revenue account during year, £47,248, which, added to £106,847 brought forward, amounted to £154,095. Out of this sum an interim dividend of 10 per cent. on Ordinary shares was declared and paid in November, 1929; £47,248 was applied in providing administration and general charges, directors' fees, Debenture interest and sinking funds and in paying fixed dividend on outstanding Preference shares, leaving a balance of £6,847 to be carried forward.

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THE REPORT ON INDIA

By Joseph Martin.

Recent events in India have aroused World-wide interest, and the publication on the tenth of June of the first volume of the Report of the Indian Statutory Commission was welcomed by every student of Indian affairs, for it gave a splendid opportunity for detailed study of the elements of one of the most difficult and complex problems confronting the British Government. The Chairman of the Commission, on which were represented all the three British political parties, was Sir John Simon, the great lawyer and politician, and the Commission was generally referred to as the Simon Commission.

The task assigned to the Commission was «to inquire into the Working of the system of Government, the growth of education, and the development of representative institutions in British India»; and «to report as to whether and to what extent it is desirable to establish the principle of responsible government, or to extend, modify, or restrict the degree of responsible government existing». The first volume of the Report deals with the first part of the task, and the recommendations under the second part will be made in the second volume, which will be issued shortly. The first volume therefore sets out the problem in its various aspects, and it is «unanimous on all the fundamental matters». When it is realised that the seven members of the Commission differ radically in their general political views, this in itself is of considerable importance.

The British Government of the day announced in 1917 that their policy was «to provide for the increasing association of Indians in every branch of Indian administration, and for the gradual development of self-governing institutions, with a view to the progressive realisation of responsible government in British India as an integral part of the British Empire». The Commission considered that the British Parliament accepted that statement as a pledge made not merely by the particular Administration then in office, but as a pledge to India by Britain herself, and that it supplied «the governing conditions to be observed and satisfied by any and every scheme for India's future constitutional progress.»

The first work of the Commission was therefore to assemble and marshal the facts. To this end the members made two visits to India and travelled about 21,000 miles. The total area of India is 1,800,000 square miles — more than twenty times the area of Great Britain. About one-third of the whole area lies within the boundaries of the self-governing Indian States. These States number nearly 600, and they vary in size from Kashmir, or Hyderabad,

the largest, with an area greater than England and Scotland combined, to properties of a few acres, and the Report quotes «the extremely important conclusion» of a special committee that the Indian Princes should not be transferred without their own agreement to a relationship with a new Government in British India responsible to an Indian Legislature.»

According to the latest census, made in 1921, the population of British India was 247,000,000, and that of the Native States 71,900,000. The population is almost entirely rural, seventyone per cent of the people being occupied in agricultural pursuits. Although Hindustani is the language with the widest currency among the general population, it is far from being understood all over India, and 222 vernaculars were enumerated in the census. In British India there are 163,000,000 Hindus, and 59,500,000 Moslems, and their rivalries and dissensions form «one of the chief stumbling-blocks in the way of smoother and more rapid progress.» The caste system, which includes 2,300 different castes, is discussed by the Commission, but we have not the space to deal with it here. In this connection we might mention, however, that there are . . . 45,500,000 «untouchables» — outcasts and social pariahs who, for all other Hindus, «cause pollution by touch and defile food or water.»

Obviously one of the questions of importance is that of administration of this vast country. The Report brings out the very small proportion of British officials (3,500) to the total Civil Service of India, and there is in process a constant Indianisation of the Service. In the Department known as General Administration there are at present 630 Europeans out of a total of 5,500, not counting the lower classes of subordinates. In the Police Service, in a total of 187,000, only 600 officers and 800 sergeants are Europeans. In the Civil Medical Departments there are 200 Europeans in a total of nearly 6,000 fully or partly qualified medical men. In the Education Services there are 200 Europeans out of a total of about 1,500 officers in the higher grades. (In the Army there are 150,000 Indians, as against only 60,000 British troops.) The influence of the British officials is out of all proportion to their numbers, this being largely due to the fact that, in the diversity of languages and religions, and the consequent rivalries and antagonisms, the Englishman can observe and act as a neutral. His detachment allows him not only to judge fairly and to deal with racial troubles when they arise, but often to prevent their occurrence.

Education in India has not achieved the success that was hoped for, and the Government of the country must

devote themselves for a long period to the reorganisation of this service. Political consciousness has only developed to a small extent among the Indian masses. Where it does exist it is apt to be impatient of the machinery of politics. Indian political thought finds it tempting to foreshorten history, and is unwilling to wait for the final stage of a prolonged evolution. Space does not permit of any further lengthy summary of the contents of this important document, but one further reference of the Commission must be mentioned. Of late years great progress has been made in social reform movements in so far as they concern women, and the Report declares that «the women's movement in India holds the key of progress and the results it may achieve are incalculably great. It is not too much to say that India cannot reach the position to which it aspires in the world until its women play their due part as educated citizens.»

BRITISH FINANCE & COMMERCE

By Robert McKay.

Principal pronouncement of the financial year in Great Britain is the speech made by the Chancellor of the Exchequer when introducing the Budget. Next to this in order of interest and importance is his address to the British Bankers Association on the occasion of their Annual Dinner, when he is the guest of the evening. This latter event is carefully studied by all those interested in national economics, for the occasion presents an opportunity of making a wider survey than is possible in the necessarily more detailed Budget statement. Also the fact that the audience is more

concerned with business than with politics must influence the orator in the presentation of his case.

This year's Bankers Dinner was held recently in circumstances that did not give much scope for an optimistic address. Unemployment has increased, and during the past few weeks there has been a decline in the value of overseas trade. Further, the Chancellor of the Exchequer, Mr. Philip Snowden, found, it necessary in his recent Budget to increase taxation.

Beginning his address by mentioning the present difficulties of British industry, Mr. Snowden went on to point out that these difficulties are by no means a unique phenomenon - though he admitted that there is little consolation in the fact that other countries are in as bad, or even a worse condition, than this own. Nevertheless, he rightly stressed the fact that the present depression and consequent unemployment are common to all the industrial countries of the world. His information showed that the condition of unemployment in the United States was much more serious than could be gathered from the occasional references to the matter in the press. He said that unemployment in Germany was over one million more than a year ago; that Australia had a huge percentage of unemployment; and that in Tokio last month no fewer than 6935 factories were closed down.

These facts, he suggested, seemed to point to a common cause, though he did not suggest that that cause was the only one. Probably this common cause would be found in what he termed the «appalling» fall in world prices and the time lag in the fall of retail prices as compared with wholesale prices. Some optimists thought that prices had already touched bottom. Mr. Snowden said that he did not know if this was the case, but they must touch bottom some time, and when they did he thought there would be a very rapid recovery in trade all over the world.

With reference to the problem of Great Britain's heavy taxation, Mr. Snowden stated what were the two guiding principles of his financial policy. The first was that the country must pay its way. The country, he asserted, had been living upon its capital in the last few years and the day of reckoning had come. (This reference was perhaps due to the practice of using the proceeds of the sale of war-stores as Budget revenue). His second principle was with regard to debt. He had made provision for the replacement in the Sinking Fund of the deficit of last year. It was no use paying a debt with borrowed money. As to the Floating Debt, a year ago—even six months ago—this had reached menacing proportions, and efforts were made, highly successful efforts, he believed, to reduce it. He would be the last to claim that the cheapening of money rates had been due wholly to the reduction of Treasury Bills on the market, but he did claim that this policy had contributed to the fall in these rates. If something like the present money rate could be maintained throughout the financial year the Treasury would gain something like £12 millions on the cost of its Bills as compared with last year.

To this reference to cheap money one may add that, as Mr. Snowden's colleague, the President of the Board of Trade, pointed out (when addressing the House of Commons on the same evening) there are at present signs of a disposition in Great Britain to start again certain commercial pursuits that have been delayed until the Bank Rate should fall, as it has fallen within recent months. During the past fortnight alone £16 millions of new capital had been authorized or raised for overseas investment, said Mr. Graham, and in his opinion British industry was beginning to turn a difficult corner.

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AIRCRAFT EXPORTS

By Joseph Martin.

The British aircraft industry has progressed at a phenomenal rate. In strength, speed, durability, and general airworthiness British machines have made remarkable headway. This has not been accomplished without an enormous amount of work of all kinds. Scientists and inventors have devoted time and brains to research work and experiment in every possible branch of the industry, and manufacturers have often sacrificed present gain in order to ensure the future production of the best possible types. The result is that the technical quality, the practical construction, and the general reliability of their products have won golden opinions all over the world.

In some quarters there is a tendency to complain that the industry has been so absorbed in ensuring efficiency in production that it has neglected the duty of adequately advertising its wares. Individual firms have occasionally organised a reasonable amount of publicity for their machines, but the industry as a whole has not. One reply to this is that the best method of advertising is to turn out the best goods; the critics declare that this is not enough. But whatever justification there may be for the demand that more concerted efforts should be made by British manufacturers to capture a greater share of the world's markets, the fact remains that already a considerable export trade has been built up.

The official statistics relating to the sales of aircraft and aero engines abroad demonstrate what has been done. Last year the total value of exports amounted to £2,158,667—an increase of 62 per cent over the previous year. Of this total other countries within the Empire took £1,146,834 worth, and foreign countries £1,011,833. There were 1,148 aero engines exported, to a value of £503,538, an increase of 140 per cent. to the Empire and 60 per cent. to foreign countries over the previous year. The aircraft exported numbered 525, valued at £803,538, an increase of 59 per cent.

to the Empire and 63 per cent. to foreign countries, while the export of other parts of machines showed an increase of 61 per cent., at a value of £851,591.

It is of interest to note the disposition of these exports. Of the aero engines Russia took 324, the United States of America 313, Canada 83, Australia 58, the Netherlands 54, Germany 45, India 26, Finland 21, and Japan 19. Of the aircraft exported 108 were taken by Canada, 94 by Australia, 63 by South American States (Chili alone took 40 light aeroplanes), 57 by the United States of America, 42 by India, 25 by New Zealand, 23 by China, 21 by the Union of South Africa, 16 by Hong Kong, and 16 by Spain.

British machines are thus operating in every part of the world, and with conspicuous success. For example, as *The Times Trade and Engineering Supplement* recently pointed out, Vickers Vespa aircraft are giving wonderful service in La Paz, from the highest airdrome in the world, are regularly flying over the Andes; *Motors* have been of great use in the Arctic circle; *Supermarine Southampton* flying boats and *Fairey III F* general purpose aircraft are rendering good service in South America; *British Bulldog* single seater fighting planes are part of the equipment of the Baltic States; *Hawker Horsley* machines have won the good opinion of the Greek Naval Air Service; and France has bought *Short Calcutta* flying boats. Further, *The Times Supplement* added, «it is indisputable that in service aeroplanes Great Britain leads the world, and sets the standard in performance, practical arrangement of armament, and ease of maintenance.»

The next important move is to develop the market in civil aircraft, and steps to that end are now being taken. The more alert manufacturers are studying carefully special local requirements. The many little points—slight in themselves but important in their cumulative effect—which differences in climatic and other factors impress upon the pilot as essen-

tials, are being carefully noted and machines modified accordingly. Having succeeded in producing aircraft of wonderful qualities, experts now feel that they can turn their attention more freely to the problem of markets, and all that can be done will be done in the future to meet local needs.

