

# Mailman's Brazilian Review

RUA DA QUITANDA, 163  
RIO DE JANEIRO

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

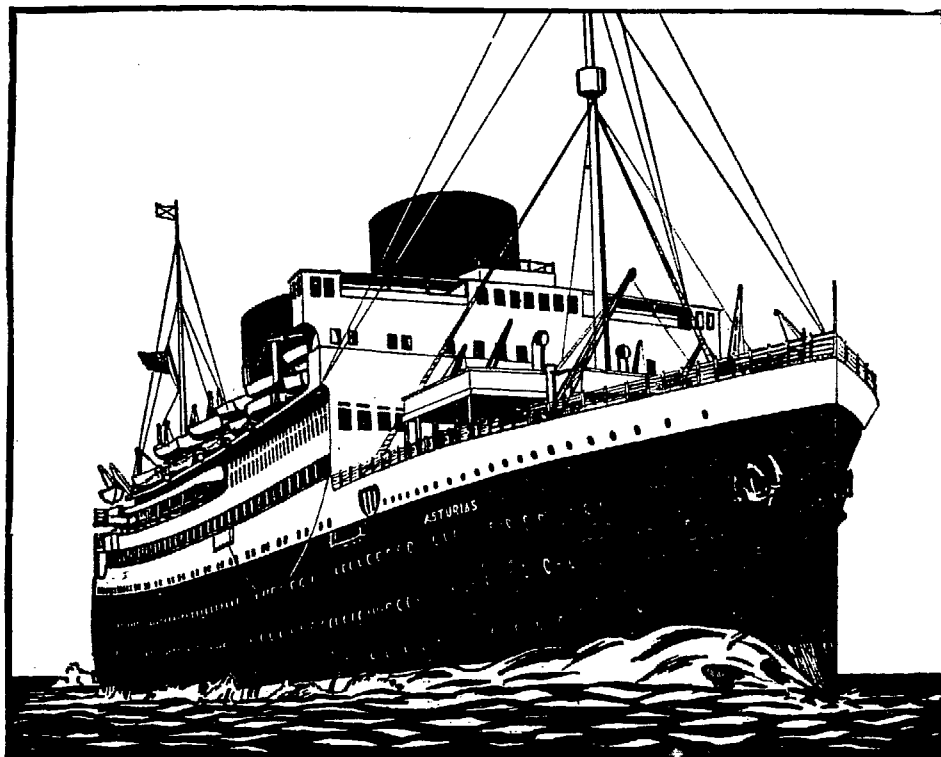
CAIXA POSTAL  
809

VOL. 25

RIO DE JANEIRO, MONDAY, OCTOBER 23, 1933

N. 42

## ROYAL MAIL LINE



### SAILINGS TO EUROPE

Southampton Service		London Service		Havre and Liverpool Service	
ALMANZORA	5 Nov.	HIGHLAND BRIGADE	24 Oct.	<b>GASCONY</b> From Santos about 8 Dec.	
ALCANTARA	19 Nov.	HIGHLAND PATRIOT	7 Nov.	<b>Havre Service</b> (Cargo only)	
ARLANZA	3 Dec.	HIGHLAND MONARCH	21 Nov.	<b>SOMME</b> From Santos . . . 28 Oct. From Rio . . . . . 1 Nov.	
ASTURIAS	17 Dec.	HIGHLAND CHIEFTAIN	5 Dec.	<b>SAMBRE</b> From Santos . . . 22 Nov. From Rio . . . . . 25 Nov.	
ALMANZORA	31 Dec.	DESEADO	18 Dec.		

THE ROYAL MAIL STEAM PACKET COMPANY  
RIO DE JANEIRO: AVENIDA RIO BRANCO, 51/55 — TEL. 4-8000

# Booth Line, Liverpool

Regular Service of Passenger and Cargo Steamers Between  
**NEW YORK, NORTH, MID and SOUTH BRAZIL**  
 (CALLING AT BARBADOS)

also between

LIVERPOOL, LONDON, HULL, HAMBURG, ANTWERP, HAVRE, ROTTERDAM, OPORTO  
 LISBON, MADEIRA, PARÁ, MANAOS, MARANHÃO, CEARÁ, PARNAHYBA, IQUITOS

Agents for NORTH and SOUTH AMERICA

PARÁ	} Booth & Co. (London), Ltd.	PERNAMBUCO	Frederick von Sohsten	BAHIA	} Wilson, Sons & Co., Ltd.
MANAOS		NATAL	Frederick von Sohsten	RIO DE JANEIRO	
MARANHÃO		CABEDELLO	S. A. Wharton Pedroza	SANTOS	
CEARÁ		MACEIÓ	R. W. B. Paterson	RIO GRANDE DO SUL	
PARNAHYBA		VICTORIA	Arbuckle & Co.	PELOTAS	
IQUITOS		FLORIANOPOLIS	Guilherme H. Chaplin	PORTO ALEGRE	

PARANAGUÁ: Empresa de Melhoramentos Urbanos de Paranaguá. SÃO FRANCISCO DO SUL.

R. O. N. Addison, BARBADOS: H. Jason Jones & Co.

**THE BOOTH STEAMSHIP CO. LTD.**

CUNARD BUILDING — LIVERPOOL

**BOOTH AMERICAN SHIPPING CORPORATION**

17, BATTERY PLACE — NEW YORK

## HAVEN LINE — ROTTERDAM

### NEW REGULAR RAPID SHIPPING LINE

THE FAST SHIP

# TARA

will sail from Rio on the 23 October for:  
 HAVRE, ANTWERP. Cargos with option  
 accepted, also for other Ports with clearance  
 in ANTWERP

NEXT SAILINGS: "TELA"  
 "TUVA" (INAUGURAL)

GENERAL AGENT FOR BRAZIL: RIO DE JANEIRO

Avenida Rio Branco, 9 — Tel. 3-2925.

**RAUL OZENDA — SANTOS**

R. 15 de Novembro, 204—Tel. Central 2357

## The City of Santos Improvements Company, Limited

ESTADO DE SÃO PAULO — CAIXA 4 — SANTOS

GAS DEPARTMENT. -- Special coke and tar produced by the continuous carbonization process: Also soft pitch for waterproofing purposes, crude benzol and oils for the manufacture of disinfectans.

WATER DEPARTMENT. - Distribution on the constant supply system. Special cheap rates for industrial supplies. Ships supplied with water of guaranteed purity, at the rate of 150 tons per hour if required.

ELECTRICITY DEPARTMENT. Installations of any magnitude for Light and Power. Cheap power for long-hour consumers. Motor repairs.

TRAMWAYS DEPARTMENT. Seventy kilometres of rapid electric service. Season tickets with non-stop service. Special terms for large parties, parcel delivery; service to all points. Electric transport of goods and building material at cheap rates. Goods from interior should be despatched "Companhia City, Desvio Saboc".

MOTOR OMNIBUS SERVICES: Town Avenues and Beach.

Telegraphic Address "CIDADE" — Santos

**RIO DE JANEIRO LIGHTERAGE  
COMPANY LIMITED**

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

■ ■ ■

Fleet—150 Lighters: 18.000 tons total capacity.

**RAPID HANDLING OF CARGO  
GUARANTEED.**

Salvage Tug "Emily" equipped with Modern  
Salvage Appliances.

■ ■ ■

**RIO DE JANEIRO**

**Av. Rio Branco, 9-2nd. floor,  
Room, 232**

P. O. BOX 1164

**TELEGRAMS — "LIGHTERAGE  
RIO-JANEIRO"**

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

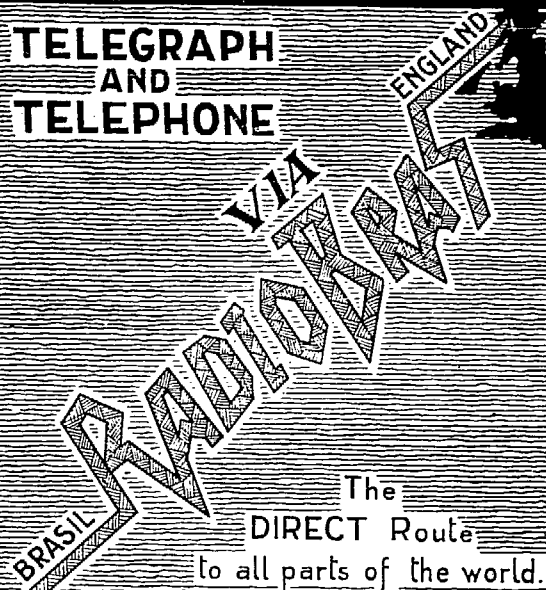
LONDON — Dashwood House, Old Broad  
Street, E. C. 2.

■ ■ ■

**ENQUIRIES INVITED.**

**SPEED is ECONOMY**

**TELEGRAPH  
AND  
TELEPHONE**



The  
**DIRECT Route**  
to all parts of the world.

**C<sup>IA</sup> RADIOTELEGRAPHICA  
BRASILEIRA**



**Government Officials,  
Bankers, Merchants and  
Publicists in 59 Coun-  
tries Around the World**

read **The Tea and Coffee  
Trade Journal**

This paper is the greatest single  
factor for promoting good will  
in the tea and coffee trades.  
Its editor and publisher is

**WILLIAM H. UKERS, M. A.**

author, "All About Coffee and "All About Tea"

and for over 25 years, student, expert, advisor and coun-  
sellor on industrial and merchandising problems in the  
tea and coffee trades.  
An advertisement in The Tea & Coffee Trade Journal  
carries dignity and builds good will — "the only thing of  
permanent value".

**SUBSCRIPTION IN BRAZIL, \$4 per year**  
Advertising rates on application

Agents for Brazil

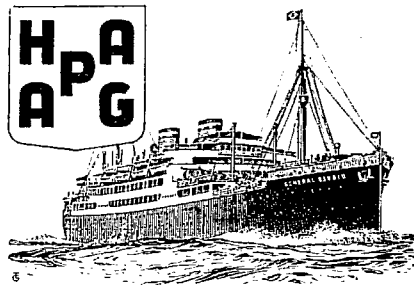
**WILEMAN'S BRAZILIAN REVIEW**

**RUA DA QUITANDA, 163 RIO DE JANEIRO**

■ ■ ■

**THE TEA & COFFEE TRADE JOURNAL**  
79 WALL STREET, NEW YORK.

**H  
P  
A  
G**



**HAMBURG-AMERIKA LINE**

Regular service with modern passenger  
and cargo steamers between

**Hamburg, Antwerp, Brazilian and River Plate Ports**

AGENTS:

**THEODOR WILLE & Co.**

**RIO DE JANEIRO**

79, AVENIDA RIO BRANCO, 79

**SANTOS**

**SÃO PAULO**

# THE CALORIC COMPANY

## RIO DE JANEIRO

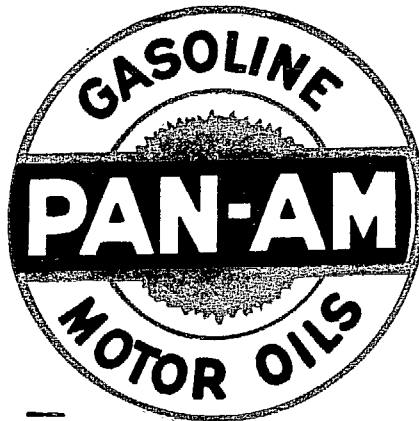
Praça Mauá, 7 — Edifício d' "A Noite" — 12.º andar  
P. O. Box 1965

Telegraphic Address: "Petroloric"

Telephone 3-5860

### Fuel Oil

For Industries,  
Railways, Steamers



### Diesel Oil

For internal  
Combustion Engines

Fuel Oil Stations at:

PARÁ, PERNAMBUCO, BAHIA AND SANTOS

# LAMPOR & HOLT LINE

## BRAZIL SERVICE

FROM GLASGOW AND LIVERPOOL to: Bahia, Rio de Janeiro, Santos, Rio Grande do Sul, Pelotas & Porto Alegre. From New York and South Atlantic Ports to Brazil and the River Plate

SAILINGS	From Glasgow	From Liverpool	From New York	From Jacksonville	Due Rio
HOLBEIN		7th Oct.	—	—	28th Oct.
BONHEUR			25th Oct.		12th Nov.
PHIDIAS	28th Oct.	4th Nov.	—	—	25th Nov.
STEAMER	25th Nov.	2nd Dec. 1933	—	—	23rd Dec. 1933
DE LAMBRE	30th Dec.	6th Jan. 1934	—	—	27th Jan. 1934

## HOMEWARD SAILINGS

LE GHTON	2nd November for New York, Boston & Philadelphia
LALANDE	Middle November for Liverpool.
DE LAMBRE	Second half November for London & Hamburg.

Cargo taken on through Bills of Lading, via Rio de Janeiro, to Aracajú, Victoria, Antonia, Paranaguá, São Francisco and Santa Catharina.

All steamers, outwards and homewards, have accommodation available for Saloon Passengers at economic rates.

Apply to:—

Santos: F. S. HAMPSHIRE & CO., Ltd.

Bahia: F. STEVENSON & Co., Ltd.

Pernambuco: WILLIAMS & Co.

**LAMPOR & HOLT, LTD.**  
**RIO DE JANEIRO**  
AV. RIO BRANCO, 46-4.º and.  
Tels. 3-4830 e 3-0085

S. Paulo: F. S. HAMPSHIRE & Co. Ltd.

Buenos Aires: LAMPOR & HOLT, Ltd.

Montevideo: M. REAL AZUA.

# Wileman's Brazilian Review

A WEEKLY JOURNAL OF TRADE, FINANCE, ECONOMICS AND SHIPPING

VOL. 25

MONDAY, OCTOBER 23, 1933

N. 42

## The Rio de Janeiro Flour Mills & Granaries, Limited

Head Office:  
48, Moorgate,  
London, E. C. 2.

Offices:  
Rua da Quitanda, 106/110  
Rio de Janeiro.

DEPOSIT:

Rua Curityba, 434, BELLO HORIZONTE.

Representatives in the Argentine:

Soc. Anónyma Molino Inglés (Argentina) Ltda.

BUENOS AIRES  
Calle Sarmiento, 443.

ROSARIO  
Calle Cordoba, 1438.

BAHIA BLANCA  
Calle O'Higgins, 32

**FLOUR MILLS: Avenida Rodrigues Alves, 437 (Caes do Porto)**

The Mill's Marks Are:

"BUDA NACIONAL"  
"NACIONAL"  
"SEMOLINA"  
"BRASILEIRA"  
"GUARANY"

Awards:

Gold Medal — Paris .....	1889
Grand Prix Brazil St. Louis .....	1904
" " " .....	1904
" " Brussels .....	1910
" " Turin .....	1911

Hors Concours — International Centenary Exhibition of Brazil 1922

**COTTON MILLS: Avenida Rodrigues Alves, 437 (Caes do Porto)**

Grand Prix — International Centenary Exhibition of Brazil 1922

## MOINHO PAULISTA LIMITADA:

MILLS - SANTOS

TELEGRAPHIC ADDRESS "MOPALA" OFFICES: RUA BOA VISTA, N.º 7 — SÃO PAULO  
The Most Modern Mills in Brazil

AGENTS FOR:

### Biscoitos AYMORÉ Ltda.

Quality equal to English biscuits BUT AT HALF THE PRICE

GRAND PRIX:

International Centenary Exhibition of Brazil 1922

HORS CONCOURS:

Exposição Industrial e Agrícola do E. de Minas Geraes,  
Juiz de Fôra 1927

HORS CONCOURS & MEMBER OF JURY:

Exposição de Agricultura, Industria e Commercio,  
Bello Horizonte 1927

These factories are equipped with the most modern and hygienic machinery, every care being taken in the manufacture of their products.

TELEGRAMS: "EPIDERMIS"

RIO JANEIRO — TEL. 4-1450/1

POST OFFICE BOX No. 486

Agencies in every State of Brazil

### Massas Alimenticias

### AYMORÉ Limitada

HORS CONCOURS:

Exposição Industrial e Agrícola do Estado de Minas  
Geraes, Juiz de Fôra, 1927

HORS CONCOURS & MEMBER OF JURY:

Exposição de Agricultura, Industria e Commercio,  
Bello Horizonte, 1927

## THE BRITISH EXPORT GAZETTE.

GREAT BRITAIN'S LEADING EXPORT JOURNAL.

FOUNDED 1892.

**M**ERCHANTS, IMPORTERS, and AGENTS in Brazil who are interested in the Trade of Great Britain should Subscribe regularly to this old-established and influential publication. It provides its Subscribers with the most exhaustive and exclusive commercial news service and is the connecting link between British Manufacturers and Merchants in all parts of the world.

The Annual Subscription is 10s., or 25s. for Three Years, which includes unlimited use of its Information and Agency Departments.

"The British Export Gazette" is invaluable to Buyers of British Goods and all who Want to Represent British Firms in Brazil.

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

## Wileman's Brazilian Review

Established 1898

EDITOR — L. COURTNEY

OFFICES: RUA DA QUITANDA, 163, 2.º ANDAR  
RIO DE JANEIRO

Telephone: 4-1966 — Caixa do Correio (P. O. Box) 809  
Tel. Address: "REVIEW", Riojaneiro.

Redactor Responsavel: L. Courtney

Redacção e Administração: R. da Quitanda, 163, 2.º and.

All Communications to be addressed to the Editor.  
Subscription (Payable in Advance): —  
Brazil, 100\$000 per annum. Abroad £ 5 per annum.  
Separate copies 2\$000. Back Numbers 2\$500 per copy.

### ADVERTISING RATES ON APPLICATION

### AGENTS

SÃO PAULO:—  
C. T. Nash, c/o "Anglo-Brazilian Chronicle", Caixa  
Postal: 2124.

LONDON:—  
G. Street & C., Ltd., 6 Gracechurch Street E. C. 3

NEW YORK:—  
"The Tea and Coffee Trade Journal", 79 Wall  
Street.

COPENHAGEN:—  
"The Scandinavian Shipping Gazette", 38 Vestre  
Boulevard.

Notice:— The Editor is not responsible for Correspondence or Articles signed with the writer's name or initials, or with a pseudonym, or that are marked "Communicated". The Editor must likewise not necessarily be held in agreement with the views therein contained or with the mode of expression.

Original articles submitted for publication must be considered, unless otherwise arranged, exclusive to and the sole property of the Review.

In accordance with the Brazilian Press Law, no correspondence or contribution will be published in this Review unless authenticated by the date, name, and address of the contributor, though not necessarily for publication.

Announcements of births, deaths and marriages concerning subscribers and friends are inserted in this "Review" free of charge.



## Rio Cape Line, Ltd.

Direct Cargo Service from Rio de Janeiro  
and Santos to South and East African Ports

### THE JAPANESE STEAMER AFRICA MARU

(Under Contract)

Sailing 13th November 1933  
Cape Town, Mossel Bay, Algoa Bay, East  
London, Durban, and Lourenço Marque.

Followed by

### HAWAII MARU

Sailing 30th November 1933

For further particulars apply to:

HOULDER BROTHERS Co. (BRAZIL) LTD.

Agent for the Rio Cape Line, Ltd.

AVENIDA RIO BRANCO, 63/67

Telephone 4-5261

RIO DE JANEIRO

## Mail Fixtures

DURING THE MONTH OF OCTOBER  
& NOVEMBER

### TO EUROPE:

- Oct. 24—ALMEDA STAR, Blue Star Line.
- " 24—HIGHLAND BRIGADE, Royal Mail Line.
- " 26—MADRID, Norddeutscher Lloyd Bremen.
- " 31—ZEELANDIA, Lloyd Real Hollandez.
- Nov. 5—ALMANZORA — Royal Mail Line.
- " 7—HIGHLAND PATRIOT — Royal Mail.
- " 8—GEN. ARTIGAS, Hamburg-Amerika.
- " 11—C. BIANCAMANO — Italia-Consulich.
- " 14—AVILLA STAR, Blue Star Line.
- " 20—CAMPANA, Transports Maritimes.
- " ORANIA, Lloyd Real Hollandez.

### TO THE UNITED STATES AND JAPAN:

- Oct. 23—RIO DE JANEIRO MARÚ, O. Shosen K.
- " 26—SOUTHERN CROSS, Munson S.S. Line.
- " 27—PHOENICIA — Hamburg-Amerika.
- Nov. 2—WESTERN PRINCE, Furness Prince Line.
- " 9—PAN AMERICA — Munson Line.
- " 16—NORTHERN PRINCE — Furness Line.

### TO THE RIVER PLATE:

- Oct. 23—ALMANZORA, Royal Mail Line.
- " 25—GASCONY, Royal Mail Line.
- " 26—SIERRE SALVADA, Norddeutscher.
- " 27—PAN AMERICA, Munson Line.
- " 30—HIGHLAND MONARCH, Royal Mail.
- " 31—AVILLA STAR, Blue Star Line.
- " 31—MONTEVIDEO MARÚ, Osake Shosen K.
- " 31—CONTE BIANCAMANO, Italia-Consulich.
- Nov. 2—CAP ARCONA, H. Suedamerikanische.
- " 3—NORTHERN PRINCE, Furness Line.
- " 5—ALCANTARA, Royal Mail Line.
- " (1) 6—ORANIA, Lloyd Real Hollandez.
- " 9—NEPTUNIA, Italia-Consulich.
- " 9—GEN. SAN MARTIN, Hamburg Amerika.
- " (2) 9—M. PASCOAL, H. Suedamerikanische.

