

## **From Southampton to Bahia and Back Again: Were the Leadbeaters in Brazil?**

Pedro Oliveira

Thanks to friends in Brazil, who conducted research in different places in England some years ago on C. W. Leadbeater, we are able to present additional evidence that suggests the presence of Charles Leadbeater senior and his family in Brazil, between 1858 and 1859.

Reviewing the evidence presented so far:

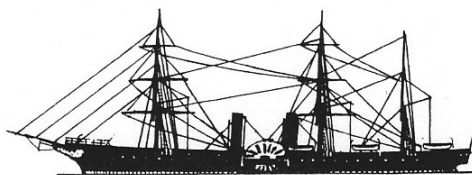
1. Charles Leadbeater was a bookkeeper to a Railway contractor. *The Oxford English Dictionary* defines a bookkeeper as ‘a person whose job is to keep records of the financial affairs of a business’. The *OED* define a cashier as ‘a person handling payments and receipts in a shop, bank, or business’.
2. C. Jinarajadasa’s memo at the Adyar Archives states that the Leadbeater family travelled to Brazil in 1858 in connection with Charles Leadbeater’s work for the *Bahia and San Francisco Railway Company*.
3. Although the above-mentioned Company was formed in London in 1855, the actual beginning of the construction work took place in Bahia in 1858.
4. Certificates issued by the Public Archive in Bahia, dated 2 February 2007, attest the arrival of Charles Leadbeater, his wife and one young son on board of the steamship *Tamar* 30 May 1858, from Southampton in England, and their departure on board of the steamship *Tyne* on 13 June 1859, bound for Southampton. Both Certificates were issued based on the contents of Passenger Lists of that period.
5. The relevant ship manifest for 30 May 1858 shows that Charles Leadbeater and his family arrived in the same ship as two engineers also connected with the work of *Bahia and San Francisco Railway Company*, namely, both Richard Tiplady and James Overend.

In the book *Royal Mail Line & Nelson Line* by Duncan Haws, Croborough, Sussex: TCL Publications, 1982, we find information about the two vessels mentioned above, namely, the *Tamar* and the *Tyne*, which is presented in the next page.

The *Tamar*’s itinerary included Southampton, Lisbon, St. Vincent’s, Pernambuco, Bahia, Rio de Janeiro, Bahia, Pernambuco, St. Vincent’s, Lisbon, Southampton.

The *Tyne*’s itinerary was Buenos Aires, Montevideo, Rio de Janeiro, Bahia, Pernambuco, St. Vincent (Cape de Verdes), Lisbon.

ROYAL MAIL AND NELSON LINES



*SOLENT (I), TAMAR (I) and TYNE (I)*

**38 SOLENT (I)**

**Bt** 1853 T & J White, Cowes; *T*: 2,230 g.

**Dim** 310 ft (94.49 m) oa, 296 ft 7 in (90.4 m) × 36 ft (10.97 m) × 28 ft (8.53 m).

**Eng** Pad, simple, side lever, oscillating; 2 cyls (twin casting); 400 HP; 12 kts (15 kts on trials).

By Miller & Ravenhill and fitted in the West India Dock, London.

**H** Wood, composite with iron frames. The only such vessel owned.

**Pass** 100 1st, 350 deck (inter-island services in the West Indies).

**1852** Jan 8: Launched by Doña Manuelita de Roxas y Tivierro. Oct 3: Maid voyage, Captain John H. Jellicoe (father of Admiral Jellicoe).

**1853** Stationed in West Indies at St Thomas and used for local services.

**1869** Sold, broken up.

**39 TAMAR (I)**

Details as *Solent* (38) except:

**Bt** 1854 William Pitcher, Northfleet; *T*: 1,850 g.

**Eng** By Maudsley, Sons & Field.

*Tamar's* funnels were taller and thinner giving the ship a spindly look.

**1854** Jan 31: Launched. Last wooden vessel for Royal Mail.

**1854** Crimean war transport.

**1855** West Indies service.

**1857** Sept: Placed on Southampton – Alexandria service in conjunction with European and Australian RM Co's services until they ceased in 1858.