At the same time expanding trade is helping to cheapen production, and lower prices will act as a further stimulus. In this connection the famous do Havilland Moth may be mentioned. (The machine used by Miss Amy Johnson in her recent solo flight to Australia was a standard two-seater *Gypsy Moth*, with a 100 horse-power *Gypsy* engine, which she had bought secondhand from the well known airman, Captain Hope, and it had already flown 35,000 miles when Miss Johnson acquired it). For some years the price of the *Moth* has remained at £675. Each year the machine has been improved, but the price has not been lowered. Meanwhile processes have been standardised and production cheapened, with the result that a cut of £80 is now announced in the price of the standard type of two *Gypsy Moth* models.

MONEY

Official Exchange Quotations. Camara Syndical and Vales.				
June 25	5.87/128	5.91/128	—	88844 48567
26	5.43/64	5.5/3	—	88864 48567
27	5.11/16	5.41/64	—	88849 48567
28	5.91/128	5.85/128	—	88832 48567
30	5.91/128	5.85/128	—	88834 48567
July 1	5.91/128	5.85/128	—	88834 48567
Average	5.90/128	5.83/128	—	88843 48567
Equivalent	5.695.312	5.648.437	—	—

THE DAILY MOVEMENT OF EXCHANGE

Thursday, 26th June. — The Bank of Brazil posted at 5.59/64d. for his own collections and foreign banks quoted at 5.19/32d., with money at 5.41/64d. The market was steady. The New York-London rate came at \$4.86 1/32d and Paris-London at Fcs. 123.77 to the £.

Friday, 27th June. — Rates unchanged. The New York-London rate came at \$4.86 1/16d and Paris-London at Fcs. 123.72 to the £.

Saturday, 28th June. — The Bank of Brazil rates unchanged and foreign banks quoted at 5.39/64d. with money at 5.21/32d. The market was quiet. The New York-London rate came at \$4.86 1/16d at Paris-London at Fcs. 123.72 to the £.

Monday, 30th June. — Rates unchanged at opening, closing with sellers at 5.5/8d. and buyers at 5.21/32d. The New York-London rate came at \$4.86 1/8 and Paris-London at Fcs. 123.74 to the £.

Tuesday, 1st July. — Bank holiday.

Wednesday, 2nd July. — Foreign banks posted at 5.19/32d. with buyers at 5.41/64d., but on the news of the Bank of Brazil dropping his rate from 5.59/64d. to 5.19/32d. for his collections only, the market became nominal at 5.1/2d and buyers at 5.17/32d. The close was weak with foreign banks at 5.7/16d. and buyers at 5.1/32d. The New York-London rate came at \$4.86 1/4 and Paris-London at Fcs. 123.71 to the £.

WILEMAN'S BRAZILIAN REVIEW

We beg to remind our readers that our offices have been moved to rue da Quitanda, 161, 1º andar, to which all local communications should be forwarded. Mailed matter, however, should be addressed to Caixa do Correio (P. O. Box) N.º 800, Rio.

GOLD AT THE CAIXA DE ESTABILISAÇÃO (Estabilisation Bureau)

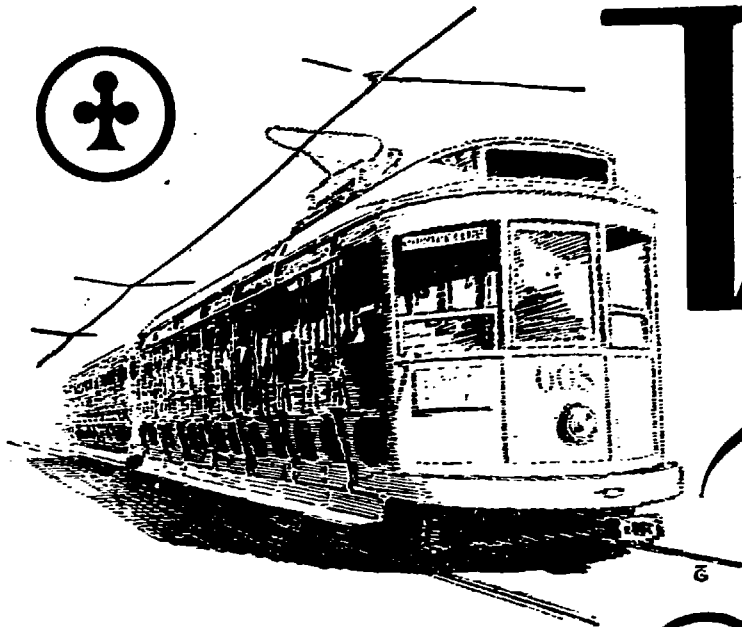
Deposits and Note Circulation on Saturday, 28th June, 1930		
Discrimination of gold:	Value of gold in respective currencies	Equivalent in mil re's paper
Specie:—		
£ Sterling	£5,748,255	233,839,812\$130
Dollar, U. S.	\$972,410	8,128,375\$460
Franc, French	Fcs. 3,150,400	5,081,279\$860
Marcs, German	Rm. 2,049,650	4,081,345\$210
Pesetas	Pts. 726,015	1,170,989\$590
Brazilian Milreis	Rs. 13,820\$	63,116\$870
Other specie	—	328,026\$350
Total		252,692,945\$470
Bullion (bars)		
Fine gold	15,824,575grs. 196	87,914,306\$390
Total deposits		340,607,251\$860
Note circulation:—		
Caixa Notes		340,598,550\$000
Divisional coin		8,701\$860
Total, 28th June, 1930		340,607,251\$860
Total, 21st June, 1930		342,676,372\$430
Ditto, 14th June, 1930		344,279,180\$390
Ditto, 7th June, 1930		345,040,866\$340
Ditto, 31st May, 1930		345,072,550\$520
Ditto, 24th May, 1930		345,288,354\$990
Ditto, 17th May, 1930		345,135,326\$780
Ditto, 2nd May, 1930		345,295,149\$130
Ditto, 26th April, 1930		343,978,451\$050
Ditto, 19th April, 1930		344,113,454\$160
Ditto, 12th April, 1930		442,489,715\$160
Ditto, 5th April, 1930		651,455,511\$030
Ditto, 29th March, 1930		651,085,506\$940
Ditto, 22nd March, 1930		651,159,825\$820
Ditto, 15th March, 1930		651,185,305\$640
Ditto, 8th March, 1930		651,462,985\$930
Ditto, 28th February, 1930		651,599,710\$000
Ditto, 22nd February, 1930		695,349,870\$120
Ditto, 15th Feb., 1930		697,071,226\$000
Ditto, 8th Feb., 1930		750,634,830\$000
Ditto, 1st Feb., 1930		752,448,905\$590
Ditto, 25th Jan., 1930		796,326,390\$000
Ditto, 18th Jan., 1930		801,567,969\$940
Ditto, 11th Jan., 1930		844,079,741\$000
Ditto, 4th Jan., 1930		846,785,922\$600
Ditto, 28th Dec., 1929		850,690,190\$160
Ditto, 14th Dec., 1929		858,106,386\$900
Ditto, 29th June, 1929		852,282,089\$670

CHANGE OF ADDRESS OF THE OFFICES OF "WILEMAN'S BRAZILIAN REVIEW"

We beg to inform our readers and all concerned that we have moved our Editorial and Commercial Departments to RUA DA QUITANDA, 161, 1st floor.

All correspondence forwarded to this REVIEW should be addressed to H. F. WILEMAN, Caixa Postal (P. O. Box) 809, Rio de Janeiro.

We beg to remind our subscribers and advertisers that all cheques and orders for payments to this REVIEW should be made payable to H. F. WILEMAN, the sole Proprietor.

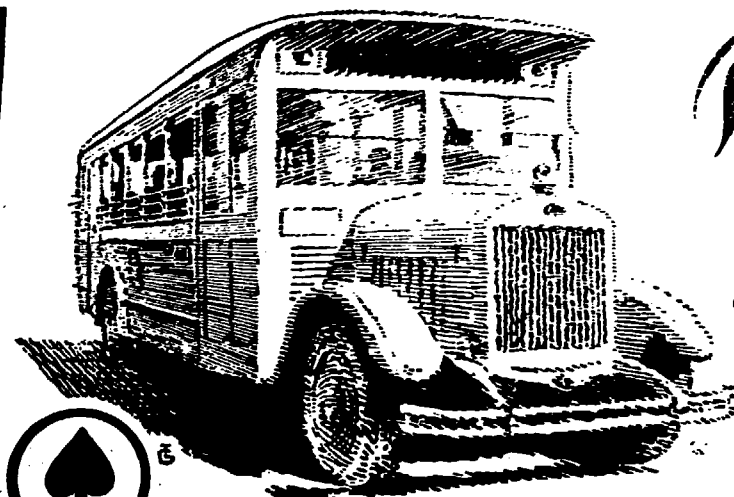
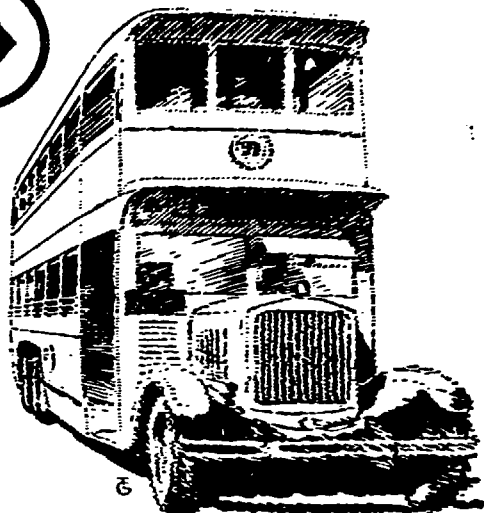


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an automobile;*



*With the assurance
of efficient service
by Viação Excelsior
and the Rio de
Janeiro Tramway,
Light & Power Co. Ltd*

THE RIO MONEY MARKET

Exchange rates at sight, Rio on:—	30 June '30	24 June '30	30 June '29
London pence . . .	5 ¹ / ₁₂ - 5 ¹⁷ / ₁₂ d	5 ¹² / ₁₂ - 5 ¹ / ₁₂ d	5 ¹¹ / ₁₂ - 5 ¹¹ / ₁₂ d
Paris	\$350 - \$355	\$351 - \$357	\$334 - \$333
Italy	\$467 - \$472	\$468 - \$473	\$445 - \$444
Belgium (gold) . .	1\$245 - 1\$257	1\$250 - 1\$258	1\$175 - 1\$179
Portugal	\$401 - \$408	\$402 - \$410	\$379 - \$383
New York	8\$880 - 8\$910	8\$930 - 8\$950	8\$415 - 8\$450
Canada	8\$900 - 8\$920	8\$940 - 8\$960	8\$440 - 8\$466
B. Aires gold . . .	—	—	3\$180 - 3\$190
B. Aires (paper) . .	3\$240 - 3\$248	3\$330 - 3\$337	3\$555 - 3\$559
Sweden	2\$410 - 2\$427	2\$410 - 2\$427	2\$264 - 2\$275
Norway	2\$410 - 2\$432	2\$410 - 2\$420	2\$256 - 2\$263
Japan	4\$410 - 4\$415	4\$450 - 4\$465	3\$750 - 3\$790
Spain	1\$000 - 1\$033	1\$065 - 1\$073	1\$202 - 1\$218
Roumania	\$055 - \$055	\$055 - \$058	\$054 - \$056
Hamburg (Reichmark)	2\$125 - 2\$142	2\$137 - 2\$142	2\$008 - 2\$010
Montevideo	7\$800 - 7\$830	7\$990 - 8\$005	8\$250 - 8\$260
Holland	3\$585 - 3\$593	3\$600 - 3\$618	3\$390 - 3\$406
Value of £ sterling at sight rate. . .	42\$666 - 42\$905	43\$146 - 43\$636	
Value of 1 sovereign, buyers . .	42\$500	42\$500	
Discount London. . .	2.3/16%	2 11/16%	5 3/8 %
Do New York	1.7/8%	2%	5 5/8 %
Do Bank of England	3.1/2%	3%	5 1/2%
Do Bk. Germany (gold)	4%	4%	7 1/2%
Do Bk. France	2 1/2%	2 1/2%	3 1/2%

THE STOCK MARKET.