(1) Via Rio Grande, (2) Via Rio Grande.



The hub of shopping activity in the Coffee Metropolis of Brazil — English spoken in all departments — Visitors are specially invited to make use of our British Library and Rest Rooms —

Tea Rooms and Restaurant adjoining



**DEPARTMENTS**

DRESSES & SPORTS WEAR  
TAILOR-MADES-COATS  
DRESSMARING-FURS  
MILLINERY

UNDER WEAR  
BABY-LINEN  
CORSETS  
GIRLS DEPT.

SILKS  
MATERIALS  
HOSIERY  
GLOVES, ETC.

BOHEMIAN GOODS  
BAGS & VANITIES  
NEEDLE WORK  
PHOTOGRAPHY

COMPLETE  
OUTFITTING  
FOR MEN & BOYS  
TAILORING  
FOOTWEAR

**Beauty Salon**

**Furniture  
& Carpets**

**Domestic Sections**

**Travel Bureau**

**MAPPIN STORES - S. PAULO**

**London**

14, Henrietta Street, W.

**Branch at Rio de Janeiro**

Furniture & Furnishing only  
Rua Senador Vergueiro, 147

WE INVITE ALL INTERESTED IN OBTAINING INFORMATION REGARDING ANY EXPORTS AND IMPORTS FROM BRAZIL TO APPLY TO US FOR SAME.

**NOTES**

**THE FRUITS OF GENERAL JUSTOS VISIT**

We publish in this issue the text of the Treaty signed by the Representatives of Brazil & the Argentine, coincident with the visit of General Justo, President of the Argentine Republic.

The formalities natural to an event of such importance had been rapidly completed, all points at issue being, we understand, approached & discussed in the friendliest spirit.

That the honourable observance of the terms of the treaty will be entirely to the good of the contracting parties is so obvious that its success seems established.

**GREECE COFFEE IMPORT REGULATIONS**

The Brazilian Consulate in Athens communicates that as from November 15, 1933 the law abolishing restrictions for import of Coffee into Greece will take effect.

Partial compensation in merchandise will still be kept effective.

From the Cabinet of the Minister of Finance we received the following notice:

“By order of the Government, the Bank of Brasil remitted to-day, to their bankers in London the amount of £235.174.0.0 to be used for funding purposes during this month”.

**THOMAS DRAPER**  
MINING ENGINEER

Caixa Postal 2955 — Rio de Janeiro

## LONDON FINANCIAL POSITION

### COMTELBURO AIRMAIL SERVICE

29th September 1933

A rise in market discount rates has coincided with the appearance of a new Government loan. The latter is for £150,000,000 in 2 1/2 per cent stock redeemable 1944-49, issued at 94 per cent. Holders of 1 1/2 per cent Treasury Bonds due on February 1 next are invited to exchange into the new security on the basis of £106.7s.6d. 2 1/2 per cent Conversion Loan for each £100 nominal 4 1/2 per cent Treasury Bonds surrendered. The amount of the latter is £50,759,000, so that if the whole is converted the Government will be left with nearly £100,000,000 of new money, which may be used to reduce the total of Treasury Bills outstanding (at present fully £996,000,000) or may be held against the 4 per cent Treasury Bonds which to the amount of £105,000,000 can be repaid on April 15 next if notice is given three months previously.

The list for cash subscriptions opened and closed on September 28. The Government has thus taken another step in the replacement of debt by a stock bearing a lower rate of interest, for if all the 4 1/2 per cent Treasury Bonds are converted, there will be a saving of about £934,000 per annum. The new loan was well received, and was followed by an appreciation in existing gilt-edged securities though evidently it was deemed advisable to give the market a measure of official support.

This week's issue of 2 1/2 per cent Conversion Loan really represents the resumption of the offer of a security for which tenders were invited weekly between March 24 and May 26 last. The offer was withdrawn after the latter date because of the unsatisfactory prices tendered, the Government in all having disposed of £55,000,000 at an average price for all the allotments of 93 15/16 — practically the same price as fixed for the new issue, which gives a flat yield of £2.13s.2d. per cent but a return of £2.19s.7d. per cent with redemption at the latest date, 1949.

The rise in discount rates was due partly to the certainty that this week's Treasury Bills, a January maturity, would be allotted at a considerably higher rate than a week previously, when a keen demand for the popular end-December bill resulted in the allotment at the record low figure of 4s.9.15d. per cent. But the main factor was a decision by the big banks not to buy three months bills from the brokers at under 1 1/2 per cent. Because of this the aspect of the market underwent a complete change, and it looks very much as though we have passed through the most pronounced phase of abnormally cheap money. There, is, however, some doubt as to whether it will be possible to maintain the appreciable rise in rates that has now been established especially if the fresh money obtained from the new Conversion Loan is largely used to redeem Treasury Bills and thus reduce the amount available to the market. Still it is extremely unlikely that rates will relapse to the former exceptionally low level, a level that was most unremunerative to brokers and certainly did not stimulate a trade re-vival.

An event of the past week was the signature of

Security

First



## ROYAL INSURANCE

Company Limited.

At the service of the community in Brazil since  
1864. (Dec. N.° 3224)

Funds Exceed £43,000,000.

Capital and reserves deposited in Brazil,  
Rs. 3.000.000\$000

Head Office in Brazil:

RUA BENEDICTINOS, 17 — 3rd FLOOR  
P. O. Box 775. Tel.: 4-6165

Telegr.: "Royin"

RIO DE JANEIRO

Agencies in:

São Paulo, Santos, Rio Grande, Pelotas, Porto  
Alegre, Pernambuco, Manaus e Pará.

Established in 1836.



## THE LIVERPOOL & LONDON & GLOBE

Insurance Co. Ltd.

Funds Exceed £25,500,000.  
Capital deposited in Brazil: Rs. 1.500.000\$000

Head Office in Brazil:

RUA BENEDICTINOS, 17 — 3rd FLOOR  
P. O. Box 572 Telegr.: "La'ag". Tel.: 4-3885  
RIO DE JANEIRO

Also represented in all the principal  
cities of Brazil.



**RACINDA HOUSE**  
**RUA DA ALFANDEGA, 178-A**  
**ANNOUNCES DISPLAYS OF NEW SUITINGS**  
**MOST ECONOMICAL TYPES**  
**FOR THE BRAZILIAN CLIMATE.**  
**INSPECTION INVITED**

a supplementary trade agreement between Great Britain and Argentina. Under this the latter country makes some important concessions to us, which should be helpful. The agreement paves the way for the release of frozen balances in Argentina to the credit of the railways and other undertakings under British control. Under the May 1 scheme these balances were to be handed to the Argentine Government in exchange for an issue up to £10,000,000 of Argentine bonds running for 20 years and bearing 4 per cent interest, which will be issued at par. The plan should enable the Buenos Ayres Great Southern and the Buenos Aires Western companies to pay the dividends on their preference stocks in respect of the past year, for these dividends have been fully earned and their payment hitherto has been merely prevented by the difficulty of transferring funds from the Country. There has naturally been a substantial recovery in prices of all Argentine railway stocks, the movement having been very pronounced in B. A. Gt. Southern preferences.

Stock Exchange business has fallen off a good deal during the last week or ten days, more influence having been produced by the political situation in Europe, and especially the delicate stage that appears to have been reached in the Disarmament question. There is increasing doubt also regarding the success of the great experiment for the restoration of prosperity to America, though of late the talk of direct inflation has subsided. Apparently the President will not resort to such a policy before the effects of credit expansion have been ascertained. There are, however, prospective difficulties in connection with the attempt to compel the banks greatly to increase their loans to commercial borrowers, and some people here doubt if credit expansion can be brought about without an attendant sequel of currency inflation. The trouble is that higher wages and shorter hours (which have increased production costs) have not been followed by a material increase in the public demand for goods.

The American dollar has recovered from the slump of last week, but the foreign exchanges generally are most undependable. Whether the dollar will be stabilised, as is reported, remains to be seen. Little interest appears to be taken in the forthcoming War Debts discussion at Washington, rather more attention being given to Geneva.

The home trade here is still improving as indicated by the railway traffic returns, but nobody believes that the Country can become really prosperous again until there is a recovery in international Trade.

### LONDON FINANCIAL POSITION

#### COMTELBURO AIRMAIL SERVICE

Oct. 6th 1933

In reviewing the general position it is impossible to ignore the growing signs of improvement in this country. The returns of Public Income and Expenditure for the half year ended September 30, show an increase of £7,208,000 in the total revenue, and a decrease of £34,864,000, in the expenditure, while after making adjustments there is a deficit for the period of £48,590,000, or £42,000,000 less than at the corresponding date last year. This represents the smallest deficit in any half year since September 1925. A gratifying feature of the returns is the increase of nearly £7,000,000 in customs receipts, attributed to the operation of tariffs, while an increase in the stamp duties is due to better trade and increased activity in the Stock Markets. The reduction in expenditure is largely the result of the smaller debt charge through conversion operations and the lower cost of financial Treasury Bills.

It is expected that the next figures of unemployment will show a further improvement. Railway traffics are showing substantial increases, especially in goods receipts, and the returns of provincial bank clearing for September showed in most cases an increase on the amounts for September 1932, the gains in the case of Bradford (helped by the revival in the woollen industry) having been equal to nearly 25 per cent. Among the various trades that are now showing an improvement is the production of steel. According to the Master, Cutler of Sheffield the output of steel in that City is now at the rate of 27,000 tons a month more than last year, and the output for the whole country during the first eight months of this year has averaged 99,000 tons a month more than the comparable figure for 1932. These signs of better times were

Firms and individuals desirous of establishing business relations or of obtaining situations in any country, are invited to advertise in our columns. The widely distributed area covered by the Review & its high standing are worthy of note.

Card space.

In Brazil	20\$000, per insertion prepaid	
Broad.	10/—	Do. Do.

referred to by the Chancellor of the Exchequer at a Bankers' dinner this week. He stated also that it seemed likely that ultimately we shall return to gold, but only under conditions that promised an effective operation of that standard. He anticipated that at the end of the financial year the National accounts would show a surplus available for debt redemption. If that expectation is realised belief will be encouraged that the next Budget will provide for some reduction of direct taxation, for in the opinion of many the present heavy burden represents a big obstacle to trade recovery.

Little more than an academic interest is evident in the forthcoming war debt discussions at Washington. The financial world is more concerned with the prospect of a stabilisation of currencies which would tend to remove or mitigate the present restrictions upon exchange and thus pave the way for freer world trade. There are frequent reports that President Roosevelt will shortly make an important announcement on the subject, but, so far, the expectations have not been fulfilled. Meanwhile, belief in the success of the great experiment in America does not grow stronger.

A hardening of discount rates in London is of little significance for the development is entirely due to a decision on the part of the great banks not to take bills from the brokers below a certain figure. It will probably be found, however, that the phase of abnormally easy credit conditions in London culminated with the allotment of end-December Treasury Bills on September 22, at the record low figure of 4s.9d. per cent. This meant that the British Government borrowed £100 for three months at a cost of less than 1s.3d. The next allotment (of the much less popular January bills) was made at nearly 12s.4d. per cent. While the harder tendency of discounts has no real significance, it is probably safe to assert that there is no likelihood that London will return to the exceptionally low figures that ruled previously.

The recent issue of a British Government 2 1/2 per cent Conversion Loan for £150,000,000 at 94 per cent was an undoubted success. Large applications for the cash portion received less than 80 per cent of the amount asked for, indicating that the whole of the 4 1/2 p. c. Treasury Bonds for £50,757,000 due in February next, will be converted into the new stock. In some important quarters the decision of the Government not to undertake a funding operation relating to the floating debt, although the amount of this exceeds £1,000,000,000, is welcomed.

New Zealand also scored a success with an issue of £5,000,000 of 3 1/2 p. c. stock at 97, the proceeds

being required to redeem a like amount of bonds, early next year. In this case the list was open for only about half an hour. The next similar operation is likely to be for South Africa. These circumstances, as well as the fact that the Australian Commonwealth was able to show a Budget surplus for the past financial year, contributed to firmness in the market for gilt-edge securities. The Replacement of debt by securities bearing a lower interest rate is still proceeding, especially among trading corporations. Municipalities, too, are repaying existing mortgages by new stock issued on terms involving a considerable saving of interest.

An Italian newspaper reports a notable example of financial collaboration by Italian business men to further the interests of Italian trade in Brazil. It is in connection with the construction and working of an underground railway in Rio de Janeiro. Engineering material to the value of 300,000,000 or 400,000,000 lire will be required for the contract, and to allow Italian industry to compete for the work without the risk of immobilising large sums, a consortium of all Italian importers of coffee is to be formed which proposes to complete the technical estimates of the Italian industrialists by a project providing for the liquidation of sums eventually due from the Rio de Janeiro municipality, (in case the contract is granted to Italy) by means of imports of coffee.

Both the B. A. Gt. Southern and the B. A. Midland Railway have placed in the market a limited amount of 4 per cent debenture stock at 81 1/2 and 80 respectively. Interest on the B. A. Midland issue is covered by rent payable jointly by the B. A. Great Southern and the B. A. Western companies.

Argentine railway ordinary stocks did not hold the sharp improvement caused by the signature of the supplementary trade treaty, but the fixed charge issues have been well maintained. São Paulo ordinary in the Brazilian group keeps firm, but there is no activity in Leopoldina issues. Brazilian Government bonds have been a better market, purchases having been induced by a belief that the situation in the country is improving. It is pointed out that some of the loans give exceptionally high yields allowing for the fact that the 20 or 40 year Funding bonds issued in lieu of cash interest payments, are not subject to deduction of income tax. Thus the 5 per cent 1895 loan is quoted at 29 1/4, with interest payable in 40-year Funding scrip now worth 54 per cent of its face value. Consequently, the yield is fully 9 1/2 per cent net, equal to nearly 12 3/4 per cent gros.

# DAVID & WM. HENDERSON

AND COMPANY, LIMITED

SHIPBUILDERS, ENGINEERS & REPAIRERS

BUILDING BERTHS  
UP TO 600 FT.

GLASGOW

PRIVATE GRAVING DOCK  
50' x 62'

Telegraphic Address: Meddoside, Glasgow

# BRAZIL - ARGENTINE

## COMMERCE AND NAVIGATION TREATY BETWEEN BRAZIL AND THE ARGENTINE REPUBLIC

The United States of Brazil and the Argentine Republic, inspired by the desire of strengthening their links of friendship and neighbourly understanding for the development of the commercial relations and navigation within the larger spirit of cooperation, equality and mutual interest, resolved to celebrate a treaty of Commerce and Navigation. To this end, they have named their Plenipotenciaries: the Chief of the Provisional Government of the Republic of the United States of Brazil, represented by Dr. Afranio de Mello Franco, Minister of Foreign Affairs, and the President of the Argentine Nation, represented by Dr. Carlos Saavedra Lamas, Minister of Foreign Affairs and Cult, who having exchanged their respective credentials with satisfactory results, agreed as follows.

### FIRST ARTICLE

Between the territories of Brazil and the Argentine Republic there will be fullest freedom of Commerce and Navigation, and the Citizens of each Negotiating Party will enjoy in the territory of the other, all the protection of the respective Government, extended also to their persons and possessions; also all the rights, advantages, and prerogatives, already granted or which will be granted to their own citizens, for the pursuit of their own business, art and profession within the laws and regulations in force.

### SECOND ARTICLE

As to Custom House and Accessory Duties, collection of duty fees, and all respective rules, formalities and onus to which operations of Custom-House clearings might be submitted merchandise from each one of the Contracting Parties will enjoy, in the territory of the other—independently of solicitations and compensations—the same advantages, favors and privileges allowed or which will be allowed, to merchandise of the same nature from any other Country, so that in every circumstance, merchandise shipped from one of the contracting parties will not be affected or disadvantaged in relation to merchandise shipped from other Countries.

### THIRD ARTICLE

The Contracting Parties consequently, agree not impose nor increase duties, charges, taxes or imposts, neither to create prohibitions nor restrictions to the importation or exportation of any produce from one to the other or at least that such restriction or prohibition be also applied to products of other Countries, in the same condition and that do not refer to:

- a) Public security;
- b) the traffic of arms, ammunitions and war equipments;
- c) protection of public health as well as that of animals and vegetables, against diseases, insects or noxious parasites;
- d) the protection of national artistic wealth, historic or archeologic;
- e) the exodus of gold and silver in currency or specie;
- f) finally, in general, to the fiscal or policial measures meant to enforce the authority on foreign products the same as is imposed, within the Country, on similar national products.

### FOURTH ARTICLE

From the unlimited and unconditional agreement of the most favoured nation as guaranteed by the preceding articles, are to be excepted the duties, favours, and privileges already granted or which will be granted by virtue of:

- a) understanding with other contiguous Countries so as to facilitate frontier traffic;
- b) compromises resulting from Custom House Agreement;
- c) conventions between Countries of the American Continent, opened to the adhesion of said Countries when one of the two parties will not adhere to same.

### FIFTH ARTICLE

There will be freedom of fluvial and territorial transit between Brazil and the Argentine Republic for persons as well as for merchandise, remaining both exempted from whatever impost, charge, or restriction that are not being applied to persons and merchandises of the Country nor in what they refer to natural expenses, caused by transit.

§ 1st — The exemption from Custom-house duty and Consular fee will not dispense with, the Consular "Visa" nor with the passing of merchandise through the Custom-House, in accordance with legislation and rules of each one of the contracting Countries.

§ 2nd. — The origin of the product will be authenticated by means of Certificates despatched by the Authorities appointed for this motive by the two Governments, whose "Visa" by the Consular Clerks of the Country where transit will take place will be free of charge.

§ 3rd. — The empty involucre and recipient going with imported merchandise for consumption in the Country, will keep observance of the Custom-House regime in force in the Country.

However, those marked and carrying merchandise for reexportation purpose will enjoy exemption from any import or restriction whatsoever, provided that these will not be mere fiscalization measures.

Cases and receptacles leaving either one of the two Countries empty and coming back to the Country of origin carrying merchandise, will also enjoy exemption from all imposts or restriction of the two Parties.

### SIXTH ARTICLE

The reciprocal transit liberty between the two Contracting Parties as stipulated in the previous article, will be applied particularly to the direct merchandise traffic of each one with their respective territory, in upper Uruguay and Paraná River, and with the Republic of Paraguay; traffic which will be done on land as well as on rivers; without other restrictions besides those meant to restrain or repress smuggling, provided that the nature of these restrictions shall not cause delays or increase in freight.

— Paragraph — So as to facilitate these compromises and in order to regulate, in a general way, the frontier traffic, inclusive of the free commercial interchange limits to be fixed, the two Contracting Parties agree to study within the shortest possible time, special Custom rules to be applied in the interchanges between the Custom-House of Uruguayaná and Paso de los Libres; Itaquy and Alvear; and São Borja and Santo Thomé, as well as between Custom-House posts on both the banks at the Paraná River.

### SEVENTH ARTICLE

There will be complete equality between mercantile ships under the two flags in the maritime and fluvial waters of

the respective Sovereignty and Authority, whichever are the ports of provenience and destination, especially what concerns entrance in to the ports, their obligations, fullest use of the improvements which they offer to navigation, commercial operations for ships, their cargoes and passengers, and facilities for loading and unloading.

§ 1st. — In observance of the present articles all matriculated ships sailed with crews under the respective Countries rules are considered national.

§ 2nd. — As regards displacement and grade of vessels, especially to calculate emoluments to be charged on these basis, the Argentine-Brazilian Convention of the 20th November, 1857 shall continue in force, proving the displacement in tons, in accordance with the 8th article of such Convention, by a certificate of the fiscal Authority at the derivation port, or for want of such certificate, by examination of the vessel's passport.

§ 3rd. — The equality of treatment, settled in this article, however, shall not be applied to the coasting navigation, which shall be regulated in accordance with the laws of each one of the Contracting Parties, who shall examine the possibility to extend, reciprocally, up to a determined limit of the respective maritime and fluvial coasts, the advantages and restrictions of its own coasting navigation.

#### EIGHTH ARTICLE

The Contracting Parties bind themselves to take all the necessary measures, in accordance, each with its own legislation, by public initiative or by the interested parties, to guarantee, in their respective territory, the natural or manufactured products original from the other Contracting Part, against all kind of disloyal competition in commercial transactions.

§ 1st. — Consequently, bind themselves to prohibit, by apprehending or any other appropriated means, importation, manufacturing and sale, in the Country, of products containing marks, names, inscriptions or whatever other sign which, directly or indirectly, bear deceitful indications of kind and origin, type or especificated quality.