**1871** Sold.

**40 TYNE (I)**

Details as *Solent* (38) except:

**Bt** and **Eng** 1854 Miller & Ravenhill, Newcastle; *T*: 1,603 g.

**1854** West Indies service inter-island.

**1857** Jan: Ashore St Albans Head, Dorset. Salvaged.

**1875** Sold for breaking up.



*WYE*

**41 WYE**

**Bt** 1853 Caird & Co, Greenock; *T*: 819 g.

**Eng** Sgl scr, 2 cyls; 9 kts.

**H** Wood.

The following is the information contained in *The Times* of London, May 11, 1858. It says, among other things, that 'the time allowed from Southampton to Rio is 26 days 6 hours, and home 26 days 5 hours'.

**THE BRAZIL AND RIVER PLATE MAILS.—SOUTHAMPTON, May 10.**—The Royal Mail Company's steamship *Tamar*, Captain Jellicoe, sailed hence to-day with the mails for Lisbon, St. Vincent's, the Brazils, River Plate, &c., 140 passengers (among whom are Lieutenant Parr, Mr. Brownson, Baron Heydebrand, and Dr. and Mrs. G. de Souza), 22,870*l.* in specie, jewelry, value 17,500*l.*, and a full cargo. This being the first departure under the new regulations adopted for accelerating the mails on this route, it may be useful to mention that the steamers have discontinued calling at Teneriffe and Madeira, and vessels of a higher rate of speed are to work the line. The time allowed from Southampton to Rio is 26 days 6 hours, and home 26 days 5 hours, the course of post being 55 days 19 hours. The days and hours of arrival and departure are as follow:—

From Southampton	Arrival.	Departure.
To Lisbon	13th, 1 p.m.	9th, 6 p.m.
" St. Vincent's	21st, 4 a.m.	14th, 8 a.m.
" Pernambuco	29th, 4 p.m.	22d, 4 p.m.
" Bahia	2d, 3 a.m.	30th, 8 a.m.
" Rio de Janeiro	5th, midnight	2d, 3 p.m.
" Bahia	12th, noon	9th, 8 a.m.
" Pernambuco	15th, 7 a.m.	13th, noon
" St. Vincent's	23d, 6 p.m.	15th, 6 p.m.
" Lisbon	1st, 2 a.m.	21th, 6 a.m.
" Southampton	5th, 1 p.m.	1st, 6 p.m.

It will be seen that by this arrangement the vessel with the homeward mails will arrive here three or four days before the outward steamer leaves. The branch steamers from Rio to Montevideo and Buenos Ayres are also re-arranged to accord with this scheme.

**GLASGOW, May 8.—Cotton.**—We have had a better business in our cotton-market this week, though still by no means large, and prices for the current qualities are about  $\frac{1}{4}$ d. dearer than this day week. Yarns and goods have also felt the improvement, and prices are the turn higher. **Iron.**—The pig-iron market has shown a steady upward tendency throughout this week, the demand encouraged by the excessive exports principally speculative. A heavy amount of business was transacted to-day in warrants at an advance of about 1*s.* 6*d.* per ton from our quotations of this dayse'nnight, the market closing steadily at the rates noted below, with every appearance of a further start at the beginning of next week. M. n. warrants, 55*s.* 3*d.* cash, 55*s.* 9*d.* one month open, 56*s.* 6*d.* three months open; No. 1, g.m.b., 54*s.* 6*d.*; No. 3, 53*s.* 9*d.*; Gartsherrie, 58*s.* 6*d.*

The following was published in *The Times* of London, July 4, 1859. Among the names of passengers mentioned is 'C. Leadbeater'.

# THE BRAZIL AND RIVER PLATE MAILS.

The Royal Mail Company's steamship *Tyne*, Captain T. W. Sawyer, with the mails from the Brazil and River Plate, in charge of Lieutenant C. Bolton, R.N., Admiralty agent, arrived at Southampton yesterday morning. Her dates were:—

Buenos Ayres	May 28	Pernambuco	June 13
Montevideo	— 31	St. Vincent (Cape de Verdes)	— 21
Rio de Janeiro	June 8	—	— 28
Bahia	— 11	Lisbon	— 28

She brought 154 passengers, among whom were Messrs. Ricketta, Hess, Jacobi, and Elordi, from Buenos Ayres; Mrs. Wilson and family, Messrs. G. Helder, Warren and family, J. Freeland and family, C. Leadbeater and wife, Samuel Allport, Blakeley, and Edleman, from Rio; his Excellency di Macedo and family, Commander M. C. d'Aguilar and family, from Lisbon; also the captain and crew of the English ship *Sabina*, wrecked in the River Plate. On freight she had 51,644*l.* in specie, diamonds value 2,150*l.*, and a general cargo.