THE STOCK MARKET	30 June.30	23 June.30	30 June.29
Rio			
Uniformisadas (5%)	726\$000	—	724\$000
Railway Bonds	968\$000	970\$000	965\$000
Municipal 1906, buyers	—	147\$000	143\$000
Ditto, 1920, buyers	143\$000	—	—
Bank of Brazil	457\$000	—	455\$000
London			
Brazil Funding, 1898, 5%	87-10-0	88-5-0	93 1/2
Ditto, 1914, new	75-10-0	76-5-0	84 1/4
Conversion, 1910, 4%	52-10-0	52-10-0	56 1/2
Ditto, 1908, 5%	99-0-0	99-0-0	95 1/2
Federal District, 5%	74-0-0	74-10-0	81
Anglo-South American Bk. Ltd. Ord.	6-2-6	6-7-6	—
Brazil Railway	26-0-0	26-0-0	27 1/2
Brazil Traction	41-0-0	43-25-0	58 3/4
Great Western of Brasil Ry Co. Ltd. Ord.	2-7-6	2-10-0	—
Lampont & Holt Ltd. 6% Crnm. Pref.	0-2-0	0-2-0	—
S. Paulo Coffee Estates Co. Ltd. 7%	4-0-0	4-0-0	—
Cables Wireless Teleph. Co. Ltd.	15-15-0	16-0-0	—
Western Telegraph. Co. Ltd. 4% Deb. Stock Red.	76-0-0	78-0-0	—
Brazilian Warrant Agency & Finance Co., Ltd. Ord.	0-3-0	0-3-0	—
Rio de Janeiro City Imp. Co. Ltd. Ord.	2-2-1 1/2	2-2-1 1/2	—
Mappin Webb	0-10-0	0-10-6	—
S. Paulo Railway	164-0-0	171-0-0	202
Leopoldina Railway	42-0-0	44-10-0	62
Dumont Coffee, 6% pref.	1-10-0	1-10-0	4 3/4
St. John del Rey Mining Ord.	6-10-0	6-15-0	17
Rio Flour Mills.	2-3-9	2-3-9	62-6
Bank of London and South America	8-15-0	8-15-0	9 7/8
Royal Mail	18-0-0	20-0-0	61 1/2
British War, Loan, 5% 1929/47 Consols. 2 1/2%	103-2-0	102-12-6	100 7/8
	55-0-0	51-7-6	54 3/8
Paris			
Cie. Nav. Sud-Atlantique 5% remb. 500 fco.	476	475	—
Cie. Gen. Aeropostale 7% d. n. r.	515	516	—
Chargeurs Réunis ord.	680	669	—
Credit Foncier & Agricole de l'Etat de Minas Geraes	—	—	—
Credit Foncier du Brasil & Amerique du Sud 500 fco.	1.205	1.202	—
Credit Mobilier Français	800	788	—
Etab. Mestre & Blatgé ord. 100 fco.	295	275	—
Michelin & Cie. 1/6 part.	430	435	—
Port de Rio Grande do Sul 5% remb. a 500 fr.	2.355	2.080	—
Soc. André Citroen „B” 500fr.	825	745	—
Soc. des Filiales Etrangeres Fichet A. 500 fr.	730	735	—
Sucreries Brésiennes 100 fr.	525	480	—
French rent, 3%	87.20	87.25	74.75
Ditto, 4%, 1917	101.40	101.20	92.00
Ditto, 5%	101-50	101-20	102.40
Note. . . Rio quotations Buyers.			

Rio de Janeiro Lighterage Co., Ltd.

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ENQUIRIES INVITED.

S. PAULO STOCK EXCHANGE.

São Paulo. 1st July. 1930

	Sellers	Buyers
State of São Paulo Treasury Bonds	—	7500000
Ditto, 1921	—	7950000
S. Paulo Municipal Bonds 6%	—	—
Ditto, 1909	—	—
Ditto, 1910	—	—
Ditto, 1913	—	—
Ditto, 1918	—	810000
Ditto, 1925	—	900000
Ditto, 1926	—	900000
Banco Commercio e Industria	—	4650000
Banco Commercial do E. S. Paulo	—	2150000
Banco de S. Paulo	—	1670000
North-Western Bank of S. Paulo	—	620000
Cia. Armazens Geraes de S. Paulo	—	—
Caixa de Liquidação	—	—
Mogyana Railway Co.	—	1880000
Paulista Railway Co.	—	2480000

WILEMAN'S BRAZILIAN REVIEW

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



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FABRICAS:

«Nova Industria» — Pontas de Paris, taxas para sapateiro, em ferro e latão, louça de ferro batido e esmalhado, etc.
«Empresa Progresso» — Fogões, caixas d'agua, feraduras, portas de aço, gradis, etc.
Phosphoros marca «Sol» — Metal Deployé. — Coalho «Jacaré». — Cimento «Saccadura», white Brothers. Dynamite e Gelignite da «Nobel's Explosives Co., Limitada». — Depositarios do ferro guza das Usinas Morro Grande

ESPERANCA. BURNIER. RIO ACIMA

NEW YORK STOCK EXCHANGE

Brazilian Bonds and stocks and shares of companies in some way or another connected with Brazil were quoted on June 30th and 23rd 1930 at the New York Stock Exchange as follows:—

— 1930 —
June 23 June 30

	June 23	June 30
<i>Government Bonds:—</i>		
U. S. Brazil 1941, 8% gold	100.37	100.50
Ditto, 1926-1957 6½%	80.70	80.25
Ditto, 1927-1957 6½%	80.50	80.75
Ditto, 1952, 7% (Central Railway)	90.62	90.50
Ditto, 1952, 7½% (coffee loan)	101.75	101.75
Pernambuco (State) 1947 7%	99.00	75.50
Rio Grande do Sul (State) 1921-46, 8%	74.87	98.75
Rio de Janeiro, City of, 1946, 8%	97.00	96.50
São Paulo, City of, 1952, 8%	99.75	99.75
São Paulo, State of, 1921-1936, 8%	100.00	99.00
Porto Alegre, City of, 1961, 8%	95.00	95.00
Paraná, State of, 1958, 7%	75.00	75.00
Minas Geraes, State of, 1958, 6½%	76.00	75.00
Ditto, 1959, 6½%, Series A	77.50	74.00
Rio de Janeiro, State of, 1959, 6½%	77.25	73.00
<i>Industrial:—</i>		
American and Foreign Power Co.	64.50	65.87
American Locomotive	49.50	48.00
American Telephone & Telegraph	208.25	200.37
Baldwin Locomotive works	20.50	20.50
Canadian Bank of Commerce	240.00	240.00
Electric Bond & Share	77.62	79.50
General Electric (new)	68.25	70.25
General Motors	41.00	40.12
Goodyear Tire & Rubber	62.00	59.50
Guaranty Trust Co. of N. York	594.00	623.00
International Telephone & Telegraph	42.50	44.50
National City Bank of N. York	135.00	142.00
Standard Oil, New Jersey	64.75	65.37
Texas Oil Company	51.25	51.12
United States Steel Corp.	156.50	159.50
Westinghouse Electric & Manf.	133.00	138.50

SÃO PAULO RAILWAY COMPANY

Time-table, until further notice

Trains leaving SANTOS for SAO PAULO

Trains leaving SÃO PAULO for SANTOS

Santos depart	S. Paulo arrive	Remarks	S. Paulo depart	Santos arrive	Remarks
6.24	8.49	Daily. Buffet Car.	6.01	8.26	Daily. Buffet Car. 2nd class Excursion tickets not available on Sundays & Holidays.
8.19	10.20	Working days only. Pullman Car & numbered seats.	7.55	9.47	Working days only. 1st. class coaches only. Pullman Car & numbered seats.
10.05	12.30	Daily. Restaurant Car.	8.06	10.25	Daily.
12.46	15.13	Daily with Pullman Car on working days only.	10.07	12.33	Daily. Restaurant Car.
14.03	16.28	Daily. Buffet Car.	12.15	14.40	Daily. Buffet Car. Pullman Car on working days only.
16.33	18.24	Working days only. 1st class coaches only. Pullman Car & numbered seats.	14.31	16.56	Daily. Pullman Car on Sundays & Holidays.
16.45	19.10	Daily. Buffet Car & numbered seats.	16.17	18.59	Working days only. 1st. class coaches only. Pullman Car & numbered seats.
18.52	21.15	Daily. Restaurant Car. 2nd class Excursion tickets not available on Sundays & Holidays.	17.04	19.29	Daily. Buffet Car.
			18.50	21.09	Daily. Restaurant Car. 2nd class Excursion tickets not available on Sundays & Holidays.
Extra on Sundays and Holidays only			Extra on Sundays & Holidays only		
8.19	10.27	Pullman Car & numbered seats.	5.45	7.59	2nd. class coaches only.
16.15	18.23	Pullman Car & numbered seats.	7.11	9.24	Only from April to August. Numbered seats.
18.20	20.31		7.53	9.57	Not from April to August. Pullman Car & numbered seats.
20.02	22.13	Pullman Car & numbered seats.	7.56	9.57	Only from April to August. 1st. class coaches only. Pullman car & numbered seats.
			20.15	22.17	Pullman Car.

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 18800 per passenger travelling. Above that number 75700 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 8.19 train, they reach São Paulo at 10.20. After a motor drive through this large city with over 1,000,000 inhabitants, the 12.15 train will land them in Santos at 14.40 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 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, 1h. 51ms. 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 São 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.