§ 2nd. — By deceitful indication of type or quality it is intended also adulteration of products by adding substances, even if not harmful to health, which alter the essence and property, even maintaining appearance and taste.

#### NINTH ARTICLE

The Contracting Parties to conclude, as soon as possible, a special Convention, inspired in the same spirit of the present Treaty, at ample cooperation, perfect equality and reciprocity, designed to regulate:

a) the rights and powers of the respective Consuls on their own functions, particularly taking in consideration, simplifying the Consular requirements in all regarding the despaching of documents interesting the respective citizens;

b) The postal and telegraphic traffic, radio-telegraphic and radio-telephonic, and the exchange of postal orders between the two Countries, reciprocally granting all the facilities that do not violate the Universal Conventions and the internal laws of each Country, mainly concerned to the greatest rapidity and regularity of delivering messages and orders;

c) The registering of trade and commerce-marks, enlarging the Convention of October 30th, 1905, in order to simplify this operation in the two Countries having registered it in one of them;

d) The Sanitary defence of plants and animals in order to guarantee that the sanitary rules shall not act as hindrances to legitimate commerce.

#### TENTH ARTICLE

The present Treaty shall take effect the day following that of the ratification, which shall take place in Buenos Aires and shall keep in force until six months after the date in which termination notice is given by one of the two Contracting Parties.

Whereas in faith of such the Plenipotentiaries above mentioned signed the present Treaty, in two copies, in the Portuguese and Spanish Languages, applying their seals, in Rio de Janeiro, DF. the 30th of October of the year, 1933.

A. de Mello Franco.  
Carlos Saavedra Lamas.

#### CONVENTION FOR REGULATING AERIAL NAVIGATION BETWEEN BRAZIL AND THE ARGENTINE REPUBLIC

The Republic of the United States of Brazil and the Argentine Republic, animated by the will to facilitate the development of Aerial Communications between the two Countries, thus increasing the material and moral interchange, through the adoption of certain general principles of public right and rules particular to aerial navigation resolved to conclude a Convention to regulate aerial navigation and, to this end, appointed their Plenipotenciaries: The Chief of Provisional Government of the Republic of the United States of Brazil by the Minister of Foreign Affairs, Snr. Dr. Afranio de Mello Franco; the President of the Argentine Nation by the Minister of Foreign Affairs and Cult, Snr. Dr. Carlos Saavedra Lamas;

who, after exchanging their respective credentials, which were found to be fully satisfactory, agreed as follows:

#### FIRST CHAPTER

##### General Principles.

FIRST ARTICLE. — The Contracting Parties recognize that each State exert full and exclusive sovereignty upon the atmospherical space situated above its territory.

SECOND ARTICLE. — Each one of the contracting Parties obliges itself to grant, during peace time freedom of transit, above its territory to the private, national airships of the other contracting Party, provided that the rules to be established in the present Convention, be observed.

It is specified, however, that the Contracting Parties, can subordinate to their previous authorization, the exploration of regular lines of aerial navigation, besides the establishment of ground — structure since these lines pass through its atmospherical spaces, landing or not in the adjacent territory.

THIRD ARTICLE. — Each one of the contracting Parties could prohibit, permanently aerial navigation above determined zones of its territory, under imposition of punishments to be previously fixed by the internal legislation, whereas it shall not be permitted whatever difference of treatment, at this respect, between the private national airships of either one the Contracting Parties. Exceptionally, however, and in the interest of public security, each one of the Agreeing Parties could authorize its private arships to a few flights above forbidden zone, situated on its territory, notifying to the other contracting Party the exceptional authorizations which were expedited on this purpose.

All commanders or pilots of the airship on forbidden zones, on becoming aware of it, shall be obliged to sound

the international alarm signal, to be stipulated by the Contracting Parties, and to land as soon as possible, outside the referred zone where this can be regularly be done, on the State above whose territory the had inconveniently flown over.

The Contracting Parties shall previously publish, besides communicating to each other, by diplomatic ways, the localizations and limits circumscribing the zones permanently forbidden to flights.

**FOURTH ARTICLE.** — Moreover, each one of the contracting Parties reserves to itself the right to, in exceptional circumstances, pertaining to public security or to the maintenance of internal order, prohibit or restrict, temporarily and with immediate result, flights above its territory, wholly or partially, provided that, availing itself of this right, shall not admit difference of treatment between the national airships of the other Contracting Party and those of any other Foreign Nation.

The temporary prohibitions or restrictions shall be immediately published and notified to the other Contracting Party by the most rapid means.

## SECOND CHAPTER

### On airships

**FIFTH ARTICLE.** — Only the airships regularly registered on national Register book for airship's registration shall have permission to fly from one to the other Contracting Parties.

All airships shall be nationals of the State on whose register they are registered, according to the respective internal legislation.

No airship should be validly registered in more than one nation, whether same is or is not contracting.

Art. 6 — National airships, as provided by this Convention, will be classified as public or private, those considered Public or belonging to the Nation being:

- a) Army and Navy ships;
- b) Those airships under administration services such as national air-mail, custom-House or Police.

All the others will be considered of Private ownership. Nevertheless, all those airships commanded by an effective of the army or navy shall be considered Public or belonging to the National; and those ships exclusively employed for commercial or mail service are to be included in the number of Private airships.

Art. 7 — All airships shall be equipped with identification marks, visibly clear so as to make easy the recognition of nationality and registration number with the ship in flight.

These identification marks will include the name and address of proprietor.

The contracting Parties will establish — in mutual accord — which signals should be adopted by the Nation they represent.

Art. 8 — Army or Navy airships belonging to one of the contracting parties, will only fly above territory of the other when previously authorized by the country to whom the territory belongs. The authorization must be solicited for representatives and approved, for each flight, as of special and temporary character.

Such airships owned by one of the contracting parties will be subjected, when within the other's territory, to the rules of this convention and those of all regulations applicable to air-navigation in force at the time of the flight — in such a way as not to derogate from the authorization previously given.

They would benefit — in principle by the privileges and immunities which are usually allowed to foreign air warfleets.

Notwithstanding, no army or navy airship will enjoy any of these privileges and immunities if their pilot, commander, equipage member or whoever is found aboard the ship — although claiming forced reasons — violate any of the dispositions contained in this convention's agreement or any of the regulations in force or applicable at the time of the flight.

Art. 9 — By means of special agreements between the contracting parties will be determined, if necessary, under which rules public airships having administrative character, such as policial or Custom-House, will be admitted to fly above the territory of the other. Privileges and immunities as for army or navy planes shall not be granted in any of these cases.

Art. 10 — The High-Officials of the contracting parties shall reach an understanding in order to introduce, of mutual accord, an international regulation for lights and signals and other general rules for aerial navigation, applicable to all the respective national airships along the routes as well as in the proximity of airports, making obligatory to punish all infractions of these rules in their respective territory, by any airship public or private, national or foreign.

Art. 11 — Custom-House fees will not be charged, as well as any other tax or impost, for the entrance of ships employed in commercial or postal service.

The other airships privately owned, more so those for Touring purposes, may be exempted from paying entrance fees by depositing with the Custom-Houses a corresponding amount, to be refunded at the time the airship is returning abroad.

The amount to be deposited can be substituted by a document furnishing the substituting guarantee by any National Aero-Club officially recognized by the agreeing Party to which the airship belongs.

Art. 12 — The fuel, oil and ingredients for propulsion and maintenance necessary to complete the voyage — previous authorization by competent officers — will be freed from Custom-House duties, as well as navigation tools and devices included in the ship's inventory.

## CHAPTER III

### Administrative documents.

Art. 13 — In order that flying ships of one of the contracting Parties be admitted to fly over the other Parties territory all private airships entering the other's territory must be furnished with navigability and matricular certificates and, eventually, register-book of navigation and whatever other documents prescribed by the regulations of the country to which nationality the ship belongs.

Art. 14 — To this end, the commander, pilot mechanic or any member of the equipage, shall be provided with habilitation paper and flying license, vised and regularized by the competent authorities of the Country to which nationality the ship belongs.

Each of these documents will show the profession, identity and nationality of its bearer.

Art. 15 — Each of the agreeing Parties has an obligation to recognize as valid, just as they were recognized or vised by their own authorities, the certificates of navigability and habilitation papers and licenses, regularly passed, vised or made valid by the competent authorities of the other agreeing Part.

Each contracting party reserves, however, the right as to recognize as valid for flight above their territory all those habilitation papers or licenses which have been released to



any citizen although previously vised or passed by authorities of the other agreeing Part.

Art. 16 — All airships from one of the agreeing Parties equipped with Radio-communication will only be admitted over the other Part's territory when provided with special authorization — consisting of the respective certificate and passed in accordance with the rules and regulations in force within both the agreeing Parties territory for what concerns installation of radio-electric stations aboard flying ships.

The utilization of these radio stations will be under the rules and regulations prescribed by the agreeing Party on which territory the ship happens to be flying.

Th's utilization can only be done by a member of the equipage supplied with special authorization consisting of habilitation paper or license vised or passed by the competent authority of the agreeing Party to which nationality the airship belongs.

Art. 17 — The agreeing Parties may choose to prescribe, for certain types of airship, the compulsory installation of radio-communication plants.

In this case they will adopt, in mutual accordance, similar regualting rules, applicable to airships of the same type which are to fly from the territory of one to that of the other Part.

Art. 18 — All airships flying from one to the other agreeing Parties territory, shall be supplied with equipage list, nominal list of passengers and statement of cargo on board, besides other documents needed to comply with Custom-House, fiscal, policial or sanitary formalities, under those forms and rules prescribed by the regulations of the country to wh'ch the ship is bound, reserving the facilities provided for with the additional protocol of this Convention for those cases of airships in service on regular air-lines.

Article 19th — The agreeing Parties shall reach an understanding — through their authorities directly interested — to establish, in asmuch as possible, similar rules and regulations relative to visa or utilization of the airships flying certificate, habilitation and license card of commander, pilot, mecanic, radio-telegraphist and other members of the equipage, authorization for installation of radio-electric equipment, shipping books and whatever other document previously prescribed for flights from, one to the other country, mainly when of concern to despatching of airships referred to in the precedent article.

Besides they shall try to adopt, for all these documents, uniformity of size and model.

Article 20th. — The competent authorities of the agreeing Party in whose territory an airship of the other Part happens to stand, will have the right to visit it and verify the documents with which the ship must be supplied, safe-guarding the rules and regulations adopted in respect to airships on regular air-lines.

#### CHAPTER IV

##### On aerial traffic

Article 21st. — The agreeing Parties will enter an understanding in order to place the Custom-Houses on their territory where they prove of more advantage to aerial traffic, this in mutual accordance and subjected to changes of increasing or decreasing order, or modification of locality, by means of a month's previous notice.

Article 22nd. — All airships coming from the territory of any of the agreeing Parties, and bound to land on the other's territory must first stop at the Custom-House airdrome.

Equally, only from a Custom-House airdrome will an airship start a flight when bound to the other Part's territory.

Article 23rd. — The frontiers between the agreeing Parts shall not be crossed by airships but at the points fixed by previous accordance.

The frontiers not in common, safe-guarding the rights of third Countries, shall not be crossed by airships but at the points which had been fixed by the agreeing Part to which territory they delimit.

In a general way, any zone or corridor, in a common or non-common frontier of the agreeing Parties through which either Parts usually authorize entrance and exit of national airships, or of airships of any other nationality, could be utilized — under the same conditions — by national airships of the other agreeing Part.

Article 24th. — Upon entering the territory of any of the agreeing Parts, airships of any description shall fly the distance between the frontier and the nearest Custom-House airdrome at a very low height so as to facilitate the identification of matricular and nationality marks.

Article 25th. — National airships of one of the agreeing Parties, flying above the other's territory, shall not use other ballast than water or sand to lighten the ships; it shall not be allowed to drop any object, with the exception of mail and postal parcels, when a special agreement to this respect has been reached by the agreeing Parts.

Article 26th. — All national airships of one of the agreeing Parts in flight anywhere above the other's territory, are compelled to land upon receiving orders to this end, by means of signals from hand or from police airships. The nature of these signals shall be agreed upon between the contracting Parties, without prejudice to coercive measures which can be adopted outright in the case of infraction of the understandings reached in this convention or any other air-flight regulation.

Article 27th. — Having the right granted to pass above the territory of an agreeing Part, national airships of the other Part can only fly above this territory without landing on it, under condition of following the route which, to this end, has been previously fixed by the other. Nevertheless they shall make it compulsory to land upon receiving order to this end, on the conditions provided for with the previous article.

Article 28th. — Any airship's commander or pilot landing for compulsory reasons, en route from the frontier to the nearest Custom-House airdrome, shall notify at once the nearest civil, military or policial authority, of the Country of landing and, it being possible to communicate with said authority within 24 hours, will remain on the spot of landing with crew, passengers and cargo. He shall be held responsible for get-aways or evasions, until said authority will permit continuation of the flight.

The same obligation is made compulsory to those commanders or pilots of airship, wherever forced to land, when en route to a non-stop crossing of the entire atmospheric space of an agreeing Party.

Article 29th. — In the case of landing, especially of forced landings, national airships of one or the other agreeing Party shall benefit by the same measures of assistance enjoyed by national airships in their own Countries.

Article 30th. — Clashing and rescuing of national airships of the agreeing Parties, shall be subjected, in principle, to the norms regulating maritime rights, provided no other stipulations are withstanding.

Article 31st. — Each agreeing Party can reserve to their national airships the exclusive right for commercial transportation of persons, merchandises or postal correspondence between points within the respective territory.

Article 32nd. — Airdromes or whatever land organization, more so accessory and complementary services for air-flying, as meteorological informations, existing in the territory of one of the agreeing Parties and granted for common use of the respective national airships after payment of certain taxes, shall also be granted, under the same conditions, to national airships of the other agreeing Party.

Article 33rd. — The agreeing high Parties shall communicate to each other, through diplomatic channels, the list of airdrome or any organization on land granted to common use of aerial navigation, which are in existence or will be existing on their respective territory; and especially the list of all the Custom-House airdromes.

Article 34th. — Coordination of meteorological information for civil air navigation purposes shall have permanent character, between the agreeing Parties, and regulated by the additional Protocol of the present convention.

#### CHAPTER V

Art. 35 — The aerial transport of explosives, fire arms, munitions of war, and any other war weapons and appurtenances is prohibited from one to the other of the contracting States as also are carrier pigeons, without the special permission of the Country over which the flight is made.

Art. 36 — The transport as baggage for use on the aeroplane of photographic and cinematographic appliances and their respective films is also prohibited without special authorization or permanent regulations of the contracting Country over which the flight is made.

Art. 37 — The High Contracting Parties reserve the right in the interests of Public Security, to prohibit, restrain, or regulate the aerial transport of objects of any nature whatsoever in regard to both internal and external traffic.

Art. 38 — All the restrictions and regulations to which the present convention refers shall be applied to all aeroplanes when effecting international traffic between the contracting States whether public or private, or national to either one or other State.

Art. 39 — The prohibitions, restrictions or regulations applicable to international traffic only will also apply on internal traffic when done, in the territory of one of the High Contracting Parties by an aeroplane of the other or of any other foreign state whatsoever.

Art. 40 — The regulations, restrictions or prohibitions of transport, previously referred to in the present Convention will be communicated immediately by each of the High Contracting Parties through their diplomatic representatives.

Art. 41 — No aeroplane of any nationality whatsoever shall transport to either of the High Contracting States any object whatsoever comprised in the State postal monopoly without a special agreement between them drawn up by their chief postal administrative centers.

#### CHAPTER VI

Art. 42 — The fines, penalties or repressive measures intended to secure the observance of the conditions of the present Convention, as well as those regarding aerial navigation which may hereafter be or are already provided for by the High Contracting Parties shall be applied without distinction to the private aeroplanes of either country.

Art. 43. — The national aeroplanes of one of the High Contracting Parties, whether flying or at rest in territory of the other High Contracting Party and also the officials thereof their passengers and cargo are subject to the legislation of the other and will be subject to its respective jurisdiction especially:

a) if the case ranges within laws or regulations applicable to air-navigation in general when said laws and regulations contemplate all foreign airships;

b) if an infraction of law or regulation of military, policial, sanitary, fiscal, or Custom-House nature is proved;

c) if the security or public order of one of the agreeing Countries require intervention and safeguarding by law.

#### CHAPTER VII

##### Final Dispositions

Article 44th. — In the event of perturbation of International peace, none of the present Convention's stipulations shall restrain the liberty of any one of the agreeing Parties, belligerent or neutral.

Article 45th. — The agreeing Parties make compulsory to exchange, in several copies, all laws, norms and regulations concerning civil aerial navigation, in force within their respective territory and, moreover, all repeals, modifications or amendments as they are introduced.

Article 46th. — The agreeing Parties administrations superintending aerial civil navigation shall receive, study and formulate in mutual accordance suggestions or proposals meant to perfect, amend or re-examine the regulations cutcoming from the present Convention.

Article 47th. — The details of the application of this Convention as well as the agreements between the respective competent Authorities of the High contracting Parties will only become valid and effective when confirmed by an exchange of diplomatic notes between the High contracting Parties.

Article 48th. — All misunderstandings in the interpretation or execution of acts outcoming from the present Convention, which the contracting Parties could not resolve either by their Authorities directly interested or by diplomatic channels, shall be preliminarily submitted to a commission of inquest and conciliation, consisting of two members appointed by one and the other Party respectively and a President chosen by mutual accordance.

The members shall be appointed and the President chosen every time a new divergency makes it necessary.

If a month after receiving official proposal in this respect the agreeing Parties do not succeed in reaching an understanding as to the choice of the President of the commission, or if after the period of three months one of the Parties does not accept its judgeship, the divergency shall compulsorily be submitted to the decision of the Permanent Court for International Justice.

In this case, excepting eventual opposition from one of the agreeing Parties, this court shall decide "ex bono et aequo", in the terms of article 38th, 4th line, of its Constitution.

Article 49th. — The present Convention shall be duly ratified, and the exchange of instruments of ratification will be effectuated in the city of Rio de Janeiro, D. F. within the shortest possible time.

It shall be considered effective the day on which the ratification documents be exchANGED.

Article 50th. — By means of a three months previous notice, anyone of the agreeing Parts may denounce the present Convention, six months after being entered in effect.

In faith of which the Plenipotenciaries above named signed the present Convention, redacted in two originals, each one in the Spanish and Portuguese language, and applied their seals, in the City of Rio de Janeiro, D. F., October 10th, 1933.

(L. S.) A. de Mello Franco.  
(L. S.) Carlos Saavedra Lamas.

**CONVENTION BETWEEN BRAZIL AND THE ARGENTINE REPUBLIC FOR PREVENTION AND REPRESSION OF SMUGGLING**

The Republic of the United States of Brazil and the Argentine Republic, recognizing reciprocal convenience in taking measures to prevent and repress the smuggling going on at their frontiers, thus violating the fiscal laws and demaging honest commerce, are convinced that a better understanding by the Authorities' cooperation in either State shall contribute to render more efficient the action of the entity in charge of proper fiscalization of international commerce, and availing them selves of the good opportunity offered by the presence of the President of the Argentine Nation, H. E. General Augustin P. Justo, resolved to celebrate a Convention for the prevention and repression of smuggling and, to this aim, appointed their Plenipotentiaries: for the chief of the Provisional Government of Brazil the Minister of Foreign Affairs, Sr. Dr. Afranio de Mello Franco; for the President of the Argentine Nation the Minister of Foreign Affairs and Cult. Sr. Dr. Carlos Saavedra Lamas; Who having exchanged their Credentia's, which were found to be fully satisfactory, agreed as follows:

**FIRST ARTICLE**

Each one of the Contracting Parties obliges itself to take dispositions to prevent, detect and punish the contraventions of Custom-House dispositions by the other Party, ocured in its territory and, to this end, shall determine that its Custom-House Clerk, its fluvial, maritime, aerial or land police, no sooner notified that it is pretended to commit, or that a contravention of the kind has been committed, do their utmost to impede them, and denounce them, in both cases to the competent authorities of their own State.

**SECOND ARTICLE**

The Authorities of the Minister of Finance of either Contracting Party shall notify the other the contravention which was given, direct or by denouncement, moreover, they shall provide a relation of facts concerning them furnished with all details.

To make these notifications are authorized: in Brazil the national Treasury's Board of Directors of Public Budget or anyone of the Fiscal Delegations existing in the Brazilian States which will be appointed by this Board; in the Argentine Republic, the General Directory of Custom-Houses.

**THIRD ARTICLE**

With the aim of detecting or checking whatever defraud, undertaken or committed causing it prejudice, and of being acquainted with the transit of merchandise which is the cause of defraud, the Superior Custom-House Authority of each Contracting Party shall be in the position of soliciting from the Superior Authorities of the other Party all information and the facts checked by it, relative to documents delivered or the effectuated registering of the alluded merchandise.

