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.
38 SOLENT (I)
Bt 1853 T & J White, Cowes; T: 2,230 g.
Dlm 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 cyle (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).
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 Maundley, 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. Salved.
1875 Sold for breaking up.

41 WYE
Bt 1853 Caird & Co, Greenock; T: 819 g.
Eng Sgl scr, 2 cyle; 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.—SOUTH-AMERICAN, May 10.—The Royal Mail Company’s steamship Panama, Captain Jellicoe, sailed hence to-day with the mails for Lisbon, St. Vincent’s, the Brazil, River Plate, &c., 140 passengers (among whom are Lieutenant Parr, Mr. Brown-Down, Baron Heydebrand, and Dr. and Mrs. G. de Souza), 22,570£. In specie, jewelry, values 17,500£, 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:

<table>
<thead>
<tr>
<th>From Southampton</th>
<th>Departure</th>
<th>Arrival</th>
</tr>
</thead>
<tbody>
<tr>
<td>To Lisbon</td>
<td>13th, 1 p.m.</td>
<td>6th, 9 p.m.</td>
</tr>
<tr>
<td>St. Vincent’s</td>
<td>24th, 4 a.m.</td>
<td>14th, 8 a.m.</td>
</tr>
<tr>
<td>Pernambuco</td>
<td>19th, 4 a.m.</td>
<td>23rd, 4 p.m.</td>
</tr>
<tr>
<td>Bahia</td>
<td>23rd, 3 a.m.</td>
<td>24th, 3 p.m.</td>
</tr>
<tr>
<td>Rio de Janeiro</td>
<td>6th, midnight</td>
<td>5th, 8 a.m.</td>
</tr>
<tr>
<td>Bahia</td>
<td>12th, noon</td>
<td>13th, noon</td>
</tr>
<tr>
<td>Pernambuco</td>
<td>15th, 7 a.m.</td>
<td>15th, 8 a.m.</td>
</tr>
<tr>
<td>St. Vincent’s</td>
<td>22nd, 6 a.m.</td>
<td>21st, 6 a.m.</td>
</tr>
<tr>
<td>Aachen</td>
<td>1st, 8 a.m.</td>
<td>1st, 6 p.m.</td>
</tr>
<tr>
<td>Southampton</td>
<td>5th, 1 p.m.</td>
<td></td>
</tr>
</tbody>
</table>

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 ¾d. dearer than this day last 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 extensive exports principally speculative. A heavy amount of business was transacted to-day in warrants at an advance of about 1s. 6d. par ton from our quotations of this day last week, 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, 55s. 3d. cash, 55s. 9d. one month open, 56s. 6d. three months open; No. 1, g.m.b., 54s. 6d.; No. 3, 53s. 9d.; Gartmerrin, 55s. 6d.
The following was published in *The Times* of London, July 4, 1859. Among the names of passengers mentioned is ‘C. Leadbeater’.

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):