30 3/30

ERIC. 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	
1930	21st June	1,556,000\$ 5.35/64 £ 35,962	£ 844,001
1929	22nd June	2,135,000\$ 5.121/128 £ 52,889	£ 920,349
Increase			
Decrease		597,000\$ 5.1/128 £ 16,927	£ 76,348

COFFEE

Rio de Janeiro, 2nd July 1930

Closing Quotations:

SPOT:

	Rio		Santos		New York	
	7s	4s	7s	4s	7s	4s
June 25th, 1930	13\$900	21\$000	9.0c	13.0c	11.1/4c	11.0c
July 2nd, 1930	13\$618	21\$000	9.0c	12.3/4c	11.0c	11.0c
Rise or Fall . . .	-\$282	—	-1.0c	-0.1/4	-0.1/4	-0.1/4
Ditto %	0.9	—	11.1	1.5	2.2	2.2

OPTIONS:

	— Rio —			— Santos —		
	July	Aug.	Sept.	July	Aug.	Sept.
June 25th 1930	13\$350	12\$525	12\$300	20\$800	19\$800	—
July 2nd 1930	12\$800	11\$500	11\$350	21\$000	20\$800	19\$800
Rise or fall . . .	-\$550	-1\$025	-\$950	+800	+\$200	—
Ditto %	4.1	8.2	7.8	3.8	1.0	—
	— New York —			— Santos —		
	July	Sept.	Dec.	July	Sept.	Dec.
June 25th 1930	7.22c	7.20c	7.01c	12.26c	11.21c	10.50c
July 2nd 1930	6.71c	6.75c	6.51c	12.20c	11.09c	10.01c
Rise or fall	-0.51c	-0.45c	-0.50c	-0.06c	-0.12c	-0.49c
Ditto %	7.1	6.2	7.1	0.5	1.1	4.7

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

THE SANTOS COFFEE MARKET

Week-ending 26th June — 1930
(From Our Correspondent)

The situation remains unaltered.

Foreign markets continue to decline on cheap forward sales from Brazil. Victoria leading the way with sales at absurdly low prices compared with local Santos values.

What will be the outcome in the near future is problematical. Here the authorities have a strangle-hold over the market, and undoubtedly stocks in consuming countries are small, but, as we have often seen, the trade abroad can hold out almost indefinitely with supplies of «milds», and coffee from other Brazilian sources where there is little, if any, official control.

All in all nobody knows what to think, and, at the best, beyond temporary local squeezes, the future appears more gloomy than ever.

Options locally firm, closing with June at 21\$500, July at 20\$800, and August at 19\$800, purely nominal with a very occasional transaction of 250 bags.

Exchange practically unchanged with Sterling at 5.5/8.1, and the dollar at Rs. 8\$800.

COMPANHIA REGISTRADORA E CAIXA DE LI- QUIDAÇÃO DO RIO DE JANEIRO

Quotations of Futures

During the week ending 23rd June, 1930
(Per 10 kilos.)

MONTHS	Highest		Lowest	
	Sellers	Buyers	Sellers	Buyers
June	14\$200	14\$100	13\$900	13\$700
July	13\$800	13\$400	13\$300	13\$200
August	13\$200	12\$650	12\$675	12\$100
September	12\$900	12\$525	12\$500	12\$175
October	12\$600	12\$150	12\$350	11\$975
November	12\$500	12\$000	12\$100	11\$800
December	12\$000	11\$725	11\$725	11\$600

Total during the week 19,750 bags.

VERIFIED STOCKS AT SANTOS

The Department of Finance of the State of São Paulo announces officially that verified stocks at Santos on 30th June last amounted to 1,008,504 bags, excluding, be it noted, the amount of coffee purchased by the Government up to that date, which, in accordance with the terms of the Realisation loan was deducted from available or free stocks.

CLEARANCES OVERSEAS FROM THE PORTS OF RIO AND SANTOS DURING THE WEEK ENDING 26th June 1930 AND 1929-1930 CROP TO DATE.

By Flag: —	Crop to 26th June		Week ended	
	Bags	%	26th June	Bags
British to U. S.	3,003,979	83.4	3,601,944	58,899
To Europe	250,677	7.0	1,438,983	276
Sundry	347,288	9.6	1,983,320	12,555
Total			6,601,944	71,730
Other Flags-U.S.A.			1,438,983	1,750
Brazilian			1,983,320	—
Italian			778,795	13,691
Scandinavian			953,205	4,413
Dutch			690,665	840
French			940,205	18,917
German			755,325	18,629
Japanese			355,091	15,875
Belgian			277,651	—
Spanish			65,359	3,246
Finnish			25,350	225
Argentine			19,474	—
Chilian			12,144	—
Portuguese			7,443	—
Total			11,904,953	149,316

COFFEE CLEARED FROM THE PORTS OF RIO AND SANTOS. In bags of 60 kilos

	Total Crop		Crop to 26th June 1930				Week ended 26th June	%
	1927-28	1928-29	1928-29	1929-30	Inc or Dec.	%		
United States	7,301,588	6,293,580	6,176,360	6,353,111	+ 176,751	2.9	69,049	46.8
France	1,247,144	1,252,153	1,237,405	1,373,775	+ 146,370	12.0	16,130	10.8
Germany	951,181	754,594	743,103	621,184	- 121,919	16.4	12,413	8.4
French Possessions	165,938	130,942	130,942	115,745	- 15,197	11.6	1,067	0.7
Italy	858,590	560,890	560,890	570,664	+ 9,774	1.7	12,546	8.4
Fiume	1,126	250	250	—	- 250	—	—	—
United Kingdom	7,239	9,354	9,354	6,815	- 2,538	27.1	126	—
British Possessions (ex discriminated)	10,277	7,792	7,792	12,665	+ 4,863	62.4	63	—
Canada	32,625	28,807	28,806	42,590	+ 13,784	47.9	350	0.2
Cuba	—	—	—	3,600	+ 3,600	100.0	—	—
Tangiers	314	376	376	1,275	+ 899	24.0	—	—
South Africa	195,466	169,854	152,874	205,934	+ 53,060	34.7	15,875	10.6
Egypt	82,364	59,599	59,349	88,249	+ 28,900	48.7	—	—
Belgium	272,561	244,824	243,556	307,860	+ 64,304	26.4	500	0.3
Holland	920,760	739,655	731,051	746,393	+ 15,342	2.1	4,787	3.2
Denmark	172,738	143,099	143,099	211,839	+ 68,740	48.0	3,338	2.3
Norway	46,256	28,271	28,271	39,723	+ 11,452	40.5	188	0.1
Sweden	435,888	378,073	378,073	388,373	+ 10,300	2.7	—	—
Spain and Colonies	75,120	50,759	50,334	137,461	+ 87,127	17.3	4,359	3.0
Portugal and Islands	38,040	37,550	35,874	26,571	- 9,303	26.0	—	—
Plate and Pacific	461,193	396,028	384,209	473,188	+ 88,979	23.2	6,327	4.2
Japan and East	1,658	3,101	2,971	3,158	+ 187	6.3	—	—
Finland	79,810	91,138	91,138	78,839	- 12,300	13.5	538	0.4
Syria	50	63	63	2,450	+ 2,387	37.9	520	0.3
Switzerland	—	—	—	—	—	—	—	—
Greece and Crete	17,925	17,875	17,875	23,793	+ 5,918	33.1	250	0.2
Smyrna	5,615	2,784	2,784	5,595	+ 2,811	—	—	—
Roumania	4,071	6,758	6,758	7,477	+ 719	1.0	—	—
Bulgaria	1,189	988	988	4,016	+ 3,028	30.6	—	—
Palestine	—	481	481	686	+ 205	42.6	—	—
Dantzig, Port of	1,688	5,881	5,756	8,512	+ 2,756	47.8	—	—
Turkey	50,194	40,700	40,700	41,956	+ 1,196	3.0	375	0.3
Tripoli	188	1,135	1,135	1,467	+ 332	29.3	465	0.3
Total Overseas	13,438,845	11,457,414	11,262,676	11,904,953	+ 642,277	5.7	149,316	100.0
Coastwise	144,322	147,359	146,125	145,526	- 599	0.4	1,522	—
Grand Total	13,583,067	11,604,773	11,408,801	12,050,479	+ 641,678	5.6	150,838	—

THE BRITISH EXPORT GAZETTE.

GREAT BRITAIN'S LEADING EXPORT JOURNAL.

Founded 1892.

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Head Offices: 76, FINSBURY PAVEMENT, LONDON, E. C. 2.

STOCKS AT RIO, SANTOS AND BAHIA, on 26th June, 1930, (excluding interior stocks) amounted to 1,499,363 bags, discriminated as follows:—

Rio de Janeiro	318,710
Santos	1,175,576
Bahia	5,077
Total stocks, three ports, June 26th, 1930	1,499,363
Ditto, June 19th, 1930	1,482,911
Ditto, June 27th, 1929	1,437,640

NEW YORK AND HAVRE VISIBLE SUPPLY AND STOCKS

Visible Supply in the United States: The United States, Stocks and Visible Supply on 1st July, 1930, were as follows, in bags of 60 kilos:—

Stocks 318,000 bags, deliveries 94,000 bags: Visible Supply 824,000 bags including afloat as against stocks 516,000 bags: deliveries 141,000 bags, visible supply 837,000 bags including afloat on 24th June, 1930 and 341,000 bags, 89,000 bags and 741,000 bags respectively on 2nd July, 1929.

Havre Stocks on 28th June, 1930, are as follows, in bags of 60 kilos:—

Brazil sorts 205,000 bags, other sorts 232,000 bags, total 437,000 bags as against 222,000 bags: 214,000 bags, 436,000 bags, respectively on 21st June, 1930, and 176,000 bags, 202,000 bags and 378,000 bags, on 29th June, 1929.

WILEMAN'S BRAZILIAN REVIEW

We beg to remind our readers that our offices have all local communications should be forwarded. Mailed matter, however, should be addressed to Caixa do Correio been moved to rue da Quitanda, 161, 1º andar, to which (P. O. Box) N.º 809, Rio.