The solicited Custom-House shall furnish this information without delay, excepting when, by virtue of the respective national dispositions, it is not possible to furnish them unless previously authorized by the Authorities. In this case this authorization must be asked for, proceeding in accordance with whatever is resolved by the Superior Authority.

**FOURTH ARTICLE**

For the aims stipulated in the present Convention, the Clerks of each State, independently of the cooperation duty which is being established, shall notify reciprocally their observations and shall maintain continuous relations to determine rapidly and efficiently the necessary measures.

**FIFTH ARTICLE**

Each one of the contracting Parties oblige themselves to impede all merchandise, suspected of being destined for smuggling, accumulated or deposited near the frontier and, to this end, the respective authorities shall submit them to the necessary precautionary measures.

As a general rule it shall not be permitted to deposit foreign merchandise, not nationalized, at a distance less than 15 kilometers from the frontier, in places where there is no Custom-Post, it being possible, however, to modify this limit by mutual agreement. In case of this not being possible, the Custom-House Authority shall invariably keep this merchandise in locked warehouses and under vigilance; and, this being not satisfactory, shall take other measures to ensure efficient fiscalization.

The quantity of national and foreign merchandise nationalized, accumulated at the frontier regions, fixed by mutual agreement by the Custom-House Authorities of the contracting Parties shall not exceed the necessities of normal and licit commerce, that is: local consumption. In case of suspicions for exceeding the alluded consumption, the merchandise shall be retired and sent to the interior of the Country; this not being possible, the deposits in which the merchandise are kept shall be submitted to Custom-House fiscalization to prevent smuggling.

**SIXTH ARTICLE**

Official log-books must be maintained on steamers plying between ports of both contracting Parties.

**SEVENTH ARTICLE**

The merchandise entered in transit, or intended for un loading, reloading or permanency, to and from the said ports, shall be liable to the requirements determined in the Sixth Article of the present Convention.

**EIGHTH ARTICLE**

All merchandise shipped in transit or otherwise must be accompanied by a declaration as to kind, quantity and quality of same.

**NINTH ARTICLE**

The log-book shall be kept in accordance with the established form and process, by mutual agreement, by Superior Custom-House Authorities of the two contracting Parties.

**TENTH ARTICLE**

When the vessels carrying any cargoes do not enjoy the privileges of Steamships, the signer of the license-petition must furnish a guaranty from a reliable guarantor, who shall be responsible for the entering of merchandise in the destination port.



**ELEVENTH ARTICLE**

The alluded log-book shall contain the established conditions, by mutual agreement between the superior Custom-House Authorities of the two contracting Parties, making a book or a pamphlet containing everything concerning cargoes of each vessel, whereas, a half of the dispatching Custom-House's seal shall be printed on each side of the dividing leaf of the book or pamphlet and shall be sent — by first mail — inside of envelope properly stamped, and sealed with wax.

**TWELFTH ARTICLE**

Each one of the Contracting Parties oblige themselves:

a) not to permit passage, to the other's territory, of merchandise whose importation or transit be prohibited by the same;

b) not to permit exportation of merchandise destined to the other's territory, liable to importations fees, if not done through the competent Custom-House, in accordance with the conditions established by the Fourteenth Article of the present Convention.

The permission of condition shall contain the compromise to prevent, during the trajet, unnecessary delays, or any lengthening of route or trip;

c) not to return the guarantees supplied for the outgoing of merchandise in transit, or for reexportation of foreign merchandise not nationalized, and not to return — at the leaving of the merchandise — nor pay back Custom-House fees, until it is proved by means of the corresponding log-book that such merchandise were presented and declared.

**THIRTEENTH ARTICLE**

In all ports of each Contracting Party where there is no Consular Clerk of the other Party, the local Custom-House authority, after having notified to the superior Custom-House authority about the sailing of a vessel, that it is bound to a port of the other Party, shall "Visa" the respective ship documents.

**FOURTEENTH ARTICLE**

By virtue of the effect stipulated in the twelfth article, letter b) and c), the authorities of the Contracting Parties will establish, by mutual agreement, the number, local, and attributions of the Custom-Houses, to which the merchandise shall be presented while passing the common frontier, the time when it shall take place, and, moreover, the means by which the merchandise shall be taken until reaching the Custom-House of the other Contracting Party.

**FIFTEENTH ARTICLE**

In case of contravention of the prohibition to enter, leave of transiting smuggled goods, or of any other fraud undertaken or committed with prejudice of either one of the two signing Countries, each one of the contracting Parties shall submit the contraventions, in accordance with the request of the Custom-House authority of the other, to its own laws, even when it regards citizen of the requiring State.

However, it shall be applied the latter's laws, when they are less strict.

Shall be taken as basis the tariff of the Country whose disposition were transgressed, in those cases when, due to law's disposition, must be applied pecuniary punishment, in conformity with the importance of the fraud.

In the eventuality of divergence between the adminis-

trative authorities of one and the other Party as to the system of tariffing merchandises, the two contracting Parties shall previously agree upon a satisfactory system for tariffing said merchandises.

**SIXTEENTH ARTICLE**

The financial or judiciary Authorities of each one of the contracting Parties, observed the respective legislation on smuggling, have the duty, at the other's requirement, to take or promote the necessary measures in order to make known the facts, and to submit the proofs relating to smuggling acts, undertaken or committed; moreover, to proceed to apprehension of the merchandise according to the circumstances.

The authorities of the required state shall proceed, in such case, just as it were a matter of contravention of its own Custom-House disposition.

The clerks and Agents of one of the Contracting Parties, could be summoned to appear before the Authority of the same, according to the direct requirement of the Custom-House authorities of the other Party, to furnish declarations on the circumstances referring to smuggling undertaken or committed, with prejudice of this other State.

**SEVENTEENTH ARTICLE**

It is the duty of the Authorities setting the processes to solicit the Authorities of the other Party in order to have them question witnesses and experts under their jurisdiction besides forwarding judicial letters relative to the case and proceed "ex-officio" an "de visu", informing the other Party about the outcome of same.

**EIGHTEENTH ARTICLE**

The two contracting Parties shall prohibit, in their territory, associations having for purpose smuggling on territory or with prejudice of the other Party, and shall not recognize any insurance against smuggling.

Moreover, they compromise themselves to provide vigilance, reciprocally, on their respective territory, against those persons considered suspicious of dedicating themselves to smuggling or to facilitate the same.

**NINETEENTH ARTICLE**

In those processes set forward according to the dispositions of the fifteenth Article, the official informations of the clerk each contracting Party shall have, in presence of the other, the same legal probatory power as the official informations taken by its own Clerks.

**TWENTIETH ARTICLE**

The expenses caused by the alluded processes shall be paid back by the Party in whose interest they are set on, except they can be covered by the worth of the objects apprehended to the contraventions, if they were sold.

**TWENTY-FIRST ARTICLE**

The amounts paid by the accused guilty in account of these processes or proceeding from the sale of the apprehended object, shall be destined, firstly, to cover the expenses caused by the process; then to indemnify, preferently, the Custom-House fees which were defrauded to the other Party besides rewarding the denouncer; finally, satisfy the pecuniary punishments.

**TWENTY-SECOND ARTICLE**

The process set forward by virtue of the Fifteenth Article, shall be cancelled, according to the solicitation from the State which asked for it, except if definitive sentence had already been given.

In this case the dispositions of the Twentieth Article shall be also applicable, concerning the costs of process.

**TWENTY-THIRD ARTICLE**

The Government of Brazil shall propose, in the shortest possible time, to the Government of the Republics of Paraguay and Uruguay, the celebration of conventions analogous to the present to prevent and repress smuggling at the respective frontiers, reserving the rights to denounce this Convention before the period of its duration, in case an accordance with these two Countries will not be reached.

**TWENTY-FOURTH ARTICLE**

The present convention will be in force during five years, except for the reserves made on the twenty-third Article, reinforcing the same, indefinitely, in case that one of the Contracting Parties does not denounce it at least six months before the expiration of the period of each five years.

Independently from the denouncing either one of the two Contracting Parties could also provoke, by means of a simple notification to the chancery of the other, at the end of each year, the partial revision of this Convention, according to the experience obtained by its application.

**TWENTY-FIFTH ARTICLE**

The present Convention shall be ratified and its ratifications will take place at the City of Buenos Aires, within the shortest possible time.

In faith of which, the Plenipotentiaries mentioned above signed the present Convention, in two exemplars, each one of them in the Portuguese and Spanish Languages, applying their seals, in Rio de Janeiro, D. F., the tenth day of the month of October, of the year nineteen hundred and thirty three.

A. de Mello Franco.  
Carlos Saavedra Lamas.

**ADDITIONAL PROTOCOL TO THE COMMERCE AND NAVIGATION TREATY BETWEEN BRAZIL AND THE ARGENTINE REPUBLIC**

The Republic of the United States of Brazil, and the Argentine Republic, convinced of the necessity to remove, as much as possible, and as from now, the obstacles resulting from the restriction measures impeding the development of their commercial relations, resolved to reestablish an Additional Protocol to the Commerce and Navigation Treaty and, to this end, appointed their Plenipotentiaries: The President of the Argentine Republic to the Minister of Foreign Affairs and Cult, Snr. Dr. Carlos Saavedra Lamas; and the Chief of the Provisional Government of the Republic of the United States of Brazil to the Minister of Foreign Affairs, Dr. Afranio de Mello Franco, who, after exchanging their respective credentials, agreed as follows:

**FIRST ARTICLE**

While this "modus vivendi" is in force, the contracting Parties agree not to proceed to any increase of the importa-

tion taxes and additional fees now agreed upon, in reference to products of land (produces) exported by the other Party, and shall also examine the possibility of gradually extending to other products of interchange the reductions and exemptions granted by, and with, the present Convention.

**SECOND ARTICLE**

The Argentine Government Compromise to extend the exemption from importation rights already enjoyed without restrictions by bananas, oranges and tangerines to the following products: pineapple, alligator-pears, fruta de conde, manga, nase-berry; to maintain the exemption from the 10% additional tax, created by virtue of the decree of October the 6th, 1931, actually benefiting coffee, mandioca flour, lumber, planks of south-american pine; and to promote, during the first session of the Argentine Parliament, the derogation of the law of last January 3rd, through which that tax was applied also to mate.

The Brazilian Government consequently compromise to maintain the exemption from fees which are actually benefiting all fresh fruits proceeding from the Argentine Republic, besides the 25% reduction granted in virtue of the decree N.º 21.382, of May 10th, 1932, for the importation of potatoes, extending the same 25% reduction to wheat, guarlic and onions, beans and peas, and log-wood extract.

**THIRD ARTICLE**

Except for the restriction and prohibition foreseen by the article second of the General Treaty, signed at this date, the Contracting Parties compromise not to enforce upon either one new prohibition or restriction on importation or exportation, or whatever regulamentation intended to be for Custom-House, Consular or sanitary purposes having tendency to create disturbance to their commercial exchanges.

**FOURTH ARTICLE**

The Argentinian Government compromise to maintain the derogation of measures which established limitations and fixed importation quotas for mate-herb; not to establish other measure whatsoever limiting freedom of commerce and, since the purity and genuineness of the product has been proved, not to make other requirements which, creating a distinction between the imported and the national product, represent an indirect limitation to importation.

For genuineness, it is intended the exclusion of any herb whatsoever that is not the product of one of the variety of the "Ilex Paraguariensis".

For sake of clearness, it is intended the exclusion of heterogeneous substances with reference to the produce.

The Brazilian Government, consequently, compromise not to renew the prohibition manifest as for the decree n.º 20.325, of the 26th August, 1931, relative to the importation of wheat-flour, letting free the commerce of such merchandise.

**FIFTH ARTICLE**

In the case of imported products classifiable in different ways according to purity, such as wheat, mate and rice, the two contracting Parties agree not to create tariffs, for the purified products, whose difference — in relation to those for the non — purified product — exceed the cost of purifying same in the importing Country, taking in consideration a proportionate margin of profit for the enterprises there established.

The two Governments shall examine, in accordance with their judgement, the importing tariffs now in force, respectively for: purified mate in the Argentine Republic and wheat-flour in Brazil.

#### SIXTH ARTICLE

In case of any technical divergency on interpretation or application of this arrangement, and not being possible to reach an agreement through Diplomatic ways, the Contracting Parties compromise not to apply any measure which could prejudice the other before submitting the matter to the study of a Committee of technical experts from the two Countries, which Committee may formulate advices to the respective Governments.

#### SEVENTH ARTICLE

The two Contracting Parties shall appoint, in the shortest possible time, a mixed committee which shall be in charge of continuing the discussion of questions already set forward and that were not possibly resolved in this time; to consider the "modus vivendi", and those concerning the Commerce and Navigation Treaty, of which it is a complement; and, in a general way, to examine the whole problem of economical relations of the two Countries, procuring the best way to develop them.

For this purpose, the Argentine Government takes notice of the wish expressed by the Brazilian Government in order to obtain better facilities for the entrance into the Argentine Republic, of rice, tobacco, cocoa, marbles, and granites, of food-oil and cotton; the Brazilian Government takes also notice of the wish demonstrated by the Argentine Government in order to obtain further facilities as to wines, dairy products, meats and cereals in general entering Brazil.

#### EIGHTH ARTICLE

With the purpose of facilitating commercial interchange between the two countries, and until normalization, in each Country, of the exchange operations, the two Governments compromise to maintain the understanding actually existing between the "Banco de Nación Argentina" and the "Banco do Brazil", for the clearance of respective assets, and examine the possibility of creating better facilitations for the clearance of all assets designed to meet the payment of merchandise imported from one to the other Country.

#### NINTH ARTICLE

The present Additional Protocol shall be ratified and its ratifications shall occur at the City of Buenos Aires within the shortest possible time; shall remain in force during one year, continuing in force until denounced by one of the Contracting Parties, with three months antecedency.

The clause relative to up-holding of the "Statu-quo", however, shall start in force immediately, provisionally, until the date of ratification, or for a period not exceeding one year from the date of the signature of the present Act.

In faith of which, the Plenipotentiaries above mentioned signed the present Protocol, in two exemplars, each one of them in the Portuguese and Spanish Languages, in Rio de Janeiro, D. F., the tenth day of the month of October, in the year nineteen hundred and thirtythree.

(L. S.) A. de Mello Franco.  
(L. S.) Carlos Saavedra Lamas.

## LONDON PRODUCE NOTES

### COMTELBURO AIRMAIL SERVICE

Sept. 29th 33...

The London Produce markets have again experienced a dull week and price movements were mostly in a downward direction. No stimulating feature emerged in the sugar market. With the Cuban position becoming more involved, buyers were not interested. Sales of 96 per cent. sugars were confined to a few parcels of October shipment, both foreign and preferential, on the basis of 5/2 1/4d to 5/0 3/4d, c. i. f., United Kingdom. British refined met a fair demand at late rates. Liquidation again forced values down in the terminal market and there was only a moderate business doing. Rubber opened with a quiet tone but demand broadened later in the week following reports from the East favourable to a policy of restriction; it being stated that many interests hitherto hostile to such a policy are now becoming ardent supporters. Smoked sheet, on the spot, sold up to 3 15/16d per lb. and good business was done. There was more trade buying, in which Russia was a participant. World stocks on August 31st amounted to 563,000 tons against 571,000 tons a year ago. In the tea market common Indians sold well at firm rates but medium sorts were irregular and often easier, due to some falling off in quality. Ceylons were a quieter market. Common tea made steady

## JOHNS-MANVILLE CORPORATION OF BRASIL

FABRICANTES DE FELTROS  
PARA IMPERMEABILIZAÇÕES,  
TELHAS DE AMIANTO,  
PLANAS E CORRUGADAS.  
FORNECEDORES DE ASPHAL-  
TO E TODOS OS PRODUCTOS  
DE AMIANTO (ASBESTO).

RUA THEOPHILO OTTONI, 113 = 1.º  
CAIXA POSTAL 2691 TELEPHONE 4-3575  
RIO DE JANEIRO

prices but good mediums favoured buyers. Finest kinds, especially those from Nuwera Eliya and Ouva districts, realized firm rates. Coffee continued extremely dull and sales were negligible. Brazilian kinds were quiet; superior Santos prompt shipment, being quoted 42½, c. & f. Cocoa eased under lower New York advices and freer offers, Recent shipments from Accra have been heavy; those during August being 22,438 tons against 6,165 tons in 1932. Good fermented, Accra, December-February shipment, sold from 21½ to 20½, per 50 kilos, c. i. f., Continent. Jute opened with further weakness under continued selling but values hardened later on a covering demand following higher Calcutta cables. Renewed selling caused prices to decline again at the close. The Calcutta market was closed for the Durga Puja holidays most of the week and this tended to keep the London market quiet. First marks, September-October shipment, sold from £15 5s to £15 7½ to £14 16½, c. i. f. Manila hemp was quiet and easier; grade K., October-December, selling from £14 17½ to £14 15s per ton, c. i. f. African sisal was also lower. Sales of Mexican sisal were reported at 3 5/8 cents, per lb., c. i. f.

Timber — The small supplies of mahogany on offer meet a ready demand, while with prospects of reduced imports from both Central America & West Africa, it is anticipated that there will be a shortage for some months to come. At the auctions on Wednesday, offerings, which were mainly composed of Lagos & Benin mahogany, met a good demand for all classes & rather better prices were obtained. There is only a small business passing in American lumber, as prices have advanced above buyers' ideas, owing

to the increased costs of production under the "Lumber Code".

Fruit — Oranges are meeting a good demand, with prices showing a hardening tendency. South Africa, 96½12's., 15s. to 16s.6d., 150-226's., 16s. to 17s.6d.; Brazilian, 126's., 14s.6d. to 15s.3d., 150½176's., 15s.6d. to 16s.6d., 200½216's., 16s.3d. to 17s., & 252½324's., 17s.6d. to 19s. per box. Bananas also sell readily, with better prices obtainable. Canary 9s. to 12s. per crate; Jamaica 8d. to 9 1/2. & Brazilian 6d. to 8d. per dozen. Grapefruit easier, South African 14s. to 16s., Californian 18s. to 20s. per box. Imports from Brazil last week: — Oranges 97,000 boxes, Bananas 24,000 bunches.

Hides — A rather more active business is reported, with a steady tone maintained. Antofagastas sold at 4 5/16d., Iquiquies at 4d. & Barretos 4 3/16d. per lb. Dry River Plates are dearer on the exchange. B. A. Americanos realised 6 3/4d., B. A. Inservibles 5 3/8d. & Cuyabanos 6 11/16d. per lb. Capes are generally steady, with dry fractionally dearer.

### LONDON PRODUCE NOTES

#### COMTELBURC AIRMAIL SERVICE

Oct. 6th 1933

In the London Produce markets sugar continued dull during the past week. The publication of Licht's estimate of the Continental beet crop proved to be rather disappointing, inasmuch as some reduction was looked for. The crop, excluding Russia, is



# FURNESS PRINCE LINE

NEW YORK SOUTH AMERICA

LUXURIOUS ACCOMMODATION — FIRST CLASS  
PASSENGERS ONLY

RIO — NEW YORK 13 DAYS

## WESTERN PRINCE

WILL SAIL ON 2nd NOVEMBER FOR TRINIDAD AND NEW YORK

## SOUTHERN PRINCE

DUE FROM NEW YORK 3rd NOVEMBER FOR SANTOS, MONTEVIDÉO  
AND BUENOS AIRES

TRIANGULAR TOURS — NEW YORK — EUROPE — BRAZIL AT SPECIAL RATES

## Houlder Brothers & Co. (Brazil) Ltd.

Rua do Commercio, 35 — SANTOS  
Tel. Central 3

Avenida Rio Branco, 63-67 — RIO DE JANEIRO  
Tel. 4-5261 and 4-0769

estimated at 5.937.000 tons against a production of 5.585.251 tons last season. Nevertheless, there was no undue pressure to sell raw sugar and prices tended to harden. Business was confined to a few parcels of foreign 96 per cents. October shipment, from 4|11 1|4d to 5|1 1|2r. c. i. f. Refined kinds were reduced threepence per cwt and moderate business was transacted; London granulated being quoted 19|3 per cwt. Rubber experienced an erratic week. Outside support following favourable restriction news forced values up substantially and up to 4 5|16d per lb. was paid for spot sheet; a large trade being reported. The publication later in the week of a speech by the Governor of Malay, to the effect that the British would not initiate a restriction scheme and that any move in this direction must emanate from the Dutch, was taken as a bear point, although it was but the re-iteration of what had been previously said by British authorities. Selling pressure caused a collapse in prices and the market has since continued very unsettled. Smoked sheet, spot, closed at 3 31|32d per lb. Coffee was very quiet and offerings at auctions were again largely taken out. The Brazilian section was inactive and rather easier; superior Santos, prompt, being quoted 41|, c. & f. Cocoa was easier under pressure to sell following heavy Accra shipments; good fermented, November-January shipment, selling down to 20|3 per 50 kilos, c. i. f.. Continent. In the futures market values also gave way but good business was done at the lower range of prices. Tea

was a good market. Common Indian sold very well and marked a further advance of farthing to half-penny per lb. and any apparent drop in the better grades was due to quality. Ceylons were irregular but common and fine teas realized full to dearer rates. Lighter liquoring mediums were quieter and sometimes favoured buyers. Java tea sold readily and were higher all round. Jute opened with a quiet tone and prices tended to ease. The Calcutta market was closed on two days during the week and this fact kept the London market quiet. Prices improved at the close on higher Calcutta cables and reserve of sellers but buyers were reluctant to follow the rise. Hemp was a dull market with quotations generally unaltered.