From Buenos Ayres the news is very warlike. General Urquiza still remained at San José, but the Congress had officially authorized him to prosecute the war already declared against the republic of Buenos Ayres. Draughts of law had been published by the Argentine Confederation, forbidding citizens to absent themselves from the State without special permission; re-establishing the passport system during the continuance of the war; authorizing the Executive to remove from one part of the territory to another any individual who may prejudice the defence and security of the State, and to prohibit the entrance of any who may be considered enemies. By the fourth draught of law

"The President of the Confederation is hereby authorized to resolve the question of national integrity, with respect to the dissident provinces of Buenos Ayres, by means of pacific negotiations or by war, according to the tenor of events, giving account to Congress of the result obtained by one or other measure for future guidance. He may move the National Guards upon any point of the national territory, may armament the regular army, and

consequence of the unfavourable accounts, prices had given way, and sales were effected at 7,000 per arroba, regular quality, for home consumption, and 6,600 for exportation. The rainy weather had prevented shipments of hides, and no sales had transpired; there were no drysalted at market, and for dry, holders were demanding prices which could not be granted by purchasers. Quotations were nominal, 300 reis per lb. for dry salted, and 360 reis for dry. Tapioca was in demand, but there had been no supplies. Rates for freight were flat; the *Louisa Marian* had been chartered for Boston at a lump sum of \$2,000, and no other charters had been effected. For the Channel, 30*s.* In exchange about 50,000*l.* had passed, at rates varying from 24*½d.* to 24*¼d.*, 30 and 30 days'. On the 11th ult. exchange closed firm at 24*½d.*

The following is the letter from our Pernambuco correspondent:—

"Pernambuco, 13th June, 1859.

"The *Tyne* arrived on the 27th ult., with London papers of 9th idem, and telegraphic news to the 12th.

"Business throughout the month has been exceedingly dull. The news of the outbreak of war in Europe entirely put a stop to transactions in produce, and prices of Muscovado sugars, and of cottons, have suffered a very considerable decline. White sugars, however, are somewhat dearer, owing to an active demand for home use and shipment to native ports. Stocks are very small, and supplies have been checked by a continuation of heavy rains. We quote Muscovados, 2,200 to 2,700 reis per arroba, on shore, or 1*½s.* 11*d.* to 2*½s.* 8*d.* per cwt., free on board, ex freight; and whites (5th and 6th to good 3*d.*), 2,550 to 4,400 reis per arroba, or 2*½s.* 6*d.* to 3*½s.* 3*d.* per cwt.

"Cottons.—Pernambuco, 7,600 to 7,800 per arroba, or 7*d.* to 7 3-16*d.* per lb.; Parahiba, 7,500 per arroba, or 6*½d.* per lb.; and Maceio, 7,500 to 7,600 per arroba, or 6*½d.* to 6*¾d.* per lb.

"Hides scarce, at 23*s.* to 260 reis per lb., or 7*½d.* to 7*¾d.* "Freights, 3*s.* 4*d.* to 3*s.*; Channel, 2*s.* to 7-16*d.* per lb., cotton to Liverpool.

"Exchange.—About 55,000*l.* have been passed for this month at 24*½d.* and 25, the bulk at latter rates, and some outside bills at 25*½d.* The rate closes somewhat flatter at 25 to 24*½d.* for 90 days' sight.

"Discounts.—8 per cent. and 9 per cent. for four and six months' bills is the bank rate. But the banks having restricted their operations money has become very tight; and out of doors 12 to 15 per cent. has been paid."

We look forward to the next phase of this research and what it may yield. After all, look at what it has also discovered (year unknown):