COST AND FREIGHT QUOTATIONS

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

1930	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. Reils per Arroba	7/8s. f. o. b. Cents Per lb	Reils Per Arroba	Cents Per lb. f. o. b.	4. Reils Per 10 kilos	4. Cents Per lb. f. o. b	Freight Cents Per bag
Jan. 3rd	5 15/32	8\$000	9 1/4	7.75	14\$250	6.80	22\$000	7.80	22\$000	13.60	60.00
Jan. 17th	5 9/16	8\$850	10 1/2	8.17	18\$000	7.85	24\$200	8.30	23\$000	13.60	60.00
Jan. 24th	5 41/64	8\$760	10 1/2	8.60	18\$000	8.35	24\$500	9.00	23\$000	13.85	60.00
Jan. 31st	5 11/16	8\$700	10 1/2	8.38	18\$000	8.10	23\$800	8.60	22\$300	13.95	60.00
Feb. 7th	5 21/30	8\$730	10 1/2	8.41	17\$250	8.20	24\$600	8.85	20\$600	12.85	60.00
Feb. 14th	5 19/32	8\$020	10 1/2	8.40	16\$800	7.70	24\$000	8.60	20\$800	12.90	60.00
Feb. 21st	5 5/8	8\$800	10 1/4	8.62	17\$250	7.85	23\$000	8.60	20\$500	12.90	60.00
Feb. 28th	5 5/8	8\$780	10 1/4	8.82	18\$000	7.90	23\$500	8.60	20\$800	12.80	60.00
March 7th	5 49/64	8\$580	10 1/4	8.69	18\$250	8.00	23\$500	8.80	21\$000	13.10	60.00
March 14th	5 51/64	8\$530	10 1/4	8.95	18\$250	8.05	22\$500	8.70	21\$800	12.90	60.00
March 21st	5 51/64	8\$530	10	90.5	16\$500	8.05	22\$000	8.50	21\$000	12.85	60.00
March 28th	5 7/8	8\$400	10	8.54	16\$950	7.90	22\$000	8.40	21\$000	13.10	60.00
April 4th	5 7/8	8\$400	10	8.65	17\$250	8.00	22\$200	8.50	20\$800	13.10	60.00
April 11th	5 7/8	8\$400	9 3/4	8.71	17\$250	8.00	22\$300	8.50	21\$500	13.20	60.00
April 22nd	5 7/8	8\$400	9 1/2	8.72	17\$200	8.00	22\$000	8.30	21\$000	13.15	60.00
April 25th	5 15/16	8\$320	9 1/2	8.60	17\$000	8.15	21\$500	8.30	20\$300	13.30	60.00
May 2nd	5 119/128	8\$320	9 1/4	8.50	16\$500	7.95	21\$700	8.30	20\$200	13.35	60.00
May 9th	5 117/128	8\$345	9 1/4	8.65	15\$750	8.00	21\$500	8.30	20\$600	13.00	60.00
May 16th	5 59/64	8\$330	9 1/4	8.55	15\$750	7.80	21\$500	8.60	19\$500	12.85	60.00
May 23rd	5 29/32	8\$370	9 0/0	8.37	15\$750	7.50	20\$500	7.90	18\$200	12.10	60.00
May 30th	5 113/128	8\$400	9	8.00	14\$250	7.30	21\$000	8.00	18\$200	12.20	60.00
June 6th	5 27/32	8\$460	9	7.99	14\$250	7.10	20\$800	7.70	17\$400	12.00	60.00
June 13th	5 9/16	8\$870	9	7.68	14\$100	6.90	20\$600	7.50	19\$200	12.35	60.00
June 20th	5 5/8	8\$800	9	7.50	14\$250	6.80	20\$600	7.40	19\$000	12.35	60.00
June 27th	5 21/32	8\$750	9	7.20	13\$800	6.40	20\$000	7.00	18\$400	11.60	60.00

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

COFFEE STATISTICS

ENTRIES.

Week ending June 26 - 1930. In bags of 60 kilos

R.o:	FOR THE WEEK ENDED		FOR THE CROP TO		
	June 26 1930	June 19 1929	June 27 1929	June 26 1930	June 27 1929
By Central and Leopoldina Ry	56,326	65,716	45,869	3,008,294	2,971,936
Inland	-	-	-	-	-
Total	-	-	-	-	-
Transferred from Rio to Nictheroy	56,326	65,716	45,869	3,008,294	2,971,936
Net entries at Rio	-	-	-	-	-
Nictheroy from Rio to Nictheroy	-	-	-	-	-
Total Rio including Nictheroy	56,326	65,716	45,869	3,008,294	2,971,936
Total Santos	160,633	155,311	169,642	9,520,861	6,773,956
Total Rio & Santos	217,021	222,027	215,511	12,529,085	11,745,892

The total entries by different S Paulo Railways for the crop to June 26 1930 were from

	Past Jundiaby Per	Sorocabana and others	Total at S. Paulo	Total at Santos	Remington S. Paulo
929:1930	5,291.175	4,109.118	9,400.293	9,520.861	-
86:929	-	-	-	6,773.956	-

SALES OF COFFEE (DECLARED)

Week ending June 26 - 1930. In bags of 60 kilos

	June 26 1930	June 19 1930	June 27 1929
Rio	23,971	30,628	29,629
Santos	173,000	161,000	132,000
Total	196,971	191,628	161,629

COFFEE SAILED.

Week ending June 26 - 1930. In bags of 60 kilos

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CRCP TO DATE
Rio	16,965	8,724	1,413	3,524	15,620	-	46,684	2,574,716
Santos	52,414	49,016	91	2,378	255	-	134,154	9,478,763
1929:1930	99,399	57,740	1,522	6,302	15,875	-	150,838	12,050,479
1928:1929	119,861	74,138	2,489	9,684	50	-	209,583	11,408,901

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS.

Week ending June 26 - 1930. In bags of 60 kilos

PORTS	June 26 1930	June 19 1930	June 26 1930	June 19 1930	Crop to June 26 1930
	Bags	Bags	£	£	Bags
Rio	45,253	37,726	99,299	73,019	2,453,130
Santos	104,063	196,566	337,602	637,597	9,445,803
Total 1929 930	149,316	234,292	436,901	710,616	11,904,933
1928:1929	263,103	334,626	1,007,949	1,564,624	11,262,676

COFFEE LOADED (EMBARQUES)

Week ending June 26 - 1930. In bags of 60 kilos

R.o	DURING WEEK ENDED			FOR THE CROP TO	
	June 26 1930	June 19 1930	June 27 1929	June 26 1930	June 27 1929
Rio	45,022	70,424	51,629	2,779,660	2,785,740
Santos	103,394	144,204	148,229	9,520,469	8,735,326
Total Rio & Santos	148,417	214,628	199,858	12,300,129	11,520,465

OUR OWN STOCK

In bags of 60 kilos.

RIO STOCK on June 19 1930	310,845
Entries during week ended June 26, 1930	56,385
Loaded (Embarques) for week ended June 26, 1930	367,233
Local consumption	45,023
STOCK AT RIO on June 26, 1930	318,710
SANTOS STOCK on June 19, 1930	1,168,337
Entries for week ended June 26, 1930	160,633
Loaded (Embarques) during same week June 26, 1930	1,328,970
STOCK AT SANTOS on June 26, 1930	1,175,576
BAHIA STOCK on June 19, 1930	3,729
Entries during week ended June 26, 1930	2,970
Clearances during same week	6,699
STOCK AT BAHIA on June 26, 1930	5,770
Stock at Rio, Santos and Bahia June 26 1930	1,499,363
Stock at Rio, Santos and Bahia June 19 1930	1,482,911
Stock at Rio, Santos and Bahia June 27 1929	1,437,640

MANIFESTS OF COFFEE

RIO DE JANEIRO

During the week ending

June, 19 - 1930

8	„Arjanza“:-	Montevideo	Hard, Rand & Co	100
		Buenos Aires	Pinheiro, Ladeira & Co	1,050
			Hard, Rand & Co	600
			Ornstein & Co	550
				2,300
10	„Somme“:-	Las Palmas	Alfred Sinner & Co	25
		Havre	S. Pereira & Co	500
			Alfred Sinner & Co	375
				900
10	„Baependy“:-	Montevideo	Pinto, Lopes & Co	600
		Buenos Aires	Pinto, Lopes & Co	1,000
				1,600
11	„Werra“:-	Tenerife	Alfred Sinner & Co	525
		Hamburg	Alfred Sinner & Co	375
			Pinto, Lopes & Co	300
			S. Pereira & Co	250
			E. G. Fontes & Co	193
		Kotka	Mc Kinlay & Co	75
				1,718

Companhia Nacional de Comercio de Café
Rua da Quitanda, 143
Rio de Janeiro

Cable Address: **"AXECO"**

COFFEE EXPORTERS

Agents and Sub-Agents all over the world

12	„Southern Cross“:—		
	Buenos Aires	C. Nacional Comm. de Café Alfred Sinner & Co	350 50
			400
13	„Astrida“:—		
	Antwerp	Theodor Wille & Co Castro Silva & Co E. Johnston & Co S. Commercial Metallurgica	250 125 50 10
			435
13	„Mar Bianco“:—		
	Buenos Aires	Pinheiro Ladeira & Co	3.350
13	„Barbacena“:—		
	New Orleans	Vivacqua, Irmãos & Co C. Nacional Comm: Café E. Johnston & Co Mc Kinlay & Co Alfred Sinner & Co Vicri S/A	1.667 250 250 250 250 232
			2.899
13	„Vandyck“:—		
	Barbados	Norton Megaw & Co	50
	New York	American Coffee Corp. Rebello, Alves & Co Vidal & Co Lage, Irmãos	1.500 500 275 250
			2.575
14	„Duijio“:—		
	Genoa	Ornstein & Co Theodor Wille & Co Hard, Rand & Co Pinto, Lopes & Co E. G. Fontes & Co Alfred Sinner & Co Vivacqua, Irmãos & Co	375 250 250 213 125 125 125
	Palermo	C. Nacional Comm Café	125
	Stamboul	Castro Silva & Co Theodor Wille & Co	438 250
	Mersina	Castro Silva & Co	63
	Jaffa	Ornstein & Co	40
			2.379
14	„Salta“:—		
	Oslo	Mc Kinlay & Co	575
	Wiborg	Ornstein & Co	100
	Trondhjem	C. Nacional Comm. Café	125
	Drammen	Theodor Wille & Co	50
	Bergen	Theodor Wille & Co	75
			925

14	„Krakus“:—		
	Havre	Mc Kinlay & Co S. Pereira & Co Fraga Irmãos & Co Botelho, Martins & Co Rotundo & Co Vivacqua, Irmãos & Co	1.000 625 250 125 125 6
			2.131
14	„Albena“:—		
	Rotterdam	Theodor Wille & Co Ornstein & Co	626 375
	Malta	Ornstein & Co	125
			1.126
14	„General Arrigas“:—		
	Hamburg	Pinto, Lopes & Co Mc Kinlay & Co Theodor Wille & Co Botelho, Martins & Co	806 375 250 250
	Helsinki	Theodor Wille & Co Mc Kinlay & Co	575 50
	Kotka	Theodor Wille & Co	225
	Abo	Theodor Wille & Co	225
	Wiborg	Theodor Wille & Co Mc Kinlay & Co	250 125
	Raumo	Theodor Wille & Co	125
	Mantyluoto	Theodor Wille & Co	100
	Wasa	Theodor Wille & Co	125
			3.475
14	„Celria“:—		
	Amsterdam	Theodor Wille & Co Vivacqua, Irmãos & Co Ornstein & Co E. Johnston & Co Hard, Rand & Co	313 250 125 125 63
			876
14	„Nevada“:—		
	Copenhagen	Theodor Wille & Co Castro Silva & Co Hard, Rand & Co Nykiöbing Falster Nykiöbing-Mors Thisted	1.062 200 125 125 125 187
			1.824
10	„Succia“:—		
	Gothenburg	E. G. Fontes & Co Mc Kinlay & Co Vivacqua, Irmãos & Co	375 250 125
	Umea	Vivacqua, Irmãos & Co	125
	Abo	Lage Irmãos Ornstein & Co Vivacqua, Irmãos & Co	250 150 125
	Wiborg	Vivacqua, Irmãos & Co	325
	Mantyluoto	Vivacqua, Irmãos & Co	125
	Hudiksvall	E. G. Fontes & Co	125
	Sundsvall	E. G. Fontes & Co E. Johnston & Co	125 125
	Stockholm	Mc Kinlay & Co Ornstein & Co Theodor Wille & Co	250 125 375
	Gefte	Theodor Wille & Co	375
	Lulea	E. Johnston & Co	125
	Karlskrona	C. Nacional Comm. Café	125
	Kotka	Pinto, Lopes & Co	125
			3.350

F. D. Wilcox - C. E. Schmidt - W. J. Ganucheau, Jr.

F. D. WILCOX CO.

COFFEE

502 Natchez St. New Orleans, U.S.A.

Solicit representation reputable Brazilian
Coffee Shippers for North America.