Timber — The mahogany log market has been rather more active and a better inquiry was experienced for conversions, there being an improved demand from the cabinet trade and manufacturers generally appear to have accepted the fact that there is little chance of any immediate fall in values. Sales of red oak from stock have fallen slightly, but, to balance the position, forward commitments have been heavier, despite deterrents in the form of higher prices and fickle exchange rates.

Fruit — Oranges were slightly firmer; South African, 150|176's, 16|— to 16|6; Brazilian, 150|176's, 17|— to 17|6; 200|216's, 1|— to 18|6; 252|324's, 19|— to 20|—. Lemons were dearer; Messina, 14|— to 23|6 per case. Bananas-Canary 9|— to 13|6 per crate; Jamaica 9d to 9 1|2u; Brazilian, 6d to 8d per



# MUNSON S.S. LINE

The only North - American Luxurious Liners  
 == on the "BRAZIL-NEW-YORK" route ==

21 Thousand Tons each — First, Tourist, & Third Class Accomodation — Special prices for TRIANGULAR VOYAGES "RIO-NEW YORK-EUROPE-RIO" or "RIO-EUROPE-NEW YORK-RIO"

**"SOUTHERN CROSS"** will sail October 26th, for Trinidad, Bermuda & New York.

**"PAN AMERICA"** Due from New York October 27th, will sail the same day for Santos, Montevideo & Buenos Aires.

TO FOLLOW:

"PAN AMERICA" . . . . .—due from River Plate November 8th, will sail the same day for Trinidad, Bermuda & New York.

"AMERICAN LEGION" . . . . .—due from New York November 10th, will sail the same day for Santos, Montevideo & Buenos Aires.

"AMERICAN LEGION" . . . . .—due from River Plate November 22nd, will sail the same day for Trinidad, & New York.

FOR RATES & FURTHER INFORMATION THE FEDERAL EXPRESS Co.

**RIO DE JANEIRO — SANTOS — SÃO PAULO**

dozen, Pears-Californian, Beurre Hardy, 13|— to 14|6 per box, Grape fruit — Jamaica, 16|— to 22|—; Calimornian (in weak condition) 10|— to 13|6 and Porto Rico 15|— to 21|— per box. Peaches — Italian, 3|— to 5|— per tray. Imports from Brazil last week 42,000 bunches bananas, and 25,000 boxes of oranges.

Hides — The market was moderately active with prices somewhat irregular with Africans firm and South American occasionally the turn easier. Frigorific-type hides are on the basis of 4 7|8d for B. A. ox, and 4 3|4r for cows. Dry River Plates sold to the Continent with B. A. Americanos at 6 1|2; B. A. Anchos, at 5 3|8d; B. A. Inservibles at 4 3|8d and Cuyabanos at 5 3|4d, Dry first Capes made 6 5|8d and salted Mendes first 4 1|8d and seconds 3d.

## THE MINERAL INDUSTRY OF BRAZIL

### SEMI-PRECIOUS STONES

Brazil is rich in the quantity and quality of its semi-precious stones but particularly so in regard to variety.

Emeralds, aquamarines, topazes, tourmalines and amethysts are the leading articles of the gem trade of which the aquamarine probably ranks first in demand.

The Brazilian or Imperial emerald belongs to the beryl family and is identical with the Columbian in chemical composition, hardness and other characteristics but is lighter in colour and less valuable in comparison. The Columbian emerald ranks as a precious stone but its Brazilian brother is rarely deep enough in colour to merit the same classifica-

## MALEMPRÉ & MEDAWAR

SPECIALISTS IN PRECIOUS & SEMI PRECIOUS  
STONES

DIAMONDS — RUBIES — EMERALDS — TOPAZES  
TOURMALINES — AGUAMARINES — AMETHYSTS  
ETC.

RIO DE JANEIRO  
RUA S. PEDRO, 80

POST OFFICE BOX - 1024  
TELEPHONE 4-5224

tion. A few exceptions appear on the market at rare intervals.

Columbian and Brazilian or Imperial emeralds are distinct from the Oriental variety which is an exceedingly rare and valuable gem belonging to the corundum family.

The so called Oriental emerald is, in fact, a green sapphire and was so rarely found in a flawless condition as to give birth to the expression "As flawless as an emerald" as an indication of something practically unobtainable.

The Brazilian emerald, on the other hand is not infrequently flawless.

The emerald played an important part in the early history of Brazil.

Rumours of its existence in fabulous quantities led to persistent search and served to open up trails into the interior of which advantage was subsequently taken by later explorers.

Indirectly therefore the search for these legendary emeralds aided the discovery of other minerals and materially assisted in the development of Brazil. The early prospectors were optimistic enough to christen Brazil "The Land of Emeralds" in advance.

Their persistent search was eventually rewarded by the discovery of green gems which they assumed to be emeralds but which on examination in Europe proved to be green tourmalines then unknown to mineral science.

The same historian adds that the Court of Lisbon believed them to be emeralds deteriorated by the sun and atmospheric influence. So another expedition was fitted out in 1687 with orders to dig deeper but failed even to find the mine.

These legendary mines were never discovered. They perhaps never existed but the Imperial emerald is now being mined in different localities including Bom Jesus das Meiras in Bahia and Esmeralda, Santa Anna de Ferros and Brejauba in Minas Geraes.

The aquamarine is merely another variety of the beryl family and differs from the Imperial emerald in colour only, the hardness, chemical composition specific gravity and other characteristics being practically identical.

Aquamarines occur in different localities in Brazil but the best varieties are obtained from Bom Jesus das Meiras in Bahia and from the Theophilo Ottoni district in the north eastern corner of the State of Minas Geraes.

A crystal weighing 98 kilos is said to have been found near Theophilo Ottoni.

A cut and polished specimen weighing 910 carats

FINEST AND LARGEST ASSORTMENT OF

## BLUE AQUAMARINES

Diamonds, Topazes, Amethysts, etc. (Aquamarine necklace purchased by Duchess of Westminster.)

**BRAZILIAN CURIOSITIES: HUMMING-BIRD DESIGNS —  
A NEW FEATURE IN BRAZILIAN CURIOS**

Cigar and Cigarette cases, Pouches, purses and handbags made from reptile skins. Wood carving, Skins, Wooden lamps of Parana, etc.

**Rare Collections of Brazilian Butterflies  
and Moths**

(Collections of same were purchased by H. R. H. the Prince of Wales, also by President Hoover)

Come and see our display, close to the Avenida and opposite to the Flower Market.

(We execute special designs to your order)

## ZITRIN IRMÃOS

110 — 112 RUA BUENOS AIRES 110 — 112



## PRECIOUS STONES

### BRAZILIAN SOUVENIRS

Largest stock in all Brazilian genuine stones and artistic work with butterfly wings and Brazilian woods. Please visit us without compromise.

Own mines and cutters

### EMILIO SCHUPP & CIA.

5 AVENIDA RIO BRANCO 5 (Near the Pier)

47 RUA DOS OURIVES 47

Tel. 3-0132 - 4-2359

was recently on exhibition in a Jewellers shop in the Ouidor.

The aquamarine possesses a peculiarity by which it can generally be distinguished easily from an imitation — its characteristic marine blue invariably contains a tinge of green. The dark blue specimens obtained from the Cacunda mine, — now exhausted, — and those from Bom Jesus da Meiras and from Fortaleza and Santa Maria are sold as exceptions but even in these faint tinge of green is present. The Marambaia mine in the Theophilo Ottoni district gives a distinctive yellow-green aquamarine that is much appreciated.

The chrysoberyl is not a common stone in Brazil but is said to occur at Itacoatiara in Minas Geraes. It is harder and heavier than the beryl from which it also differs chemically in being free from silica.

Its different varieties, chrysolite, alexandrite and cymophane or catseye chrysoberyl are also rare in Brazil.

The spinel Family including the Balas Ruby is also uncommon and should be regarded with suspicion unless bought from a reliable dealer.

Space does not permit of a lengthy reference to other varieties of Brazilian gems.

Topazes, tourmalines and amethysts are to be seen in every Jewellers shop and advertise themselves.

Zircons of Brazilian origin exist but the majority sold as such are imported.

Agates from Rio Grande do Sul are a conspicuous feature, and a useful adornment in any home.

It is unfortunately a fact that there is a trade in imitation gems, which, while it may not as yet have reached large proportions is, nevertheless, on the increase to the detriment of the legitimate trade.

The majority of gems can easily be imitated by reconstruction or by synthetic substitutes, — plain glass coloured to imitate the stone it represents. The opal is the only gem that has not been successfully imitated. Even the diamond can be counterfeited by white sapphires more especially in mounted Jewellery.

Paste diamonds are another form of deception.

The gem trade lends itself to both legitimate and illegitimate tricks.

It may not be playing the game to sell an imported stone as one of national origin but its value is not affected. Nor can it be considered immoral to improve the lustre of a gem by the scientific application of heat but the substitution of a burnt

amethyst for a white topaz is not a fair trick since the amethyst is inferior in both hardness and value.

The colour of an aquamarine can be intensified by boiling it in oil without injury to the stone itself.

The most common form of deception is the substitution of glass for the genuine article but fortunately this trick can be detected when practised on certain gems.

The imitation aquamarine, for instance, fails to show the tinge of green.

The victim to these tricks is generally a bird of passage who probably has neither the time nor the knowledge where to buy the legitimate article or is perhaps persuaded to fall for a "bargain" and ends by paying a fancy price for glass.

There is no infallible list by which the customer can protect himself since it would obviously be impracticable to determine the gravity, hardness, or optical properties of a gem on the spot.

There is, however, one test that will generally succeed if applied at the right moment. The temperature of a genuine stone taken with the tip of the tongue or even laid against the cheek will invariably prove colder than its glass substitute but only if done quickly before absorbing the heat of the fingers.

An imitation (glass) gem is also invariably lighter than the real article of the same size.

The safest method of all is to deal with reliable and competent firms and not to be bashful in asking for a guarantee.

## CORRESPONDENCE

The Editor

WILEMANS BRAZILIAN REVIEW

Dear Sir.

I believe your Review has a very wide circulation overseas.

May I ask any reader in Poland, who is in a position to do so, to let me know through your columns, how that country views Brazil's Coffee policy.

I have a special reason for making this request.

Further I am sure the matter is of interest to many in this country.

Of course should you have no reader in Poland, you need not publish this letter.

Thanking you.

Yours faithfully  
"A. K."

Firms and individuals desirous of establishing business relations or of obtaining situations in any country, are invited to advertise in our columns. The widely distributed area covered by the Review & its high standing are worthy of note.

#### Card space.

In Brazil	20\$000, per insertion prepaid
Broad.	10 / — Do. Do.

## CHEMICAL AND PHARMACEUTICAL PRODUCTS

BRAZILIAN IMPORTS — JANUARY TO JULY

Commodities	Kilog.		Value cif in £	
	1932	1933	1932	1933
Acetic acid .....	16,582	31,749	556	1,433
Citric acid .....	77,365	108,846	6,539	7,774
Muriatic or hydrochloric acid .....	32,736	28,595	262	221
Nitric acid .....	3,235	4,569	89	186
Sulphuric acid .....	29,059	114,562	575	1,408
Tartaric acid .....	65,685	128,797	5,408	9,750
Tannic acid .....	9,073	11,379	1,657	1,850
Acids, unenumerated .....	451,470	153,508	12,316	14,788
Chemical manures .....	4,164,734	6,264,451	30,060	36,927
Mineral waters, natural and artificial for medical use .....	15,904	19,740	1,086	1,650
Cocaine .....	Grams. 8,900	39,730	248	1,620
Codeine .....	" 20,750	54,200	436	1,075
Cafeine .....	" 73,615	1,233,150	54	981
Morphine .....	" 19,230	40,170	366	833
Quinine .....	" 4,429,168	6,632,347	13,560	21,697
Other alkaloids and salts thereof .....	" 291,791	580,018	728	1,641
Liquid ammonia .....	77,918	89,995	5,067	4,761
Benzine .....	8,010	6,440	380	303
Bicarbonato of soda .....	835,063	1,185,390	7,768	11,636
Carbonate of ammonia .....	48,384	95,939	939	1,606
Carbide of calcium .....	20,500	3,000	224	31
Capsules, pills, globules (medicinal) .....	17,190	21,022	28,397	56,019
Chlorate of potassium and sodium ..	361,779	517,520	8,757	11,452
Chloride of lime .....	643,867	593,938	8,541	7,985
Ethyl chloride .....	204	184	273	231
Medicinal elixirs and liquors .....	17,181	22,346	8,273	11,658
Medicinal plasters .....	17,955	21,507	9,321	10,107
Medicinal ampoues .....	15,300	20,621	48,413	97,776
Medicinal drops .....	9,465	12,068	12,969	20,625
Glycerine .....	984	1,737	65	150
Todide of potassium .....	4,342	6,755	4,619	7,554
Lysol, creolin and similars .....	123,665	229,170	8,760	16,590
Cod liver oil and emulsion thereof ..	23,468	55,466	2,368	3,655
Caustic potash .....	12,239	12,731	393	491
Medicinal soap .....	193	1,689	66	324
Caustic soda .....	10,939,597	14,453,531	143,570	218,626
Copper sulphate .....	1,107,789	1,591,728	17,117	20,845
Sodium sulphate .....	1,044,500	731,241	6,670	4,867
Vaseline .....	103,742	240,447	4,308	8,771
Magnesium sulphate .....	646,037	737,928	2,668	3,270
Unenumerated .....	5,336,534	6,171,980	220,911	332,506
Total Impors — Kilog. ....	26,286,592	33,699,138	624,777	955,673

Zenha, Ramos & C.<sup>o</sup> 5,800  
Sundries 11,600

Total 303,584

SANTOS

Kilog.

Rocha, Irmão & C. <sup>o</sup>	46,285
Santos, Soares & C. <sup>o</sup>	27,550
C. Costa Fontes & C. <sup>o</sup>	26,100
Andrade, Rebello & C. <sup>o</sup>	26,100
Miguel, Peixe & C. <sup>o</sup>	25,148
A. Teixeira & Irmão	23,200
Bento, Souza & C. <sup>o</sup>	21,054
Ferreira, Lage & C. <sup>o</sup>	20,300
Bovino, Belacosa & C. <sup>o</sup>	20,300
Martins, Fadiga & C. <sup>o</sup>	18,270
Barbosa Méca & C. <sup>o</sup>	17,400
Antonio, Motta & C. <sup>o</sup>	15,953
Romeiro, Pinto & C. <sup>o</sup>	14,500
Achilles, Fortunato & Irmão	11,600
F. S. Hampshire	11,600
Araujo, Pinto & C. <sup>o</sup>	8,703
Domingos de Lucca & C. <sup>o</sup>	8,700
Ind. R. F. Matarazzo	8,700
José Martins Borges & C. <sup>o</sup>	8,700
E. Martinelli	6,800
F. Simões & Moreira	6,670
Francisco Hermano & C. <sup>o</sup>	6,380
Cia. Puglissi	5,800
Fratelli, Francino	5,800
J. Jorge, Figueiredo & C. <sup>o</sup>	5,800
Julio, Méca & C. <sup>o</sup>	5,800
Moreira, Viegas & C. <sup>o</sup>	5,800
Soares, Bastos & C. <sup>o</sup>	5,800
Sundries	93,391

Total 508,204

With the next issue we will publish the statistics referring to cod-fish imports through other Brazilians ports, complete with name of exporting firms from abroad and country of provenience.

## Companhia Nacional de Comercio de Café

Rio de Janeiro  
Rua da Quitanda, 143

Cable Address "AXECO"

## COFFEE EXPORTERS

Agents and Sub-Agents all over the world

## CODFISH

(SPECIAL STATISTIC FOR  
WILEMAN'S BRAZILIAN  
REVIEW)

BRAZILIAN IMPORTS DURING  
AUGUST, 1933

Destination and importers

RIO DE JANEIRO

	Kilog.
Norton Megaw & C. <sup>o</sup>	40,612
Pereira, Carvalho & C. <sup>o</sup>	38,396

Santos, Soares & C. <sup>o</sup>	37,700
Coelho, Duarte & C. <sup>o</sup>	24,650
Ferraz, Irmão & C. <sup>o</sup>	23,490
Oliveira Lopes & Silva	20,300
Pereira, Almeida & C. <sup>o</sup>	18,850
Abilio Ferreira & C. <sup>o</sup>	17,400
Birkeland & C. <sup>o</sup>	14,848
Rocha, Irmão & C. <sup>o</sup>	10,150
Barbosa, Albuquerque & C. <sup>o</sup>	9,048
Soares, Bastos & C. <sup>o</sup>	7,250
Miguel, Luz & C. <sup>o</sup>	6,090
Alberto J. de Lima & C. <sup>o</sup>	5,800
Secco Maia & C. <sup>o</sup>	5,800
A. J. Hollevik & C. <sup>o</sup>	5,800



**WEEKLY COCOA MARKET REVIEW**

Corrêa Ribeiro & Cia. — Bahia, Saturday 7th of October 1933

**STATISTICS:—**

Exact movement during September:

Arrivals . . . . .	173.235 bags
Shipments from Bahia. 94.547 bags	
From Ilhéos . . . . .	62.147 bags
	156.694 bags

Stocks on the 30th of September 1933 52.820 bags

Arrivals . . . . .	571.647 bags
Shipments . . . . .	520.349 bags
Stocks on the 30/9/32 . . . . .	94.978 bags

In the figures for arrivals and shipments are included all shipments from Ilhéos to Bahia and direct to consuming markets.

ILHÉOS — Stocks down there were yesterday about 41.000 bags including afloats. This quantity will only be included in the Bahia arrivals, after being shipped from that port.

FREIGHTS — Nothing has been decided so far

# WILSON, SONS & CO., LTD

**HEAD OFFICE: LONDON**    **IMPORTERS & MERCHANTS**    **HEAD OFFICE: LONDON**

BRANCHES OR AGENCIES AT CARDIFF—BARRY  
ALEXANDRIA—DAKAR—MADEIRA  
LAS PALMAS—ST VINCENT CV.  
PERNAMBUCO—BAHIA  
SANTOS—S. PAULO

TELEG. ADDRESS... for all branches  
"ANGLICUS"

BRANCHES AT RIO GRANDE DO SUL  
PORTO ALEGRE—LA PLATA  
MONTEVIDEO—BUENOS AIRES  
ROSARIO DE SANTA FE  
SANTA FE—BAHIA BLANCA

**COAL DEPOT PROPRIETORS**    **SHIP REPAIRERS—ILHA DA CONCEIÇÃO**

BUNKER CONTRACTORS FOR ALL PORTS  
LARGE STOCKS OF ALL CLASSES OF BEST COALS  
OCEAN MERTHYR STEAM COAL  
FOUNDRY COKE—SMITHY NUTS  
ALL MODERN HANDLING FACILITIES—FLOATING CRANES  
**ALLIANCE ASSURANCE CO. LTD LONDON**  
RESERVES EXCEED £30,000,000  
FIRE & MARINE INSURANCE  
AIR & RAIL TRANSIT  
MOTOR CAR (ACCIDENT) INSURANCE

**MECHANICAL and MARINE ENGINEERING**  
RECONDITIONING and REPAIRS TO SHIPS.  
MODERN EQUIPPED WORKSHOPS, FOUNDRY and SLIPWAY  
PROPRIETORS OF TUGS, LIGHTERS and  
SAVAGE APPLIANCES

**STEAMSHIP AGENTS—PASSENGERS and FREIGHT**  
★BLUE STAR LINE★ OSAKA SHOSHEN KAISHA  
BOOTH STEAMSHIP CO. LTD  
FINLAND SOUTH AMERICA LINE  
YBARRA LINE

For Information and Prices  
Post Office Box - 751  
TELEPHONE: 4-7200

**CONSTRUCTION MATERIALS IN GENERAL**

IRON SHEETS and PLATES  
GALVANIZED—BLACK—CORRUGATED  
IRON BARS—ALL SHAPES—STEEL BARS for CONCRETE  
"FERROCRETE" CEMENT—WHITE PORTLAND CEMENT  
WHITE GLAZED TILES—NATIVE PORTLAND CEMENT  
SOLIGNUM—PAINTS and OILS—WHITING  
PIPES and FITTINGS—ETC.

**IMPORTATION—COMMISSION TERMS**  
"BOND" TEA  
GORDON'S GIN and COCKTAILS  
WHISKY "JOHNNIE WALKER"  
DOMESTIC CHINAWARE & SANITARYWARE  
CREOLINE "PEARSON"  
SUPPLIES FOR RAILROADS & TRAMWAYS  
ALL CLASSES OF COAL and FOUNDRY COKE

**HOES and BILLHOOKS BRAND WILSON**  
IMPORTED MULE SHOE IRON BRAND WILSON

**IMPORTED CEMENT WILSON LABEL**  
AXES and BRITISH SPECIAL STEELS WILSON BRAND

PIG IRON—NATIVE and IMPORTED—  
PLUMBAGO and CRUCIBLES "MORGAN"  
FIRE BRICKS and FIRE CLAY  
COPPER—STRIPTIN—BRASS  
"ALLEN'S" SPECIAL TOOL STEEL  
HIGH SPEED DRILLS—TIPPED TOOLS

STEPHEN'S INKS—PENS, ETC.  
POWDER & ROLL SULPHUR  
ARSENIC "GAFANOTO"

BRASILIAN SALT (MOSSORO)  
(ALL TYPES)  
SPECIAL QUALITIES FOR  
PACKING HOUSES and DAIRIES

**YARROW & CO. LTD GLASGOW—NAVAL CONSTRUCTORS**  
BUILDERS OF DESTROYERS—GUN BOATS—MARINE BOILERS—ETC.,  
SPECIALISTS IN THE CONSTRUCTION OF SHALLOW DRAFT VESSELS.

**ENQUIRIES SOLICITED FOR THE DIRECT IMPORTATION OF ANY ARTICLE INTO BRAZIL**

Arrivals from the 1st until the 6th inst. . . . .	15.058 bags
Shipments, dt.º, dt.º . . . . .	15.218 bags
Bahia Stocks on the 6th of October 1933 . . . . .	52.660 bags

Movements for present crop from the 1st of May until the 30th of September 1933:

Arrivals . . . . .	570.928 bags
Shipments . . . . .	592.175 bags

Comparative figures with the past crop, during the same period are:

and everything continues irregular, but it seems that this question will find its final solution shortly inasmuch as the freight rates offered by outsiders and some regular lines to the principal European ports are already rather low.

MARKET & PRICES — At present our market is following Accra inasmuch as New York is liquidating. We quote to-day:

Superior c. & f. New York — 4 1/2 c|.  
c. & f. Europe (Hamburg, Antwerp, Rotterdam & Havre) 22|—.  
c. & f. Mediterranean ports 23|— per 50 kos.  
cif. Buenos-Aires — m\$29<sup>00</sup>.

**MONEY**

17th October 1933

Date	London/N. York 90 d/s	Sight	Dollars
Oct. 9th . . . .	4.67 1/4	56\$836	57\$206 12\$000
" 10th . . . .	4.80 1/8	57\$206	57\$582 12\$000
" 11th . . . .	4.67 1/2	56\$888	57\$260 12\$000
" 12th . . . .	4.67 1/4	56\$836	57\$206 12\$000
" 13th . . . .	4.66 1/8	56\$731	57\$100 12\$000
" 14th . . . .	4.57	55\$551	55\$956 12\$000

The above are opening rates on London.  
Vale Ouro 6\$554.

**MARKET** — Coffee business continued paralised owing to uncertain outlook as regards financial policy of U. S. A. with consequent lack of Export bills.

In the North & also in South Brazil exports are still very small owing to Seasonal quietness. Agios in the grey market ruled from 11\$000 to 11\$500 per £ sterling and 2\$600 to 2\$800 per dollar. On the whole there was extraordinary little business transacted during the week.

**THE RIO MONEY MARKET**

Exchange rates sight, Rio on:	Oct. 6 1933	Oct. 14 1933	Oct. 14 1932
London (per) . . . . .	57\$798	58\$236	55\$551 55\$956 45\$443 45\$850
Paris . . . . .	—	\$740	— \$700 — \$537
Italy . . . . .	—	\$990	— \$940 — \$699
Belgium (gold) . . . . .	—	2\$630	— 2\$480 — 1\$901
Portugal . . . . .	—	\$572	— \$542 — \$432
New York . . . . .	—	12\$000	— 12\$000 — 13\$310
Buenos Aires (paper) . . . . .	—	4\$670	— 4\$460 — 3\$526
Sweden . . . . .	—	—	— — —
Japan . . . . .	—	3\$590	— 3\$430 — 3\$800
Spain . . . . .	—	1\$575	— 1\$490 — 1\$120
Switzerland . . . . .	—	3\$660	— 3\$450 — 2\$644
Hamburg (Reichmark) . . . . .	—	4\$490	— 4\$250 — 3\$257
Montevideo . . . . .	—	7\$300	— 7\$000 — 6\$511
Holland . . . . .	—	7\$627	— 7\$188 — 5\$506
Value of sovereign, buyers . . . . .	—	102\$000	— 110\$000 — 93\$000
Discount Bank of England . . . . .	—	2%	— 2% — 2%
Do Bank-France . . . . .	—	2 1/4%	— 2 1/4% — 2 1/4%
Do Bank-Spain . . . . .	—	6%	— 6% — 6%
Do Bank-Italy . . . . .	—	3 1/2 o/o	— 3 1/2% — 5%
Do Bank-Germany . . . . .	—	4%	— 4% — 4%
Do London Market . . . . .	—	11/16 o/o	— 11/16% — 7/8%
Do New York Market . . . . .	—	1/4 o/o	— 1/4% — 1/2%

**THE STOCK MARKET**

The Stock Market	1933	1933	1932
London	Oct. 6	Oct. 14	Oct. 14
Brazil Fuding 1893 5% . . . . .	87.10.0	89.10.0	84.0.0
Ditto, 1914 new . . . . .	73.10.0	74.10.0	53.10.0
Conversion, 1910, 4% . . . . .	24.10.0	24.15.0	20.0.0
Ditto, 1908, 5% . . . . .	—	—	—
Federal District 5% . . . . .	35.0.0	35.0.0	31.0.0
Anglo-South Am. Bk. Ltd. ord. . . . .	0.7.3	0.7.9	0.5.0
Brazil Traction, ord. . . . .	14.00	14.0.0	12.12
Great Western of Brazil Ry, Co. ord. . . . .	—	—	—
Lampport & Holt Ltd. 6% Comm. Pref. . . . .	—	—	—
S. Paulo Coffee Estates Co. Ltd. 7% . . . . .	78.10.0	79.0.0	84.0.0
Cables Wireless Teleg. Co. Ltd. . . . .	13.0.0	13.5.0	13.0.0
Western Telegraph Co. Ltd., 4% Deb. Stock Red . . . . .	99.0.0	99.0.0	93.0.0
Brazilian Warrant Agency & Finance Co, Ltd., ord. . . . .	0.2.0	0.2.3	0.1.10 1/2
Rio de Jan. City Imp. Co, Ltd., ord. . . . .	0.9.6	0.19.0	1.1.0
Imperial Chemical Ind. Ltd. . . . .	1.9.6	1.10.9	1.1.4 1/2
S. Paulo Railway . . . . .	99.0.0	98.0.0	84.0.0
Leopoldina Ry, 6.1/2% Term. Deb. 1933 . . . . .	90.0.0	90.0.0	65.0.0
Rio de Janeiro Flour Mills . . . . .	1.19.0	0.19.0	1.5.0
Bank of London & South America . . . . .	5.0.0	5.2.6	3.5.0
Royal Mail . . . . .	5.0.0	5.0.0	5.10.0
British War Loan 5% 1929-47 . . . . .	101.12.6	101.10.0	102.7.6
Consols 2.1/2% . . . . .	74.2.6	74.2.6	77.7.6

**BANK OF BRAZIL****REDISCOUNT DEPARTMENT**

Balance Sheet as at 14th October, 1933

ASSETS	
Securities rediscounted at Rio, São Paulo . . . . .	8.550.973\$420
General Expenses . . . . .	1:515\$900
	<hr/>
	8.552:489\$320

**LIABILITIES**

Bank of Brazil: Current account . . . . .	7.941.905\$810
Reserve Fund . . . . .	420.027\$910
Rediscounts . . . . .	190:555\$600
	<hr/>
	8.552:489\$320

**RIO DE JANEIRO STOCK MARKET QUOTATIONS (OFFERS) AT THE RIO STOCK EXCHANGE**

On Saturday, 14th October, 1933

Uniformisadas, 5 %	865\$	863\$
Ferrovias Railway	—	—
Bonds	—	1:035\$
Sundry issues, bearer	—	877\$
Ditto, to nom.	868\$	864\$
Treasury Oblig. (1921)	—	1:000\$
Ditto, 1930	1:032\$	1:031\$
Rodovias, nom.	—	—
Ditto, to bearer	890\$	860\$
State of Rio, 100\$, bearer	105\$	102\$
Ditto, dec. 3.216	—	950\$
Ditto 500\$ 8%	—	460\$
M. Geraes, 9 %, Oblig.	1:024\$	1:023\$
Ditto, bearer	—	—
Ditto, 7 %	907	905\$
Ditto, 1:000\$ 5 %, nom.	—	713\$
Ditto, bearer	705\$	700\$
Municipal Loan, 6%, 1906	—	158\$
Ditto, 5 %, dec. 1914	—	154\$
Ditto, 6 %, 1917	155\$	—
Ditto, 6%, 1920	161\$	160\$
Ditto, 1931, bearer	187\$5	186\$5
Ditto, dec. 1,535, 7 %	182\$	180\$
Ditto dec. 1,622—Atlantica	175\$	—
Ditto, dec. 1,623, 6 %	—	145\$
Ditto, dec. 1,948, 7 %	—	175\$
Ditto, dec. 3,264	173\$5	170\$
Ditto, dec. 2,097, 7 %	—	177\$
Ditto, dec. 2,339, 8 %	178\$	177\$
Ditto, dec. 2,093, 8 %	—	190\$
Ditto, dec. 1,933	—	191\$
Espirito Santo, 6 %	—	660\$
Dito 8 %	856\$	—
Bello Horizonte	—	785\$
Petropolis	—	190\$
S. Paulo	—	—
Porto Alegre, 500\$ 8%	—	—
Dec. 248	420\$	—
Ditto, 1:000\$, 8 %	—	1:000\$
Alegrete	—	1:000\$
S. Leopoldo 8 %	—	1:000\$
Gravatahy 8 %	—	1:000\$
Campos (E. do Rio)	—	180\$
Porto Alegre, 500\$ 8%	—	—
Dec. 246	412\$	410\$

<b>Banks:—</b>		<b>Manufatura</b>		<b>80\$</b>	<b>Municipals:</b>		
Brazil	395\$	392\$	Nova America	150\$	120\$	Capital (Viaducto) 6% — —	
Funcionarios	47\$	46\$	<b>Sundry:—</b>			Ditto 1913, 7% 30/6-31/12 — 85\$	
Comercio	—	130\$	Docas de Santos, bearer	255\$	250\$	Ditto 1925, 8% 1/3-1-9 — 96\$	
Portuguez	73\$	70\$	Docas de Santos, nom.	240\$	238\$	Ditto 1926 8% 1/5-1/11 — —	
Idem, c/50 %	—	—	Mercado Municipal	250\$	240\$	Rio Preto 8 % 980\$ 940\$	
Mercantil	—	470\$	Terras e Colonizações	18\$	—	Ditto (1931) 1:000\$ 955\$	
C. Real de M. Geraes	—	—	Ca'xa Central de Reservas	180\$	—	Botucatu 8% 30/5-30/11 — 96\$	
Economico	—	35\$	Centros Pastoris	—	32\$	Agudos 11% 500\$ 400\$	
Bôa Vista	—	515\$	C. Brahma	—	415\$	Amparo 8 % — —	
Credito Real	—	—	S. Lourenço	—	200\$	Piracicaba — 920\$	
Regional	—	95\$	<b>Debentures:</b>			Araras 1a. e 2a. — 90\$	
<b>Railways:—</b>						Campinas 6% 1/3-1/9 — 70\$	
M. S. Jeronymo	123\$	122\$5	Cervejaria Brahma	1:080\$	1:055\$	Jaboticabal — —	
Victoria a Minas	40\$	—	Docas de Santos	—	191\$	Jundiahy 9% — 95\$	
Jardim Botânico	145\$	—	Docas da Bahia	45\$	40\$	<b>Particulars:</b>	
<b>Insurance:—</b>						Estado de S. Pau'lo 190\$ 180\$	
Previdente	2:600\$	2:400\$	Manufatura	190\$	185\$	Commercio e Industria — 272\$5	
Varegistas	1:500\$	1:300\$	Mercado	—	212\$	Commercial 60 % — —	
Argos Fluminense	2:610\$	2:590\$	Nova America	—	1:028\$	Commercial Int. — 271\$	
Garantia	—	—	Bom Pastor	—	151\$	Brasil — 380\$	
Sagres	—	270\$	T. Confiança Industrial	100\$	—	Café c/50% — 50\$	
L'oyd Atlantico	—	40\$	Tec. Progresso Industrial	165\$	160\$	Café Int. — 100\$	
Integridade	280\$	240\$	Antarctica Paulista	195\$	—	Noroeste Int. 135\$ —	
Confiança	—	225\$	Fluminense F. Club	70\$	—	<b>Company's:</b>	
União dos Proprietarios	—	260\$	Be'las Artes	—	210\$	Paulista nom. — 237\$5	
Continental	—	—	Hoteis Palace	—	198\$	Mogyana E. de Ferro — 60\$	
Brazil (70 %)	—	35\$	<b>SÃO PAULO STOCK MARKET</b>				Antarctica Paulista — 210\$
<b>Textiles:—</b>						Itaqueré — 10:000\$	
Alliança	100\$	—	<b>QUOTATIONS (OFFERS) AT THE</b>				Commercio e Exportação — —
Corcovado	—	40\$	<b>SANTOS STOCK EXCHANGE</b>				Paulista bearer def. — 242\$
Taubaté Industrial	520\$	—	<b>On Saturday, 14th October, 1933</b>				Paulista Seguros — 325\$
Tec. Mageense	—	—	Obligs. (1921) bearer 7%	—	800\$	<b>Debentures:</b>	
America Fabril	200\$	199\$	Ditto nom. 7 %	—	795\$	Antarctica Paulista — 188\$	
Brazil Industrial	400\$	—	Ditto (1922) do 7%	810\$	795\$	S. A. "O Estado" — 85\$	
Esperança	200\$	—	Ditto (1922) nom. 7%	—	790\$	Melhoramentos de S. Paulo — —	
Progresso Industrial	80\$	72\$	Ditto State Coffee	570\$	566\$	Central R. Claro 3." — 96\$	
Petropolitana	80\$	—	Apolices 3a. 6a. 12a.	—	675\$	Ditto 1.ª e 2.ª — 96\$	
Confiança Industrial	8\$	—	Ditto 7a a 12a e 13a a 15a	700\$	675\$		

**RAILWAY NEWS**

**THE LEOPOLDINA RAILWAY COMPANY**

**Estimated Weekly Traffic Receipts**

YEAR	Week ended	RECEIPTS FOR WEEK			Total from 1st January
		Currency	Exchange	Sterling	
1933	14.th Oct.	1,638,000\$	4. 15/64d.	£ 28,900	£ 1,025,872
1932	15.th Oct.	1,934,000\$	5. 9/32d.	£ 42,558	£ 1,198,139
Increase	X X	\$		£	
Decrease	X X	296,000\$	1.3/64 d.	£ 13,658	£ 172,267

**COFFEE**

**SANTOS**

The week ended October 15th was unusually dull, lacking interest for Coffee market.

Very few transactions made, the market being practically paralyzed.

In order to solve this prejudicing condition, the official representatives of Santo's Coffee business have forwarded a note to the Finance Minister and the Directors of the D. N. C., asking the adoption of certain measures — immediately — so as to reanimate business.

These measures consist mainly of:

- a) Reduction of the 15 sh. tax.
- b) concession of an agio on Coffee Bills.

The note mentions also the question of coffee shipping freights, partly resolved by the D. N. C. efforts.

As to the others, no solution is as yet in view. It is known that part of the 15 sh. tax is vincula-ted to the £ 20,000,000 loan and no solution is possible before a previous agreement with Bankers.

The remaining part is bound to the compromise with the Banco do Brazil and also for purchase of the "sacrifice quota".

All this can't help reflecting in the N. Y. mar-ket. There Brazil Coffee has lately suffered new lows.

Rainfalls have been heavy, these last days, in the interior of the State.

(B Medeiros)

# COFFEE

## COFFEE PRICES CURRENT

RIO DE JANEIRO, 14th OCTOBER, 1933

COFFEE SERVICE	9	10	11	12	13	14
Rio spot, n. 7	8\$600	8\$500	8\$500	8\$600	—	—
Rio futures	12\$000	12\$000	11\$900	11\$900	11\$900	11\$900
Santos N.º 4	11\$800	11\$500	11\$525	11\$525	11\$525	11\$525
Santos futures						
October	11\$800	11\$500	11\$550	11\$550	11\$550	11\$550
November	11.700	11\$400	11\$450	11\$450	11\$450	11\$450
December	11\$500	11\$200	11\$250	11\$250	11\$250	11\$250
January						
Sales						
New York, Rio spot, N.º 6	8	8	8	Holiday	8	8
New York, Rio spot, N.º 7	7 1/4	7 1/4	7 1/4	"	7 1/4	7 1/4
New York, Santos spot, N.º 4	9	9	8 1/2	"	8 1/2	8 1/2
New York, Santos spot, N.º 7	8	8	7 1/2	"	7 1/2	7 1/2
New York, futures, December	5.85	5.75	5.66	"	5.41	Holiday
March	5.95	5.80	5.72	"	5.54	"
May	6.00	5.85	5.80	"	5.65	"
July	6.06	5.94	5.87	"	5.70	"
Sales	5.000	5.000	5.000	"	15.000	"
Havre futures, December	109	108 1/2	108 1/2	108 1/2	110	111 1/4
March	127 1/2	127	127	126 1/2	128	129
May	127 1/4	126 3/4	126 3/4	125	127 1/4	128 1/2
July	127 1/4	126 3/4	126 3/4	125 1/2	126 3/4	128
Sales	1.000	1.000	2.000	4.000	2.000	1.000
Hamburg future, December	24.00	25.00	Holiday	24	24	24
March	24.00	25.00	"	24	24	24
May	24.00	25.00	"	24	24	24
July	24.00	25.00	"	24	24	24
Sales						

### Guardian Assurance Company Limited.

(INCORPORATED IN ENGLAND).

HEAD OFFICE:

68, KING WILLIAM STREET, LONDON, E.C.4.

ESTABLISHED 1821.

ESTABLISHED IN BRAZIL: 1876

Capital Subscribed: . . . . . £ 2,058,324

Paid up Capital: . . . . . £ 1,024,304

Capital and Free Reserves for Brazil: Rs. 1:500.000\$000

GENERAL AGENTS FOR BRAZIL } BRAZILIAN WARRANT AGENCY & FINANCE COMPANY LIMITED,  
AVENIDA RIO BRANCO 9 — 3rd Floor — RIO DE JANEIRO

#### OTHER AGENCIES IN BRASIL:

SANTOS — *E. Johnston & Co. Ltd.* — Rua do Commercio 71

SÃO PAULO (Sub-Agency) — *Brazilian Warrant Agency & Finance Co., Ltd.* — Rua  
Alvares Penteado 23 - 2nd Floor

RECIFE — *Frederick Von Söhsten* — Caixa Postal N.º 100

PORTO ALEGRE — *Edwards Cooper & Co.* — Rua das Flores 870

VICTORIA — *Oliveira Santos & Cia., Ltda.* — Rua Jeronymo Monteiro 8

CURITYBA — *A. Junqueira Junior.* — Av. João Gualberto 113

**COFFEE QUOTATIONS**

( C L O S I N G )

Rio de Janeiro, 14th October 1933

	New York					
	Rio	Santos	Rio	Santos		
Spt:—	7s	4s	7s	4s	7s	
Oct. 6-1933	88800	128000	7.1/4c	9.0c	8.0c	
Oct. 14-1933	88600	118000	7.1/4c	8.1/2c	7.1/2c	
Rise or fall	—\$200	—\$100	—	—0.1/2c	—0.1/2c	
	—Rio Contract A—		—Santos Contract A—			
Options:—	Dec.	Mar.	May	Dec.	Mar.	May
Oct. 6-1933	5.90c	6.08c	6.08c	8.25c	8.37c	8.45c
Oct. 14-1933	5.41c	5.54c	5.65c	7.80c	7.93c	7.96c
Rise or fall	—0.49c	—0.54c	—0.43c	—0.45c	—0.44c	—0.49c

**COFFEE STATISTICS**

**ENTRIES**

Week ending October, 14 - 1933 — In bags of 60 kilos

	FOR THE WEEK ENDED		FOR THE CROP
	Oct. 14 1933	Oct. 7 1933	Oct. 14 1933
<b>RIO:</b>			
By Central and Leopoldina Railway.....	73.622	80.318	978.660
Warehouses.....	15.538	17.484	177.736
Total.....	89.160	97.802	1,156.396
Total Santos.....	255.775	213.427	3,785.840
<b>Total — Rio &amp; Santos.</b>	<b>344.935</b>	<b>311.229</b>	<b>4,942.236</b>

The total entries by different S. Paulo Railways for the crop to October, 14/1933.