Consignments handled.

Established 1914. References: - New Orleans Banks,
Mercantile Agencies.

Cable Address: - WILCO. New Orleans, La.

17	„Sierra Cordoba”:-		
	Hamburg	Pinto, Lopes & Co	250
	Bremen	Pinto, Lopes & Co	150
	Oslo	Theodor Wille & Co	63
			463
	Total Overseas		32.726

SANTOS

During the week ending

June. 19 - 1930

9	„Somme”:-		
	Havre	Naumann, Gepp & Co	2.000
		Cia. Leme Ferreira	250
		Sion & Co	250
	La Pallice	Naumann, Gepp & Co	125
			2.625
9	„Arjanza”:-		
	Buenos Aires	S/A Levy	945
		Lima, Nogueira & Co	450
		Raphael Sampaio & Co	239
		N. Pizarro & Co	189
		Nioac & Co	100
			1.923
9	„El Paraguay”:-		
	Liverpool	Standard Oil Co. of Brazil	1
10	„Northern Prince”:-		
	New York	Theodor Wille & Co	3.946
		J. Aron & Co	3.750
		American Coffee Corp.	1.500
		Hard, Rand & Co	1.050
		S/A Levy	1.000
		Oswaldo Ferreira & Co	1.000
		E. Johnston & Co	750
		Leon Israel Co S/A	725
		Almeida Prado & Co	500
		Cia. Leme Ferreira	500
		C. Commercial Santos	500
		Lima, Nogueira & Co	250
		Andrade Junqueira & Co	250
		S. Exp. Café Brasil	222
		Naumann, Gepp & Co	175
			16.118

10	Villa Garcia”:-		
	Hamburg	Theodor Wille & Co	500
		Naumann, Gepp & Co.	300
		Leon Israel Co S/A	250
		S/A Levy	250
		Sampaio Bueno & Co	125
		Prudente Ferreira & Co	125
		Cia. F. Prado Chaves	125
		Almeida Prado & Co	3
	Hejsinki	Theodor Wille & Co	50
	Consumption	Bunck & Co	1
			1.729

10	„Coldbrook”:-		
	Boston	Almeida Prado & Co	3.375
		Hard, Rand & Co	3.500
		American Coffee Corp.	2.000
		Sampaio Bueno & Co	1.624
		Leon Israel Co S/A	1.000
		Naumann, Gepp & Co	1.000
		E. Johnston & Co	750
		Arbuckle & Co	500
		C. Paulista Exportação	500
		Theodor Wille & Co	500
		Teixeira, Martins & Co	250
		S/A Levy	250
	Philadelphia	Theodor Wille & Co	2.250
		Wright & Co	1.000
		Nioac & Co	1.000
		S/A Levy	250
		Manoel Valejo	125
			19.874

10	„Barbacena”:-		
	New Orleans	J. Aron & Co	3.750
		Vicri S/A	1.386
		E. Johnston & Co	900
		Teixeira, Martins & Co	750
		Almeida Prado & Co	750
		Lima, Nogueira & Co	500
		Sampaio Bueno & Co	500
		Cia. Comm. de Santos	250
		Andrade Junqueira & Co	125
	Houston	Naumann, Gepp & Co	5.000
		J. Aron & Co	2.110
		Hard, Rand & Co	400
		Vicri S/A	250
		Sampao Bueno & Co	250
			16.921

10	„Ipanema”:-		
	Marseille	Theodor Wille & Co	2.053
		Leon Israel Co S/A	625
		Hard, Rand & Co	500
		E. Johnston & Co	314
		Prudente, Ferreira & Co	124
		Nioac & Co	63
	Alexandria	Hard, Rand & Co	250
	Alger	Leon Israel Co S/A	125
		A. Ferreira & Co	125
	Barcelona	R. A. Danon & Co	63
			4.242

10	„Werra”:-		
	Bremen	Naumann, Gepp & Co	1.209
	Hamburg	Naumann, Gepp & Co	613
		B. Gonçalves & Co	250
		Zerrenner, Bulow & Co	1
	Consumption	Bunck & Co	3
		Zerrenner, Bulow & Co	1
			2.077

10	„Tigre“:— New York	Theodor Wille & Co Hard, Rand & Co American Coffee Corp. Mc Laughlin & Co Junqueira, Meirelles & Co Vicri S/A Wright & Co Leon Israel Co S/A Manoel Vallejo S. Exp. Café Brasil	5.925 5.250 5.050 1.700 1.000 500 350 250 250 198	20.473	12	„Desna“:— Buenos Aires	Raphael Sampaio & Co	170	
					12	„Alhena“:— Rotterdam	Theodor Wille & Co Leon Israel Co S/A Almeida Prado & Co Wright & Co Hard, Rand & Co J. Aron & Co Theodor Wille & Co	1.250 562 375 250 125 125 63	2.750
11	„Astrida“:— Antwerp	Theodor Wille & Co Naumann, Gepp & Co S. Nacional Exportadora Wright & Co S. Exp. Café Brasil Sion & Co Nioac & Co Teixeira, Martins & Co Cia. Paulista Exportação Hard, Rand & Co Cia. Leme Ferreira J. Aron & Co	1.500 562 500 375 282 250 175 125 125 125 125	4.269	12	„Salta“:— Oslo Bergen	Theodor Wille & Co Cia. Prado Chaves Theodor Wille & Co	1.002 250 63	1.315
11	„Muneric“:— New Orleans	American Coffee Corp. J. Aron & Co C. Commercial de Santos Sampaio Bueno & Co Lima, Nogueira & Co Nossack & Co Silva, Ferreira & Co S/A Levy E. Johnston & Co Cia. Leme Ferreira Arbuckle & Co Oswaldo Ferreira & Co A. Ferreira & Co Almeida Prado & Co Hard, Rand & Co Teixeira, Martins & Co S. Exp. Café Brasil Theodor Wille & Co Nioac & Co Naumann, Gepp & Co	2.000 1.150 1.000 1.000 750 650 500 500 500 375 375 350 250 250 250 250 125 125 125	11.025	13	„General Artigas“:— Hamburg Helsinki Consumption	Naumann, Gepp & Co Leon Israel Co S/A Cia. Prado Chaves Theodor Wille & Co J. Aron & Co Teixeira, Martins & Co J. C. Mello & Co Lima, Nogueira & Co S. Mogyana Exportadora Theodor Wille & Co Bunck & Co	1.618 895 625 563 375 266 192 125 10 75 8	4.752
					13	„Duijio“:— Genoa	Cia. Leme Ferreira Nossack & Co Raphael Sampaio & Co Nioac & Co Theodor Wille & Co Leon Israel Co S/A Luiz Bozzo C. Paulista de Exportação Exp. Rubiac Oswaldo Ferreira & Co R. B. Pimentel G. C. Dickinson & Co José Pagano Eduardo M. Hafers Nossack & Co Cia. Leme Ferreira Theodor Wille & Co	1.000 477 375 375 250 250 250 125 125 10 7 5 2 2 150 125 125	3.653
12	„Cuyabá“:— Havre	J. C. Mello & Co Theodor Wille & Co C. Santos e Camp. Arm. G. Picone & Filhos Sion & Co Theodor Wille & Co Banco Germanico	6.000 5.975 2.375 1.000 125 2.062 157	17.695	13	„Krakus“:— Havre	Almeida Prado & Co Nioac & Co Hard, Rand & Co Theodor Wille & Co E. Johnston & Co Nossack & Co Damazio & Pires Pascual & Co Cia. Prado Chaves	4.750 2.500 1.000 1.000 375 368 1 1 250	10.245
12	„Nevada“:— Copenhagen	Hard, Rand & Co J. Aron & Co Sion & Co Theodor Wille & Co Naumann, Gepp & Co Lima, Nogueira & Co Cia. Leme Ferreira Cia. Prado Chaves Nossack & Co Nikyobing-Falster Thisted	1.375 875 625 500 397 250 200 125 90 125 62	4.624	13	„Gelria“:— Amsterdam	Theodor Wille & Co Naumann, Gepp & Co J. Aron & Co S/A Levy	4.998 938 625 563	

Reliable Shippers of Brazil Coffees Seeking

General European Representative or Contemplating

Changes in Their Agency Arrangements are Requested to Communicate with

H. FLINDT

137 Fenchurch Street-LONDON E.C.3

Established 1905 — 1st Class References

	Almeida Prado & Co	500
	Cia. Prado Chaves	425
	Junqueira, Meirelles & Co	360
	S. Exp. Café Brasil	344
	E. Johnston & Co	250
	Sampaio Bueno & Co	150
	Lima, Nogueira & Co	125
	Andrade Junqueira & Co	115
Consumption	J. Thornton & Co	5
		<hr/>
		9.406
14	„Cometa”:- Buenos Aires	
	Raphael Sampaio & Co	312
	Theodor Wille & Co	250
	E. Johnston & Co	164
		<hr/>
		726
14	„Vandyck”:- New York	
	American Coffee Corp.	6.500
	Theodor Wille & Co	4.529
	Silva Ferreira & Co	425
	Almeida Prado & Co	375
	E. Johnston & Co	250
	Arbuckle & Co	210
		<hr/>
		12.289
14	„Clouarack”:- New Orleans	
	Hard, Rand & Co	3.300
	C. Commercial de Santos	1.875
	Theodor Wille & Co	1.875
	J. Aron & Co	1.825
	Wright & Co	1.125
	Sampaio Bueno & Co	1.000
	Teixeira, Martins & Co	750
	Lima, Nogueira & Co	750
	Almeida Prado & Co	500
	Leon Israel Co S/A	500
	Cia. Leme Ferreira	350
	J. C. Mello & Co	250
	Silva, Ferreira & Co	250
	Oswaldo Ferreira & Co	117
		<hr/>
		14.467
15	„Suecia”:- Stockholm	
	Theodor Wille & Co	1.500
	J. Aron & Co	875
	Cia. Prado Chaves	875
	Naumann, Gepp & Co	458
	Hard, Rand & Co	375
	S. Exp. Café Brasil	250

	Almeida Prado & Co	125
Göteborg	Theodor Wille & Co	1.650
	Naumann, Gepp & Co	637
	J. Aron & Co	250
	Cia. Prado Chaves	250
	E. Johnston & Co	240
	Hard, Rand & Co	125
	Lima, Nogueira & Co	125
	Franco, Soares & Co	125
Helsingborg	Hard, Rand & Co	1.750
	S. Nacional Exportadora	400
	J. Aron & Co	125
	Almeida Prado & Co	125
	Teixeira, Martins & Co	125
Gefle	J. Aron & Co	250
	Cia. Prado Chaves	250
	Lima, Nogueira & Co	125
	Andrade Junqueira & Co	125
Malmö	J. Aron & Co	250
	Almeida Prado & Co	125
Sundsvall	Theodor Wille & Co	125
Ahus	Theodor Wille & Co	125
Carlskrona	Theodor Wille & Co	125
Oscarshamn	Cia. Prado Chaves	125
Norrköping	Cia. Prado Chaves	125
Halmstad	Hard, Rand & Co	125
Landskrona	Hard, Rand & Co	125
Ystad	Lima, Nogueira & Co	125
		<hr/>
		12.510

15	„Olyprier”:- Antwerp	
	Theodor Wille & Co	375
	Hard, Rand & Co	125
	Cia. Leme Ferreira	125
	N. Giordano & Co	2
		<hr/>
		627

Total Overseas 196.506

COASTWISE

12	„Itapé”:- Rio Grande	
	Exp. Rubiac	100
		<hr/>
11	„Araçimbo”:- Porto Alegre	
	S/A Martinelli	15
		<hr/>
	Total Coastwise	115

CLEARANCES OF COFFEE AT THE PORTS OF RIO DE JANEIRO AND SANTOS

By Destination
During the month of March, 1930
In Bags of 60 kilos

	Rio	Santos	Total
Aalborg	—	—	—
Abu	1.275	250	1.525
Agoues	—	—	—
Ahus	—	283	283
Adalia	—	—	—
Alexandria	2.315	1.250	3.565
Algiers	2.817	187	3.004
Alagoa Bay	4.290	—	4.290
Amsterdam	8.776	39.956	48.732
Ancona	—	125	125
Antofagasta	75	—	75
Avilés	—	250	250
Antwerp	2.812	16.087	18.899

Arandel	—	—	—	Hamburg	5.552	31.872	37.424
Assumpção	50	—	50	Halifax	—	500	500
Arica	—	—	—	Hamilton	—	—	—
Baltimore	3.500	27.229	30.729	Havr-	16.807	77.011	93.818
Barbados	225	—	225	Helsingfors	5.549	125	5.674
Barcelona	125	4.391	4.516	Helsingborg	1.100	3.320	4.420
Bari	—	—	—	Hernoesund	—	—	—
Beira	100	—	100	Houston	250	10.850	11.100
Bengasi	—	—	—	Helsinki	—	499	499
Bergen	275	801	1.076	Huikisvaali	—	—	—
Beyrouth	11	—	11	Horsens	—	—	—
Bilbao	—	1.075	1.075	Huelva	—	—	—
Bomborg	—	—	—	Iquique	400	—	400
Biserta	—	—	—	Jacksonville	750	10.265	11.015
Bone	389	—	389	Jaffa	161	—	161
Bordeaux	789	1.375	2.164	Jerbak	—	—	—
Boston	1.250	17.200	18.450	Kalmar	—	63	63
Bougie	63	—	63	Kemi	—	—	—
Bourgas	—	—	—	Kobe	—	16	16
Braila	—	—	—	Kolding	—	—	—
Bremen	554	9.684	10.238	Kotka	1.938	—	1.938
Bremerhaven	—	—	—	La Coruna	—	125	125
Buenos Aires	16.685	9.137	25.822	Larache	—	—	—
Breste	—	—	—	Larnaca	—	—	—
Cadiz	—	975	975	Larvik	—	—	—
Caiffa	—	—	—	Landskrona	—	125	125
Calcutta	—	—	—	Las Palmas	275	—	275
Caldera	30	—	30	La Valette	125	—	125
Cape Town	4.550	—	4.550	Leixoes	1.524	60	1.584
Canea	125	63	188	Los Angeles	—	—	—
Candia	125	—	125	Limassol	120	—	126
Čalskrona	—	250	250	Liverpool	—	—	—
Carlshamn	—	—	—	Livorno	—	828	828
Casa Blanca	375	63	438	Lisboa	745	—	745
Catacojo	—	—	—	London	—	14	14
Catania	—	—	—	Lourenço Marques	1.287	—	1.287
Cavalla	—	—	—	Luderitz Bay	—	—	—
Ceuta	225	—	225	Luleå	125	—	125
Chalkis	—	—	—	Madeira	—	60	60
Constantinople	750	—	750	Marseilles	2.318	7.959	10.277
Christiansand	—	—	—	Malta	—	31	31
Constanza	—	—	—	Manchester	—	—	—
Civitavecchia	—	—	—	Magallanes	535	—	535
Copenhagen	1.887	9.758	11.645	Malaga	—	132	132
Chios (Ilha de)	—	—	—	Malmö	—	1.513	1.513
Coquimbo	—	—	—	Mejilla	—	—	—
Corral	330	—	330	Mersina	—	—	—
Dairen	—	—	—	Memei	—	—	—
Dantzig	63	439	502	Messina	—	—	—
Dakar	143	—	143	Merkoivie	252	188	440
Dede-Agatch	63	—	63	Montevideo	3.670	475	4.145
Dunedin	—	—	—	Mogador	—	—	—
Draina	50	—	50	Montreal	250	—	250
Drontheim	550	—	550	Manrykoto	150	—	150
Dunkerque	—	125	125	Mossel Bay	1.375	—	1.375
East London	1.125	—	1.125	Moutaganem	125	—	125
Fanagusta	62	—	62	Musel	—	—	—
Fiume	—	—	—	Mytilene	63	—	63
Funchai	—	—	—	Nantes	250	124	374
Galats	—	—	—	Naples	780	2.189	2.969
Galveston	250	—	250	Neufarwasser	—	—	—
Gdingem	—	—	—	New Orleans	10.523	118.347	128.870
Gefle	1.125	1.375	2.500	New York	29.036	227.571	256.607
Genoa	4.941	13.717	18.658	Nicosie	—	—	—
Gibraltar	—	62	62	Norrlöping	250	500	750
Gijon	—	700	700	Nikiobing Falstor	—	—	—
Gothemburg	650	15.740	16.390	Nikiobing Mors	125	—	125
Gravoza	—	—	—	Norfolk	—	1.250	1.250
Halmstad	—	438	438	Norresmedhy	—	—	—
Havana	—	—	—	Odense	—	—	—

Oran	1,722	62	1,784	Viborg	1,014	—	1,014
Ormkoldsvik	375	125	500	Vejle	—	125	125
Oscarsham	—	175	175	Wasa	400	—	400
Oslo	1,813	1,218	3,031	Vigo	25	—	25
Patras	—	—	—	Wolfisk Bay	300	—	300
Phéipeville	377	—	377	Wimpeg	125	—	125
Palermo	250	—	250	Yokohama	—	375	375
Palma de Mallorca	—	—	—	Yxpila	200	—	200
Pireu	376	125	501	Ystad	—	—	—
Prevesa	63	—	63				
Port Natal (Durban)	3,172	25	3,197	Total	201,926	745,336	947,262
Philadelphia	—	8,925	8,925		—	—	—
Prapani	—	—	—				
Portland	—	2,000	2,000				
Port Stamley	—	—	—				
Portsmouth	—	—	—				
Port Sayd	—	—	—				
Fuerto Montt	775	—	775				
Porto London	—	—	—				
Rauno	125	—	125				
Reykjovik	225	—	225				
Randars	125	125	250				
Rhodes	—	—	—				
Romsdal	—	65	65				
Rotterdam	8,274	15,466	23,740				
Rosario	3,225	525	3,750				
Salonica	250	—	250				
Sansouroun	—	—	—				
San Jurjo	125	—	125				
Santander	375	575	950				
Santa Cruz	—	—	—				
S. Francisco (California)	6,425	11,575	18,000				
Southampton	388	2	390				
Sau Pedro (California)	3,486	11,255	14,741				
Sfax	—	—	—				
Smyra	1,062	—	1,062				
Skio	125	—	125				
Stettin	—	—	—				
Stockholm	750	12,761	13,511				
Stugsund	—	—	—				
Suderham	125	—	125				
Sundsvall	650	250	900				
Susak	63	—	63				
Seattle	250	2,756	3,006				
Seville	—	445	445				
Svendborg	—	—	—				
Sovelborg	—	—	—				
Sousse	—	—	—				
Tacoma	—	—	—				
Talcahuano	1,550	100	1,650				
Tangiers	208	—	208				
Teneriffe	600	—	600				
Tetuan	—	—	—				
Thisted	—	—	—				
Tecopila	—	—	—				
Tokio	—	—	—				
Trebisonda	—	—	—				
Trondhjem	—	175	175				
Trieste	8,317	2,708	11,025				
Tripoli	251	—	251				
Tunis	594	63	657				
Uteaborg	300	—	300				
Umea	—	—	—				
Valencia	—	950	950				
Vancouver	—	1,900	1,900				
Valparaiso	2,797	200	2,997				
Varberg	—	475	475				
Varna	—	—	—				
Venice	63	813	876				
Vastervik	—	—	—				

RUBBER

HARD Fine PARA' was quoted 28th June, 1930, according to a cable from our own correspondent of same date, as follows:—

London 7 1/4d. per lb.: Para 1\$900 per kilo, as against 7 1/4d. and 1\$900 respectively on 21st June, 1930, and 11d. and 3\$100 on 29th June, 1929. (22nd not available).

NEW YORK RUBBER PRICES, WEEK ENDING

11h July 1930

(BY CABLE)

	25th	26th	27th	28th	30th	11s
Upriver fine washed						
& Dried	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4
Upriver fine	14	14	14	14	14	14
Upriver coarse . . .	6 1/2	6 5/8	6 3/4	6 7/8	6 7/8	6 7/8
Para island fine . .	6 1/2	6 5/8	6 3/4	6 7/8	6 7/8	6 7/8
Para island coarse .	13 3/4	13 3/4	13 3/4	13 3/4	13 3/4	13 3/4
Caucho ball	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Plantation smoked						
sheets	11 7/8	12	12	12 1/4	12 1/4	12 1/4
do. latex crepe . . .	12 1/8	12 1/4	12 1/4	12 3/8	12 3/8	12 3/8
Stock Orient rubber in U. S. A. on 1st July, 1930						
214,347 tons. Market steady.						

PARA' RUBBER MOVEMENT AND PRICES (BY CABLE) — The movement of Rubber at Para during the week ended June 28th, 1930, was as follows:—

Stock on June 21st, 1930	2,996,700
Entries during week ended June 28th, 1930	392,230
Available	3,388,930
Clearances during the same week:—	
To United States	227,204
To Europe	—
To sundry port	10,690
Stock on 21st June, 1930	3,151,036
Spot prices were quoted in June 28th, 1930, as follows, per kilo:—	

	June, 21	June, 28
Upriver fine	1\$800	1\$900
Upriver coarse	\$550	\$550
Island fine	1\$300	1\$300
Island coarse	\$550	\$500
Coarse Ball	\$600	\$600

COTTON

The Pernambuco market closed on 18th June, 1930, with first sorts quoted at 34\$000 buyers, against 34\$000 buyers on the previous Wednesday and 48\$000 buyers on 19th June last year.

The movement at Pernambuco for the week ended 25th June, 1930, was as follows, in bags of 80 kilos:—

Stock June 18th, 1930	7.900
Entries during the week ended 25th June, 1930	4.300

Available	12.200
Deliveries during the week	2.900

Stock on 25th June, 1930	9.300
Ditto, on 26th June, 1929	5.800

For the crop to date entries amounted to 209.600 bales as against 157.600 bales during the same period last crop.