	Past Jundiahy Per.	Sorocabana and others	Total at S. Paulo	Total at Santos
1933/1934	3.090.179	880.949	3.971.128	3.785.840

**SALES OF COFFEE (DECLARED)**

Week ending October, 14 - 1933 — In bags of 60 kilos

	DURING WEEK ENDED		FOR THE CROP
	Oct. 14 1933	Oct. 7 1933	Oct. 14 1933
Rio.....	24.089	18.486	442.833
Santos.....	33.000	90.000	1,717.000
<b>Total — Rio &amp; Santos.</b>	<b>57.089</b>	<b>108.486</b>	<b>2,159.833</b>

**VALUE OF COFFEE CLEARED FOR FOREIGN PORTS**

Week ending October, 14 - 1933 — In bags of 60 kilos

PORTS	Oct. 14 1933	Oct. 7 1933	Oct. 14 1933	Oct. 7 1933	Crop to Oct. 14/1933	
	Bags	Bags	£	£	Bags	£
Rio.....	83.687	86.508	101.815	108.877	961.030	1232.126
Santos.....	120.313	332.665	178.526	513.492	2942.408	4519.393
<b>Total 1933/1934</b>	<b>204.000</b>	<b>419.173</b>	<b>280.341</b>	<b>622.369</b>	<b>3903.438</b>	<b>5751.519</b>

**COFFEE SAILED**

Week ending October, 14 - 1933 — In bags of 60 kilos

PORTS	United States	Europe & Mediterranean	Coast	River Plate	Cape	Other ports	TOTAL FOR WEEK	CROP TO DATE
Rio....	16488	48795	1.370	2.078	15.366	960	85.057	995.817
Santos.	57250	60264	108	2.799	—	—	120.421	2946.475
<b>TOTAL.</b>	<b>73738</b>	<b>109059</b>	<b>1.478</b>	<b>4 877</b>	<b>15.366</b>	<b>960</b>	<b>205.478</b>	<b>3942.292</b>

**HAMBURG-SUEDAMERIKANISCHE DAMPFSCHEIFFAHRTS GESELLSCHAFT**

Regular service with the well known, luxurious, express steamers "Cap Arcona", "Cap Polonio" and "Cap Norte" between Hamburg, Boulogne s./mer, Plymouth, Vigo, Lisbon, Rio de Janeiro, Santos, Montevideo, Buenos Aires and vice-versa.

The s.s. "Cap Arcona" is the fastest ship to North-Europe, performing the voyage from Rio to Lisbon in 9 days, to Boulogne s. m. in 11 days and to Hamburg in 12 days

**NEXT SAILINGS FOR EUROPE**

- "Monte Olivia" . . . 1 Nov.
- "CAP ARCONA" . . . 11 Nov.
- "Monte Sarmiento" 22 Nov.

(\* calls at Plymouth — 11 days Rio Plymouth (London)

Regular services with modern and full powered cargo steamers between Hamburg, Antwerp, Portugal, Brasil and River Plate Ports.

For further particulars apply to the agents:

**THEODOR WILLE & CO. LTDA.**

RIO DE JANEIRO

SANTOS VICTORIA SAO PAULO

**79, Avenida Rio Branco, 79**

OUR OWN STOCK

IN BAGS OF 60 KILOS

RIO STOCK on Oct. 7, 1933 .....	506.788	
Entries during week ended Oct. 14, 1933..	89.160	
	595.948	
Loaded (Embarques) for week ended Oct. 14, 1933 .....	36.224	
Local consumption week ended Oct. 14, 1933	3.500	
STOCK AT RIO on Oct. 14, 1933 .....		561 414
SANTOS STOCK on Oct. 7, 1933 .....	1.782.107	
Entries for week ended Oct. 14, 1933 .....	255.775	
	2.037 882	
Loaded (Embarques) during week ended Oct. 14, 1933 .....	242.947	
STOCK AT SANTOS on Oct. 14, 1933 ...		1.793.783
STOCK AT RIO AND SANTOS on Oct. 14, 1933 .....		2.355.197
STOCK AT RIO AND SANTOS on Oct. 7, 1933 .....		2.288.895

NOTE — From the stock of Rio have been deducted 71 bags by the D.N.C.  
 In ditto stock were included 5.251 bags, premium of 10% to shippers.  
 In ditto stock were included 10 bags, coffee returned.  
 In the stock of Santos were included 1.152 bags by the D.N.C.

COFFEE LOADED (EMBARQUES)

Week ending October, 14 - 1933 - In bags of 60 kilos.

	DURING WEEK ENDED		FOR THE CROP
	Oct. 14 1933	Oct. 7 1933	Oct. 14 1933
Rio .....	36.224	34.418	1.085.574
Santos .....	242.947	75.953	3.213.969
<i>Total - Rio &amp; Santos</i>	279.171	110.371	4.249.543

INTERESTING TO ADVERTISERS

WILEMAN'S BRAZILIAN REVIEW, the only Journal of its kind in South-America, circulates in 31 different countries of the World and in 123 key-cities and Towns:

31 in Brazil	4 in Japan
17 in U. S. A.	4 in France
14 in the United Kingdom	3 in Holland
7 in Sweden	2 in Switzerland
6 in Finland	2 in South-Africa
6 in Germany	2 in Argentina
4 in Italy	2 in Belgium
4 in Norway	2 in Egypt
	3 in Denmark
	3 in Venezuela

and 1 each in Uruguay, Chile, Perú, Salvador, Austria, Czechoslovakia, Latvia, Rumania, Australia, Java, India, Turkey and Dutch East Indies.

No words are needed to illustrate the productive possibilities of advertising through the columns of WILEMAN'S BRAZILIAN REVIEW.

ADVERTISE & BENEFIT YOURSELF

COFFEE

( B A H I A )

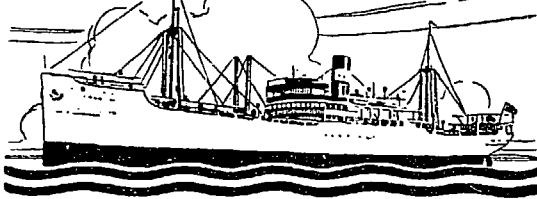
Bahia stocks of coffee on 7-10-933 ..	37.192 bags
Receipts during the week ended Oct. 14-1933 .....	1.538 bags
Available .....	38.730 bags

Clearances during the week:

to U. S. A. ....	—
to Europe .....	3.344
to Elsewhere .....	228
	3.572 bags

Bahia stock of coffee on 14-10-1933 .. 35.158 bags

JOHNSON LINE



FLEET: 15 MOTOR SHIPS  
 TOTAL TONNAGE 108,600 TONS

Regular Service Between

Finland, Poland, Sweden-Brazil, Finland, Poland, Sweden-River Plate, Sweden Norway-North Pacific, and vice-versa.

Outward Sailings From Sweden:

SAN FRANCISCO — 30th Sept.  
 LIMA — 14th Oct.

Sailings for Sweden & Finland: From Rio:

PACIFIC — 24th. Oct.  
 SANTOS — 9th. Nov.

For further particulars apply to the Agents: — Williams & Co., Pernambuco, Gueudeville & Co., Bahia; Hard Rand & Co., Victoria; Johnson Line Agencies, Santos; Wigg Brothers, Rio Grande, and or

LUIZ CAMPOS FILHOS & CO.

RUA 1º DE MARÇO, 117 — RIO DE JANEIRO

**MANIFESTS OF COFFEE  
RIO DE JANEIRO**

During the week ending October, 14, 1933

SEPTEMBER, 27.

"Marie"

ORAN

A. Jabour & C.°	2,661
Vivacqua Irmãos, S. A.	1,914
Marcellino Martins Filho & C.°	528

ALGER

A. Jabour & C.°	5,161
Vivacqua Irmãos, S. A.	1,531
Ornstein & C.°	219
Souza Pimentel & C.°	50

Total 12 064

OCTOBER, 1.

"Manila Marú"

CAPE TOWN

Hard, Rand & C.°	1,462
Norton Megaw & C.°, Ltd.	1,236
Sinner & C.°	638
McKinlay & C.°	585
Castro, Silva & C.°	30
Pinto, Lopes & C.°	10

MOSSEL BAY

Hard, Rand & C.°	825
Norton Megaw & C.°, Ltd.	570
McKinlay & C.°	556
Sinner & C.°	235
E. G. Fontes & C.°	25
Ornstein & C.°	25
Castro, Silva & C.°	15

ALGÓA BAY

Hard, Rand & C.°	994
Norton Megaw & C.°, Ltd.	825
McKinlay & C.°	556
Castro, Silva & C.°	688
Sinner & C.°	175
E. G. Fontes & C.°	175
Ornstein & C.°	100

EAST LONDON

McKinlay & C.°	785
Hard, Rand & C.°	325
E. G. Fontes & C.°	245
Norton, Megaw & C.°, Ltd.	150
Sinner & C.°	100
Castro, Silva & C.°	50
Ornstein & C.°	50

DURBAN

Norton, Megaw & C.°, Ltd.	685
Hard, Rand & C.°	530
Castro, Silva & C.°	436
Sinner & C.°	273
E. G. Fontes & C.°	175
Ornstein & C.°	150
McKinlay & C.°	138
Pinto, Lopes & C.°	8

LOURENÇO MARQUES

Hard, Rand & C.°	250
Castro, Silva & C.°	205
Ornstein & C.°	180
Pinto, Lopes & C.°	155
Norton, Megaw C.°, Ltd.	50
Sinner & C.°	23
McKinlay & C.°	17

BEIRA

Hard, Rand & C.°	50
Pinto, Lopes & C.°	39

LUDERITZ BAY

Theodor Wille & C.°, Ltd.	50
McKinlay & C.°	30

WALFISH BAY

Hard, Rand & C.°	125
McKinlay & C.°	6
Pinto, Lopes & C.°	5

Total 15,015

**Companhia Nacional  
de Comercio de Café**

Rio de Janeiro

Rua da Quitanda, 143

Cable Address "AXECO"

**COFFEE  
EXPORTERS**

Agents and Sub-Agents all  
over the world

OCTOBER, 2.

"Rushpoo"

HAVRE

A. Jabour & C.°	4,750
Cia. Nacional Comm. de Café	2,000
Marcellino Martins Filho & C.°	1,750
José Guarino	1,575
S. Pereira & C.°	609

ANTWERP

Marcellino Martins Filho & C.°	2,875
A. Jabour & C.°	1,250
Souza, Pimentel & C.°	800
Cia. Nacional Comm. de Café	625

Total 16,234

OCTOBER, 2.

"Gisla"

S. PEDRO

Leon Israel C.°, S. A.	4,435
Hard, Rand & C.°	2,250
Theodor Wille & C.°, Ltd.	1,750

SAN FRANCISCO DA CALIFORNIA

Rebello, Alves & C.°	850
Leon Israel C.°, S. A.	750

VANCOUVER

Leon Israel C.°, S. A.	125
------------------------	-----

Total 10,160

OCTOBER, 3.

"Belvedere"

TRIESTE

Fraga Irmão & C.°	750
Ornstein & C.°	564
McKinlay & C.°	364
S. Pereira & C.°	237
Sinner & C.°	143
Pinto, Lopes & C.°	125
Theodor Wille & C.°, Ltd.	38

NAPLES

Souza, Pimentel & C.°	125
-----------------------	-----

CONSTANZA

McKinlay & C.°	63
----------------	----

METKOVICH

McKinlay & C.°	453
----------------	-----

GRAVOSA

McKinlay & C.°	214
----------------	-----

PIREUS

Sinner & C.°	1,500
--------------	-------

BARI

E. G. Fontes & C.°	63
--------------------	----

McKinlay & C.°	6
----------------	---

GALATZ

Theodor Wille & C.°, Ltd.	280
---------------------------	-----

McKinlay & C.°	13
----------------	----

BEYROUTH

Ornstein & C.°	126
----------------	-----

ALEXANDRIA

Theodor Wille & C.°, Ltd.	138
---------------------------	-----

JAFFA

Theodor Wille & C.°, Ltd.	31
---------------------------	----

FIUME

S. Pereira & C.°	208
------------------	-----

Sinner & C.°	146
--------------	-----

Ornstein & C.°	63
----------------	----

Souza, Pimentel & C.°	13
-----------------------	----

ANCONA

Pinto, Lopes & C.°	250
--------------------	-----

Total 5,913

OCTOBER, 5.

"Northern Prince"

NEW YORK

American Coffee Corp.	3,550
-----------------------	-------

Leon Israel C.°, S. A.	750
------------------------	-----

Botelho, Martins & C.°, Ltd.	500
------------------------------	-----

BARBADOS

McKinlay & C.°	28
----------------	----

Total 4,828

OCTOBER, 5.

"Sierra Nevada"

HAMBURG

Theodor Wille & C.°, Ltd.	125
---------------------------	-----

B. Gonçalves & C.°, Ltd.	105
--------------------------	-----

BREMEN

Pinto, Lopes & C.°	125
--------------------	-----

Theodor Wille & C.°, Ltd.	5
---------------------------	---

Total 360

OCTOBER, 6.

"Eastern Prince"

BUENOS AIRES

Theodor Wille & C.°, Ltd.	380
---------------------------	-----

Vivacqua Irmãos, S. A.	200
------------------------	-----

Total 580

OCTOBER, 8.

"Arlanza"

ALGÓA BAY

E. G. Fontes & C." 150

Ornstein & C." 80

DURBAN

Ornstein & C." 71

Sinner & C." 50

---

Total 351

OCTOBER, 8.

"Alsina"

CASA BLANCA

McKinlay & C." 300

Sinner & C." 288

Theodor Wille & C., Ltd. 162

Cia. Nacional Comm. de Café 138

José Guarino 125

E. G. Fontes & C." 125

Ornstein & C." 63

Vivacqua Irmãos, S. A. 62

GIBRALTAR

Sinner & C." 150

Ornstein & C." 138

Hård, Rand & C. " 68

Cia. Nacional Comm. de Café 13

McKinlay & C." 3

CEUTA

León Israel C., S. A. 250

Theodor Wille & C., Ltd. 13

ORAN

Vivacqua Irmãos, S. A. 814

José Guarino 318

Ornstein & C." 307

Marcelino Martins Filho & C." 251

Pinto, Lopes & C." 139

McKinlay & C." 138

A. Jabour & C." 63

Sinner & C." 60

ALGER

E. G. Fontes & C." 1,000

A. Jabour & C." 439

Ornstein & C." 313

Vivacqua Irmãos, S. A. 250

José Guarino 172

Souza, Pimentel & C." 86

Theodor Wille & C." 69

Sinner & C." 6

BARCELONA

Pinheiro, Ladeira & C." 10

MARSEILLE

E. G. Fontes & C." 250

José Guarino 63

Botelho, Martins & C., Ltd. 62

Theodor Wille & C., Ltd. 25

Sinner & C." 13

Hard, Rand & C." 13

**Oswaldo Araújo da Silveira**  
 Official Exchange & Share Broker

G. FRASER  
 E. SAUTTER  
 W. DIXON

Rua da Candelaria, 28 - 2º andar  
 Telephones 3-1033-1034 - 4-2337-2338-3333  
 P. O. Box 210  
 Telegraphic Address "FRASER"  
 Rio de Janeiro

TUNIS

Pinto, Lopes & C." 313

Sinner & C." 132

Ornstein & C." 125

José Guarino 6

BONE

Ornstein & C." 126

José Guarino 62

Sinner & C." 12

SOUSSE

Theodor Wille & C., Ltd. 6

SALONICA

McKinlay & C." 6

SMYRNE

Vivacqua Irmãos, S. A. 626

STAMBOUL

Vivacqua Irmãos, S. A. 225

PHELIPPEVILLE

Sinner & C." 63

José Guarino 6

PIREUS

Sinner & C." 550

PORT SAID

Sinner & C." 13

JAFFA

Sinner & C." 13

ALEXANDRIA

Sinner & C." 576

McKinlay & C." 144

---

Total 9,758

OCTOBER, 9.

"Alphacca"

ROTTERDAM

Theodor Wille & C., Ltd. 262

OCTOBER, 9.

"Losada"

MAGALLANES

McKinlay & C." 150

VALPARAIZO

Sinner & C." 550

Ornstein & C." 200

McKinlay & C." 50

ARICA

Ornstein & C." 10

---

Total 960

OCTOBER, 10.

"Nagara"

BUENOS AIRES

Botelho, Martins & C., Ltd. 1,000

Hadjes & C." 498

---

Total 1,498

OCTOBER, 10.

"Suecia"

GOTHENBURG

McKinlay & C." 204

E. G. Fontes & C." 125

Hard, Rand & C." 50

KARLSKRONA

McKinlay & C." 13

KARLSHAMN

McKinlay & C." 13

KALMAR

McKinlay & C." 8

STOCKHOLM

McKinlay & C." 451

Vivacqua Irmãos, S. A. 125

Hard, Rand & C." 50

**DEN NORSKE SYD-AMERIKA LINJE**  
 (The Norwegian South America Line)

Regular Service to Denmark, Finland, Norway, Baltic, River Plate & vice-versa with 8 fast going modern diesel motor liners.

**NEXT SAILINGS FOR RIVER PLATE**

m/s "SALTA" 11th November

For further particulars apply to



**NEXT SAILINGS FOR FINLAND, DENMARK, NORWAY & BALTIC**

m/s "BRA-KAR" 2nd half Nov.

**FREDRIK ENGELHART & CIA. - RUA S. PEDRO N. 9 - RIO DE JANEIRO**  
**ALEX S. GRIEG & CIA. - PRAÇA DA REPUBLICA, 51 - SANTOS**



<b>SUNDSVALL</b>		Elias Elbas	1,000	Lima, Nogueira & C.°	354	
McKinlay & C.°	26	E. Johnston & C.°, Ltd.	747	Soc. Mogyana Export, Ltd.	287	
Hard, Rand & C.°	25	Cia. Prado Chaves	500	Sampaio Bueno & C.°	252	
<b>UMEA</b>		Vidal & C.°	347	Rebello, Alves & C.°	250	
McKinlay & C.°	13	Franco, Soares & C.°	250	Nossack & C.°	172	
<b>LULEA</b>		<b>PHILADELPHIA</b>			A. Sion & C.°	163
McKinlay & C.°	263	Leon Israel C.°, S. A.	1,000	Cia. Paulista de Exportação	125	
<b>ORNSKOLDSVIK</b>		Oswaldo Ferreira & C.°	500	S. A. Levy	125	
McKinlay & C.°	25	Hermann Gaih & C.°	500	Exp. Rubiac, Ltd.	110	
<b>SKELLEFTEA</b>		Junqueira, Meirelles & C.°	500	Noac & C.°, Ltd.	104	
McKinlay & C.°	13	Arbuckle & C.°	250	Max Wirth & C.°, Ltd.	98	
<b>DANTZIG</b>		Zander & C.°, Ltd.	250	Leon Israel C.°, S. A.	39	
Ornstein & C.°	313	Martins, Gregory & C.°, Ltd.	125	Assumpção, Irmão & C.°, Ltd.	26	
McKinlay & C.°	125	Lima, Nogueira & C.°	25	Exp. Café Brasil, Ltd.	26	
<b>GEFLE</b>		<b>NORFOLK</b>			H. A. Philippart	1
Ornstein & C.°	25	Junqueira, Meirelles & C.°	500			
<b>HERNOESAND</b>		Zander & C.°, Ltd.	125	<b>Total</b>	<b>16,638</b>	
Theodor Wille & C.°, Ltd.	250			<b>SEPTEMBER, 30.</b>		
<b>Total</b>	<b>2,117</b>	<b>Total</b>	<b>28,623</b>	<b>"Groix"</b>		
<b>OCTOBER, 10.</b>		<b>SEPTEMBER, 29.</b>		<b>HAVRE</b>		
<b>"Nasmitth"</b>		<b>"Conte Biancamano"</b>		Theodor Wille & C.°, Ltd.		
<b>LAS PALMAS</b>		<b>GENOA</b>		Naumann, Gepp & C.°, Ltd.		
S. Pereira & C.°	87	Emilio Peirone	1,052	Lima, Nogueira & C.°		
<b>REYJAVIK</b>		Cia. Leme Ferreira	813	Hard, Rand & C.°		
McKinlay & C.°	65	Almeida Prado & C.°	563	Almeida Prado & C.°		
<b>Total</b>	<b>152</b>	Sampaio Bueno & C.°	343	Exp. Rubiac, Ltd.		
<b>OCTOBER, 10.</b>		Naumann, Gepp & C.°, Ltd.	352	Pinto & C.°		
<b>"Flandria"</b>		Nioac & C.°, Ltd.	313	<b>DUNKERQUE</b>		
<b>AMSTERDAM</b>		Exp. Rubiac, Ltd.	264	Naumann, Gepp & C.°, Ltd.		
Theodor Wille & C.°, Ltd.	1,632	Leon Israel C.°, S. A.	276	E. Johnston & C.°, Ltd.		
Pinto, Lopes & C.°	250	Nossack & C.°	125	<b>NANTES</b>		
Castro, Silva & C.°	25	Lima, Nogueira & C.°	125	Pinto & C.°		
Empreza de Café B. Oriente, Ltd.	15	Junqueira, Meirelles & C.°	125	<b>BORDEAUX</b>		
<b>Total</b>	<b>1,922</b>	Oswaldo Ferreira & C.°	125	E. Johnston & C.°, Ltd.		
<b>OCTOBER, 11.</b>		E. Johnston & C.°, Ltd.	125	Exp. Rubiac, Ltd.		
<b>"Lassell"</b>		S. A. Moinho Santista	54	<b>BREST</b>		
<b>LIVERPOOL</b>		Cia. Prado Chaves	13	Pinto & C.°		
Hard, Rand & C.°	13	<b>LIVORNO</b>			<b>CASA BLANCA</b>	
<b>OCTOBER, 11.</b>		Nossack & C.°	150	Exp. Rubiac, Ltd.		
<b>"Tercero"</b>		Emilio Peirone	125	E. Johnston & C.°, Ltd.		
<b>BALTIMORE</b>		Cia. Leme Ferreira	125	<b>Total</b>		
Arbuckle & C.°	1,000	<b>ALEXANDRIA</b>			<b>9,071</b>	
Marcellino Martins Filho & C.°	250	Theodor Wille & C.°, Ltd.	375	<b>SEPTEMBER, 30.</b>		
Paiva, Nunes & C.°	250	Leon Israel C.°, S. A.	13	<b>"Gisla"</b>		
<b>Total</b>	<b>1,500</b>	<b>CIVITAVECCHIA</b>			<b>S. FRANCISCO DA CALIFORNIA</b>	
<b>Total Overseas</b>		Exp. Rubiac, Ltd.	125	Hard, Rand & C.°		
<b>83,687</b>		Emilio Peirone	67	Naumann, Gepp & C.°, Ltd.		
<b>MANIFESTS OF COFFEE</b>		<b>TRIPOLI</b>			Cia. Prado Chaves	
<b>SANTOS</b>		<b>BEYROUTH</b>			Leon Israel C.°, S. A.	
<b>During the week ending October, 14, 1933</b>		Exp. Rubiac, Ltd.	6	Almeida Prado & C.°		
<b>SEPTEMBER, 29.</b>		<b>CONSUMPTION</b>			Martins, Gregory & C.°, Ltd.	
<b>"Collingsworth"</b>		Emilio Peirone	3	SAN PEDRO		
<b>NEW YORK</b>		<b>Total</b>	<b>5,657</b>	Theodor Wille & C.°, Ltd.		
Arbuckle & C.°	6,825	<b>SEPTEMBER, 29.</b>			Hard, Rand & C.°	
Oswaldo Ferreira & C.°	3,500	<b>"Nola"</b>			Cia. Prado Chaves	
Lima, Nogueira & C.°	3,300	<b>BUENOS AIRES</b>			American Coffee Corp.	
Cia. Leme Ferreira	2,904	S. A. Levy	500	Naumann, Gepp & C.°, Ltd.		
Hard, Rand & C.°	1,725	<b>SEPTEMBER, 29.</b>			Exp. Café Brasil, Ltd.	
S. A. Levy	1,500	<b>"Pionier"</b>			E. Johnston & C.°, Ltd.	
Naumann, Gepp & C.°, Ltd.	1,250	<b>ANTWERP</b>			<b>VANCOUVER</b>	
Hermann Gaih & C.°	1,000	Theodor Wille & C.°, Ltd.	4,304	Hard, Rand & C.°		
<b>MANIFESTS OF COFFEE</b>		Naumann, Gepp & C.°, Ltd.	2,566	Theodor Wille & C.°, Ltd.		
<b>SANTOS</b>		Hard, Rand & C.°	2,371	Leon Israel C.°, S. A.		
<b>During the week ending October, 14, 1933</b>		Almeida Prado & C.°	1,707	<b>SEATTLE</b>		
<b>SEPTEMBER, 29.</b>		Cia. Leme Ferreira	1,375	Cia. Prado Chaves		
<b>"Collingsworth"</b>		Pinto & C.°	854	Exp. Café Brasil, Ltd.		
<b>NEW YORK</b>		E. Johnston & C.°, Ltd.	809	Lima, Nogueira & C.°		
Arbuckle & C.°	6,825	Martins, Gregory & C.°, Ltd.	515	Hard, Rand & C.°		
Oswaldo Ferreira & C.°	3,500					
Lima, Nogueira & C.°	3,300					
Cia. Leme Ferreira	2,904					
Hard, Rand & C.°	1,725					
S. A. Levy	1,500					
Naumann, Gepp & C.°, Ltd.	1,250					
Hermann Gaih & C.°	1,000					

Almeida Prado & C.	100
Zander & C., Ltd.	25
<b>PORTLAND</b>	
Theodor Wille & C., Ltd.	250
Almeida Prado & C.	250
Martins, Gregory & C., Ltd.	25

Total 14,102

**SEPTEMBER, 30.**

**"Hardwicke Grange"**

**CONSUMPTION**

Thornston & C., Ltd. 1

**SEPTEMBER, 30.**

**"Bahia"**

**HAMBURG**

Theodor Wille & C., Ltd.	3,125
Soc. Nacional Export, Ltd.	125
Junqueira, Meirelles & C.	125
Amaral, Lima, Ltd.	57

Total 3,432

**OCTOBER, 3.**

**"Highland Brigade"**

**BUENOS AIRES**

Lima, Nogueira & C.	280
A. Sion & C.	180
Eugenio Teuber	111
Soc. Mogyana Export, Ltd.	110
Nossack & C.	41

**ROSARIO**

Lima, Nogueira & C. 50

Total 772

**OCTOBER, 3.**

**"Herakles"**

**BUENOS AIRES**

Raphael Sampaio & C. 916

**CONSUMPTION**

Agencia Transatlantica 1

Total 917

**OCTOBER, 3.**

**"Sierra Nevada"**

**BREMEN**

Naumann, Gepp & C., Ltd.	4,250
Exp. Café Brasil, Ltd.	2,000
Cia. Prado Chaves	2,000
E. Johnston & C., Ltd.	1,482
Almeida Prado & C.	1,000
Theodor Wille & C., Ltd.	828
Sampaio Bueno & C.	341
Junqueira, Meirelles & C.	250
Leon Israel C., S. A.	182
Fed. Paulista Coop.	13

**HAMBURG**

Naumann, Gepp & C., Ltd.	1,125
Amaral, Lima, Ltd.	975
Almeida Prado & C.	500
Exp. Café Brasil, Ltd.	375
Nossack & C.	361
Soc. Nacional Export, Ltd.	345
Cia. Paulista de Exportação	338
Theodor Wille & C., Ltd.	337
E. Johnston & C., Ltd.	250

Martins, Gregory & C., Ltd.	250
Raphael Sampaio & C.	250
Hermann Gaih & C.	250
Sampaio Bueno & C.	188
Junqueira, Meirelles & C.	179
Cia. Prado Chaves	125

**CONSUMPTION**

Bunck & C., Ltd. 3

Total 18,197

**OCTOBER, 4.**

**"Northern Prince"**

**NEW YORK**

American Coffee Corp.	8,000
Exp. Café Brasil, Ltd.	1,361
Theodor Wille & C., Ltd.	1,000
Rebello, Alves & C.	1,000
Almeida Prado & C.	500
Lima, Nogueira & C.	500
Martins, Gregory & C., Ltd.	500
Zander & C., Ltd.	500
Nioac & C., Ltd.	250
Oswaldo Ferreira & C.	250
Vidal & C.	250
Pedro Joest	250
Junqueira, Carvalho & C.	161

**CONSUMPTION**

Thornton & C., Ltd. 3

Total 14,525

**OCTOBER, 4.**

**"Belvedere"**

**TRIESTE**

E. Johnston & C., Ltd.	280
Theodor Wille & C., Ltd.	251
Exp. Rubiac, Ltd.	189
Almeida Prado & C.	126
Rebello, Alves & C.	125
Lima, Nogueira & C.	63
Pinto & C.	62

**ALEXANDRIA**

Theodor Wille & C., Ltd. 563

**NAPLES**

Junqueira, Meirelles & C.	125
Nossack & C.	125
Naumann, Gepp & C., Ltd.	125

**VENICE**

E. Johnston & C., Ltd.	63
Leon Israel C., S. A.	63
Almeida Prado & C.	63
Naumann, Gepp & C., Ltd.	63

**LIVORNO**

Nossack & C. 125

**CIVITAVECCHIA**

Rebello, Alves & C. 125

**ANCONA**

Leon Israel C., S. A. 125

**CONSUMPTION**

Antonio Melillo 3

Total 2,664

**OCTOBER, 5.**

**"Alsina"**

**MARSEILLE**

Cia. Leme Ferreira	1,188
E. Johnston & C., Ltd.	724
Theodor Wille & C., Ltd.	628
Nioac & C., Ltd.	250
Sampaio Bueno & C.	250
Martins, Gregory & C., Ltd.	155
Exp. Rubiac, Ltd.	125
Lima, Nogueira & C.	75

**ALGER**

Theodor Wille & C., Ltd.	751
E. Johnston & C., Ltd.	25

**TUNIS**

Theodor Wille & C., Ltd. 125

**CEUTA**

Leon Israel C., S. A. 125

**DAKAR**

Theodor Wille & C., Ltd. 63

**TANGER**

Theodor Wille & C., Ltd. 63

**GIBRALTAR**

Theodor Wille & C., Ltd. 6

**CONSUMPTION**

A. Martins de Souza 2

Emilio Agrofoglio 1

Total 4,556

**OCTOBER, 7.**

**"Northern Prince"**

**BUENOS AIRES**

Vidal & C. 500

**ROSARIO**

Eugenio Teuber 108

**CONSUMPTION**

Thornston & C., Ltd. 2

Total 610

**OCTOBER, 7.**

**"Arlanza"**

**BILBÁO**

Lima, Nogueira & C. 50

**CONSUMPTION**

Ferreira Menezes & C. 3

Total 53

Total Overseas 120,313

**COASTWISE**

**SEPTEMBER, 28.**

**"Aratimbó"**

**PORTO ALEGRE**

Elias Elbas 58

**SEPTEMBER, 30.**

**"Campeiro"**

**RIO GRANDE**

L. Figueiredo & C. 50

Total Coastwise 108

TOTAL EXPORT FROM VICTORIA DURING SEPTEMBER, 1933

	United States	Europe	Norte Africa	River Plate	Rio & Coastwise	Total
Vivacqua Irmãos, S. A. ....	17.538	3.407	—	—	750	21.695
Armando Pinto & C.° .....	17.175	3.019	325	—	—	20.519
Theodor Wille & C.°, Ltd. ....	6.288	6.346	2.075	—	1.425	16.134
Sydney Pereira & C.° .....	9.799	4.520	1.152	—	—	15.471
Oliveira Santos & C.°, Ltd. ..	7.500	6.657	—	—	640	14.797
Ornstein & C.° .....	7.075	4.143	313	1.700	735	13.966
Hard, Rand & C.° .....	9.640	595	—	—	2.130	12.365
C.° Nac. Comm. de Café .....	10.800	374	—	—	—	11.174
A. Prado & C.° .....	500	2.319	—	—	6.135	8.954
Vianna Leal & C.° .....	7.000	—	—	—	—	7.000
Oliveira Brothers .....	4.750	126	—	—	—	4.876
Arbuckle & C.° .....	2.375	188	—	—	—	2.563
Vicri, S. A. ....	1.500	—	—	—	—	1.500
Nolasco & C.° .....	—	—	—	—	740	740
Reis & C.°, Limitada .....	13	444	13	—	150	620
Cruz, Sobrinhos & C.° .....	—	250	—	—	160	410
Lube & Irmão .....	—	—	—	—	300	300
M. Fraga & C.°, Succ. of Camara & Fraga .....	—	—	—	—	200	200
	101.953	32.388	3.878	1.700	13.365	153.284

TOTAL EXPORT FROM 1st. JULY, 1933 TO 30th. SEPTEMBER, 1933

	United States	Europe	Norte Africa	River Plate	Rio & Coastwise	Total
Vivacqua Irmãos, S. A. ....	39.226	10.242	188	—	4.227	53.883
Ornstein & C.° .....	16.150	17.316	952	1.700	3.780	39.898
Armando Pinto & C.° .....	31.650	7.168	482	—	250	39.550
Theodor Wille & C.°, Ltd. ....	12.288	15.295	4.678	—	6.280	38.541
Sydney Pereira & C.° .....	15.484	15.017	5.144	—	—	35.645
Hard, Rand & C.° .....	21.846	2.804	—	—	5.155	29.805
A. Prado & C.° .....	2.750	7.322	—	—	18.577	28.649
Oliveira Santos & C.°, Ltd. ..	14.660	10.937	—	—	1.505	27.102
C.° Nac. Comm. de Café ....	16.050	1.548	—	—	—	17.598
Vianna Leal & C.° .....	15.836	275	—	—	—	16.110
Arbuckle & C.° .....	11.375	439	—	—	—	11.814
Oliveira Brothers .....	8.900	991	—	—	—	9.891
Reis & C.°, Limitada .....	2.313	3.085	138	—	1.077	6.613
Vicri, S. A. ....	6.000	—	—	—	—	6.000
Nolasco & C.° .....	—	—	—	—	2.310	2.310
M. Fraga & C.°, Succ. of Camara & Fraga .....	1.000	—	—	—	550	1.550
Cruz, Sobrinhos & C.° .....	—	900	—	—	450	1.350
Lube & Irmão .....	—	—	—	—	775	775
Querino Antonio .....	—	—	—	—	50	50
Depart. Nac. Café .....	11	—	—	—	—	11
Sundries .....	—	3	—	—	—	3
	215.538	93.342	11.582	1.700	44.986	367.148

Total export from 1st. July 1932 to 30th September

381.262B/C

Total export from 1st. July 1932 to 30th June 1933

1.449.036B/C

VICTORIA 6th OCTOBER, 1933  
CLEARANCES DURING  
SEPTEMBER, 1933

UNITED STATES SEPTEMBER, 4.		
"Delmundo"		
New Orleans	5,000	
Houston	2,250	
SEPTEMBER, 12.		
"Satartia"		
Jacksonville	1,075	
Norfolk	3,750	
Baltimore	4,800	
Philadelphia	1,000	
SEPTEMBER, 12.		
"Phrygia"		
New Orleans	21,613	
Houston	12,325	
SEPTEMBER, 12.		
"Santos Marú"		
New Orleans	4,350	
Houston	250	
SEPTEMBER, 21.		
"Troubador"		
New York	7,413	
SEPTEMBER, 27.		
"Delsud"		
New Orleans	13,563	
Houston	5,390	
SEPTEMBER, 30.		
"Afel"		
New Orleans	2,750	
Houston	2,575	
SEPTEMBER, 30.		
"West Seleme"		
Norfolk	4,299	
Baltimore	6,375	
Jacksonville	3,175	
	101,953	

EUROPE

SEPTEMBER, 1.

"Raul Soares"

Hamburg	626
Havre	375
Antwerp	124
Rotterdam	562
Gdynia	125

SEPTEMBER, 2.

"Towa"

Havre	2,750
Antwerp	250

SEPTEMBER, 8.

"Mendoza"

Gibraltar	263
Marseille	89
Genoa	113

SEPTEMBER, 9.

"Bore IX"

Gdynia	1,563
Neufahrwasser	125
Dantzig	14,491

SEPTEMBER, 12.

"Zaaland"

Amsterdam	1,648
-----------	-------

SEPTEMBER, 12.

"Valparaizo"

Gothenburg	375
Hesingborg	125

		NORTH AFRICA		"Pedro Christophersen"	
Kalmar	250				
Stockholm	1,408				
Sundsvall	375	SEPTEMBER, 8.		GOTHENBURG	
Lulea	250			Oliveira Santos & C. <sup>o</sup>	125
Ornsko'dsvik	375	"Mendoza"		Theodor Wille & C. <sup>o</sup>	38
Norkoping	125	Tanger	125	Sydney Pereira & C. <sup>o</sup>	13
Gefle	875	Oran	1,439		
Viborg	50	Alger	1,914	KALMAR	
Dantzig	63	Casablanca	275	Sydney Pereira & C. <sup>o</sup>	125
Gdynia	63	Phillippeville	125	STOCKHOLM	
				Oliveira Santos & C. <sup>o</sup>	229
SEPTEMBER, 16.				Theodor Wille & C. <sup>o</sup>	25
"Bagé"				Hard, Rand & C. <sup>o</sup>	625
Rotterdam	272			Sydney Pereira & C. <sup>o</sup>	138
Malta	313	RIO PLATE		Vivacqua Irmãos & C. <sup>o</sup>	237
Hamburg	3,195	SEPTEMBER, 6.		SUNDSVALL	
Gdynia	63			Oliveira Santos & C. <sup>o</sup>	250
Antwerp	730	"Duque de Caxias"		ORNESKOLDSVIK	
Havre	363	Buenos Ayres	1,200	Theodor Wille & C. <sup>o</sup>	13
SEPTEMBER, 19.				Armando Pinto & C. <sup>o</sup>	125
"Iserlonh"		SEPTEMBER, 18.		GEFLE	
Hamburg	1,464	"Santos"		Oliveira Santos & C. <sup>o</sup>	375
SEPTEMBER, 26.		Buenos Aires	500	Theodor Wille & C. <sup>o</sup>	125
"Anna C"				Sydney Pereira & C. <sup>o</sup>	13
Trieste	5,427	Rio & Coastwise	13,365	NEUFAHRWASSER	
Naples	476			Ornstein & C. <sup>o</sup>	125
Metcovich	6			A&O	
Palermo	200			Theodor Wille & C. <sup>o</sup>	250
Taranto	13			DANTZIG	
Venice	189			Theodor Wille & C. <sup>o</sup>	250
Ancona	13	CLEARANCES FROM THE PORT OF		Ornstein & C. <sup>o</sup>	126
Genoa	26	VICTORIA			
SEPTEMBER, 28.		From 2nd to 4th October, 1933		GDYNIA	
"Alchiba"				Oliveira Santos & C. <sup>o</sup>	25
Rotterdam	1,875	OCTOBER, 2nd.		Theodor Wille & C. <sup>o</sup>	125
Neufahrwasser	63			Sydney Pereira & C. <sup>o</sup>	126
Dantzig	62	"Tiba"		Ornstein & C. <sup>o</sup>	25
SEPTEMBER, 28.		HAVRE		A. Prado & C. <sup>o</sup>	50
"Navigator"		Ornstein & C. <sup>o</sup>	375		
Dantzig	502	Cruz Sobrinhos & C. <sup>o</sup>	562	OCTOBER, 4th.	
Neufahrwasser	412			"Bahia"	
Gdynia	1,570	ANTWERP		HAMBURG	
SEPTEMBER, 30.		Ornstein & C. <sup>o</sup>	875	Theodor Wille & C. <sup>o</sup>	1,250
"Waterland"		ROTTERDAM		OSLO	
Amsterdam	816	Ornstein & C. <sup>o</sup>	125	Theodor Wille & C. <sup>o</sup>	69
				Oliveira Santos & C. <sup>o</sup>	125
	32,388				
			1,987		1,444

**Bunkering Contractors for Foreign Depots and United Kingdom Coal Shipping Ports.**

**Brokers for Sale and Purchase.**

**Chartering Coal Exporters. Steamship Agents Oil Fuel. Insurance**

**LAMBERT BROTHERS, LIMITED**

**85, GRACECHURCH STREET, LONDON, E. C. 3.**

Telegrams: LAMBERT, STOCK, LONDON

ALSO AT

Telegrams:		Telegrams:	
Cardiff, The Exchange	"LAMBERT"	Glasgow, 78, St. Vincent Street	"LAMBERT"
Newport, Mon., 69, Dock Street		Methil, 82, East High Street	
Port Talbot, Exchange Buildings		Burntisland, 20, High Street	
Newcastle-on-Tyne, Exchange Buildings	"LAMBROS"	Hull, Prudential Buildings	"LAMBROS"
Tyne Dock, 67, Hudson Street		Grimby, 9, Cleethorpe Road	
Blyth, 19, Ridley Street		Immingham, Dock Offices	
West Hartlepool, Victoria Terrace	"LAMBERT"		GRIMSBY

Agents for:

NEW YORK: Lambert Brothers, Inc., 17 State Street. — BILBAO: (Spain). Lambert Brothers, Sociedad Limitada. Apartado 154, Estacion 5. — PARIS: Société Anonyme Lambert Frères Charbons et Minerais, 29, Avenue de l'Opera.