The Rio market closed on 25th June, 1930, with prices quoted as follows, per 10 kilos:—

	18th June	25th June
Serido 3&5	37\$000-36\$000	36\$500-35\$500
Sertocs 3&5	35\$000-31\$000	33\$500-30\$500
Mattas 3&5	31\$000-27\$000	29\$000-26\$000
Paulista 3&5	31\$000-27\$000	29\$000-27\$000

The movement at Rio de Janeiro during the week ended 25th June, was as follows:—

Stock on 18th June, 1930	3.228
Entries during week ended 25th June, 1930	2.944

Available	6.172
Deliveries during the same week	1.889

Stock on 25th June, 1930	4.283
Ditto, on 26th June, 1929	8.355

SUGAR

The Pernambuco market closed on 25th June, 1930, with quotations as follows, per 10 kilos; usinas 1st sorts, nominal, crystal, 4\$910; demeraras, nominal, 3rd sorts nominal, somenos, nominal; bruto ssecos, 3\$200; as against usinas first sorts, nominal; crystal 4\$910, demeraras nominal, 3rd sorts, 3\$325, somenos, nominal; and brutos seccos, 3\$000 on the previous Wednesday.

The movement at Pernambuco for the week ended 25th June, 1930, was as follows, in bags of 60 kilos:—

Stock on 18th June, 1930	928.800
Entries during the week ended 25th June, 1930	10.600

Available	939.400
Deliveries during the same week	100.000

Stock on 25th June, 1930	839.400
Ditto, on 26th June, 1929	683.900

For crop to date entries amounted to 5.015.800 as against 4.317.690 baags for the same period last crop.

The Rio Market closed on 25th June, with prices quoted as follows, per 60 kilos: crystal 30\$000 to 36\$000, Demeraras, 28\$000 to 30\$000, mascavinho, 27\$000 to 28\$, mascavo, 20\$000 to 22\$000.

The movement at Rio for the week ended 25th June, 1930, was as follows:—

Stock on 18th June, 1930	294.303
Entries during the week ended 25th June, 1930	130.495

Available	424.798
Deliveries during the week	40.429

Stock on 25th June, 1930	384.369
Ditto, on 26th June, 1929	127.227

QUOTATIONS OF COTTON AND SUGAR IN FOREIGN MARKETS.

Rio de Janeiro, 26th June, 1930.

COTTON SERVICE	20th	21st	23rd	24th	26th	26th
Liverpool 2.30 pm						
Pernambuco Miscote fair Spot	7.11	7.00	6.87	6.94	6.77	6.94
American middling Spot	7.51	7.70	7.57	7.64	7.47	7.54
American futures July	7.32	7.72	7.01	7.05	6.9	7.10
.. .. . October	7.12	7.03	6.83	6.87	6.82	6.94
.. .. . January	7.16	7.08	6.88	6.91	6.85	6.97
.. .. . March	7.23	7.16	6.96	6.99	6.93	7.14
New York American Middling Uplands	14.05	13.70	13.50	13.20	13.45	13.80
New York American Futures July	13.94	13.60	13.40	13.40	13.13	13.33
New York American futures, October	13.51	13.26	13.12	12.99	13.01	13.38
New York American Futures January	13.76	13.40	13.28	13.18	13.16	13.53
.. .. . March	13.69	13.30	13.20	13.09	13.16	13.43
SUGAR SERVICE						
London Futures June	8/-	8/-	8/-	7/6	7/9	7/10 1/2
.. August	8/1 1/2	8/1 1/2	8/-	8/-	9/-	8/-
.. October	8/1 1/2	8/1 1/2	8/1 1/2	8/6	8/7 1/2	8 1/2
.. December	8/7 1/2	8/7 1/2	8/7 1/2	8/6	8/7 1/2	8 1/2
New York futures July	1.28	1.28	1.26	1.27	1.27	1.26
.. September	1.28	do.	1.34	1.35	1.37	1.39
.. December	1.48	do.	1.44	1.44	1.47	1.49
.. March	1.57	do.	1.53	1.53	1.55	1.57

SHIPPING

MUNSON STEAMSHIP LINES

(Federal Express Co. — Gen. Agents)

«American Legion» arrived at New York July 2nd.
 «Munargo» arrived at B. Aires on July 1st
 «Southern Cross» sails Rio July 3rd, for Trinidad and Bermuda, due N. York July 16th
 «Western World» sailed N. York June 27th, due Rio July 10th, Santos July 11th, Montevideo July 14th, B. Aires July 15th.

Cargo Steamers:—

«Walter D. Munson» sails Santos July 11th for Victoria thence New Orleans direct
 «Muntropic» sails Santos August 16th for Victoria thence New Orleans direct.

MC CORMICK STEAMSHIP CO (P. A. B. LINE)

(Federal Express Co. — Gen. Agents)

«West Camargo» arrived at Pará June 30th, thence for Colombia and U. S. Pacific Ports
 «West Ira» arrived at Santos June 29th, sails Santos July 5th, Rio July 6th, Bahia July 9th, Pará July 16th thence Colombia and U. S. Pacific Ports

PRINCE LINE

Houlder Brothers & Co., Ltd — Agents

M/S «Brazilian Prince» loads for Trinidad, New York and Boston, 27th July
 M/S «Castilian Prince» loads for Trinidad, New York and Boston, 24th August
 S/S «Sardinian Prince» en route for N. York and Boston
 S/S «Manchurian Prince» at River Plate

LAMPORIT & HOLT, LIMITED

Lamporit & Holt — Agents

- «Vandyck» due Rio 28/7/30 for Santos, Montevideo and Buenos Aires
 «Voltaire» leaves Rio 13/7/30 for Trinidad, Barbados and New York
 «Biela» due Rio 11/7/30 for Santos and Rio Grande
 «Bruyere» due Rio 9/8/30 for Santos and Rio Grande
 «Boswell» left Victoria 28/6/30 for Bahia, Trinidad, New York and Boston
 «Bergin» leaves Santos 5/7/30 for Pernambuco and New York
 «Bonheur» leaves Santos 26/7/30 for New York and Boston (provisionally)
 «Balzac» leaves Rio 2/7/30 for Santos and Rio Grande
 «Euclid» due Rio 19/7/30 for Santos and Rio Grande

NIPPON YUSEN KAISHA

- «Hakata Maru» leaves Rio 24/7/30 for Cape ports and Far East
 «Wakasa Maru» leaves Rio 23/7/30 for Montevideo and Buenos Aires

FURNESS PRINCE LINE

Houlder Brothers & Co., Ltd — Agents

- M/S «Southern Prince» leaves Rio 9th July for Bahia, Trinidad and N. York
 M/S «Northern Prince» due Rio de Janeiro from N. York 17th July, sails for Santos, Montevideo and B. Aires
 M/S «Western Prince» leaves Rio 23rd July for Trinidad and New York
 M/S «Northern Prince» leaves Rio 6th August for Bahia, Trinidad and New York

NORDDEUTSCHER LLOYD, BREMEN

(Herrn. Stoltz & Co. — General Agentes)

- «Sierra Cordoba» in Bremen, leaves Bremen 22nd Sept. for South America and arrives 10 Oct. in Rio.
 «Sierra Morena» left Bremen 23rd June for South America and arrives 11th July in Rio
 «Sierra Ventana» left B. Aires 3rd July homewards for North Brazil and Europe and arrives 8th July in Rio
 «Madrid» left Bremen 30th June for South America and arrives 21st July in Rio
 «Werra» in Bremen, leaves Bremen 21st July for South America and arrives 12th Aug. in Rio
 «Weser» left Rio 2nd July homewards for North Brazil and Europe and arrives 24th July in Bremen
 «Gotha» in B. Aires 19th July homewards for North Brazil and Europe and arrives 16th Aug. in Bremen
 «Germar» left Rio 28th June for Santos

THE NORWEGIAN SOUTH AMERICA LINE

Fredrik Engelhart — Agent.

- «Cometa» due to load Rio 18th July for Denmark, Iceland, Finland, Norway and Baltic Ports
 «Bra-Kar» due to load Rio end July/beg. August for Denmark, Iceland, Finland, Norway and Baltic Ports
 «Pará» loading Kristiansund N. end June for Bahia, Rio and Santos
 «Salto» loading Oslo middle July, West Norway and July for Bahia, Rio and Santos

JOHNSON LINE

Louiz Campos Filhos & Co., Agents

- M/S «Kr. Margareta» arrived at Rio 2nd inst., due to leave 5th inst., for Santos and B. Aires

M/S «Valparaiso» left Gothenburg 21st inst., for Rio, Santos, Rio Grande, Montevideo and B. Aires. Due here on 14th inst.

M/S «Santos» due to leave Gothenburg 8th inst., for Rio, Santos, Montevideo and B. Aires. Due here 30th inst.

M/S «Suecia» due to leave Gothenburg 6th August for Rio, Santos and B. Aires. Due here 2nd September

M/S «Lima» due to leave Gothenburg 16th August for Rio Santos, Montevideo and B. Aires. Due here 8th Sept.

M/S «Pedro Christophersen» left Santos 30th May, Victoria 2nd ult., and arrived at Gothenburg 27th ult.

M/S «Suecia» left Bahia 21st ult., for Sweden and Finland

M/S «Lima» left Bahia 1st inst. for Sweden and Finland.

CHARGEURS REUNIS ET SUD ATLANTIQUE

Sailings for the Plate:—

	July
«Croix»	14
«Jamaïque»	30
	August
«Massilia»	5
«Eubée»	5
«Formose»	25

Sailings for Europe:—

	July
«Lipari»	10
«Ceylan»	21
«Swiatowid»	27
«Croix»	7
	August
«Massilia»	17

HAMBURG-AMERIKA LINIE — HAMBURG

(Theodor Wille & Co. — Ag. General

- «General Artigas» left Bahia 17th June for Europe
 «General Belgrano» at Hamburg
 «General Mitre» at Hamburg
 «General Osorio» at Buenos Aires
 «General San Martin» left Rio 3rd July for Europe via Bahia
 «Baden» left Rio 21st June for Europe via Bahia
 «Bayern» at Buenos Aires
 «Wuerttemberg» left Hamburg 2nd July for Brazil and River Plate
 «Antiochia» left Hamburg 28th June for Brazil and Bahia Blanca via Antwerp

HAMBURG-SUEDAMERIKANISCHE**DAMPFSCHIFFFAHRTS-GESELLSCHAFT, — HAMBURG**

Theodor Wille & Co., Agents

- «Cap Arcona» leaves Hamburg 5th July for Brazil and R. Plate
 «Cap Polonia» arrived and left Rio 4th July for River Plate
 «Cap Norte» left Hamburg 27th June for Brazil and R. Plate
 «Antonio Delfino» at Hamburg
 «Monte Olivia» leaves Hamburg 5th July for Norway; pleasure cruise
 «Monte Sarmiento» left Rio 2nd July for Europe via Bahia
 «Argentina» at Hamburg
 «Bahia» left Hamburg 11th June for South Brazil ports
 «Bilbao» at Hamburg
 «Entre Rios» at Rio Grande S.
 «Espana» left Rio 27th June for Antwerp and Hamburg
 «La Corona» at Buenos Aires

LINEA SUD-AMERICANA INC., NEW YORK

Theodor Wille & Co. — Ag. General

- «Sud Americano» left Santos 27th June for N. York
 «Sud Expreso» at Buenos Aires