

Containing ^{also} Some Brazilian Notes
Taken during voyage of Steam Ship
"Emmy B. Souder" Capt. Bucknam
From Rio de Janeiro to New York - 100 days.
N^o 3.

1865.

From June 4th to June 16th Inc.

W. M. Roberts

Brazil.

U. S. Mail ~~leave~~ ^{arrive at} Aspinwall from N.Y. about 9^h 20^h + 29^h
Leave ~~At~~ about for N.Y. 4. 14. 24.

Sat. Long.

| | | | |
|----------------|------------------------------------|------------------------------------|--------------------------------|
| Madeira E | ^{N.} 32° 44' | ^{N.} 16° 38' | var. 21° W. (Case 21.) |
| do W. | 32. 49 | 17. 16 | |
| Canary Ids. | 27. 44 | 18. 9 ¹ / ₂ | |
| do | 29. 25 ¹ / ₂ | 13. 30 ¹ / ₂ | |
| Peak Tenerife | 28. 17 | 16. 39 ¹ / ₂ | |
| [Sargasso Sea] | Between and 37° + 18' | 30. 43 | "Gulf weed," "Fucus natans" |
| Cape Verd I.s. | 16. 51' | 22. 58 ¹ / ₂ | Salt Id: north Pt |
| | 17. 52 | 25. 25 ³ / ₄ | St. Ant.° E. Pt + W. Pt |

| | Lat. South | Lon. West. | |
|--------------------------------|------------|------------|------------------------------|
| Cape San Roque | 5. 28. 17 | 35. 17. 12 | Ciara is the proper name. |
| Ceara (Steep) | 3. 42. 58 | 38. 33. 51 | |
| Rio Camosim | 2. 50 | 40. 44. 58 | |
| Maranhã | 0. 0. 0 | 0. 0. 0 | |
| Cathedral Steep | 2. 30. 44 | 44. 16. 2 | |
| Monte | 2. 8. 38 | 44. 24. 26 | |
| Itacolumi | 1. 21. 0 | 48. 28. 15 | |
| Para- | | | |
| Cape Mago ^{about} any | 0. 12. 0 | 48. 20. 0 | |
| Emily Shoal. ^{about} | 2. 18. | 43. 7. | |
| ^{2 1/2 fathoms.} | | | |
| Fernando | 3. 50. 10 | 32. 23. 45 | High rocky peak |
| Noronha | | | |
| The Roccos | 3. 55 | 33. 30 | |

Sat. June 3.^o] Clear, pleasant morning, lying in the river Maranhã, about a mile from the boat landing at the head incline. At 6 1/2 o'clock the Capt. W. Devoe, the Steward and Mr. Valentine went on shore. I heard Mr. Devoe tell the Capt. that he could not measure about the shaft on edge of the strong tide current. I think I could have measured there if it had been my important. About 9 o'clock the tide was out, at a stand, and a good time to make any necessary measurements under water; but I saw no signs of measuring going on.

Mr. Devoe came back about 10 A.M. report that he left the Captain about closing the negotiation for the wheel or screw - he wanted to have a Contract as to price.

Maranhã

In 1820 the population was 16000 - It is now rated at about double of that - a large proportion negro - It is the City of St. Luis, or St. Luis; seat of government and of the Bishop. The streets are irregular - up and down - and striving to make right angles - narrow, and paved with different kinds of stone - having the appearance of volcanic origin - the stones are different in different streets, generally in roughly shaped square blocks - buildings not very commanding - a quiet, sleepy place. Very few persons except negroes to be seen in the street through the day time. The streets are not well adapted to Coach driving. I saw only one barouche yesterday. The other vehicles were water carts, of one or two.

Or during tides 10 feet. Spring tides $16\frac{1}{2}$ feet.
Good place for Careening vessels, on account
of the tranquil water and the rise and fall
of the tide.

The temperature is very high in the City; more
especially from the Month of Dec. to June.
The winds, from the eastward, ^{that arrive} are generally
weak - lying on the West side of the Island
does not generally experience the salutary
winds from the Eastward.

Winds - Two seasons - Winter which begins
in Dec. and ends in May, and summer which
prevails the other six months - The first rains,
abundant with violent storms - in Feb, March,
April & June in part - The extent lightning then
almost permanent - in squalls wind in such
force from the North to the S. W. by S. Not
hurricanes. In summer frequent falls of rain
then the regular winds, mostly from E. S. E. to
W. S. by the East. These being the general winds
See page 5. (book)

P.S. According to my view there are two
winters here - one begins as above, the other
precisely 6 months after. At the time of
my visit, latter end of May and first part
of June, is the beginning of one winter
and I find the weather very pleasant, the
ther. ranging from 78° to 85° - rather
warm in the sun, but nothing more
than I have been used to for 6 years.

W. M. R.

Sat June 3 - Continued, At $9^{\circ} 40'$ A. M.
a steamer arrived with several hundred
Span troops, destined for the River Plate.
She is the "Genespy" - side wheeler, perhaps
six or seven hundred tons. I did not go
shore to day - Washing lists of clothes
made out - 16 pieces of mini - W. Evans
American Consul here, upon whom we
had called yesterday, came on board with
Mr. Harrah & W. DeLam, and dined and
took tea with us. He appears to be a clever,
intelligent young man. He said he was from
Steubenville, Ohio; he had been in Mr. Stanton's
office. Knows John Randolph Clay, former
of Philad^a - so long Charge d' Affairs, and
afterwards our Minister on the Pacific
Coast - Peru &c. He had lived in Wash
ington several years - clerk in the Land-
bounty Office. He reminds me of Mr.
Moring, in his appearance, and manner.
He says there are very few Americans here,
The English do much of the foreign, British
trade. There are fewer vessels than usual
in the harbor.

At $4\frac{1}{2}$ this afternoon the steamer Com-
oxim, the same that towed us up, took
a pleasure party over to Alcantra, some
10 miles diagonally across the river, for
some festa tomorrow.

about 9 in the evening, and the steamer
arrived from some adjacent port.
Pilot came aboard for the purpose of
laying our vessel aground at low water
so that the shaft, &c. can be measured.
In the night I heard them wading the
boat towards the shore, and in the morning
I found we were aground for the purpose
of measuring about the screw.

Sun. June 4, Clear, charming morning.
Our steamer aground - tide falling, and
at 7 o'clock, the shaft could have been meas.

Extreme low tide, the Pilot said would be about 9 A.M. The vessel is in an admirable place for doing any necessary work to the shaft or the vessel's bottom.

Low tide about 9 1/2 A.M. this morning.

After breakfast I took off shoes & socks and went barefooted on the near level beach, collecting shells for the children and some specimens of stone for myself. I picked up a piece of an old fort wall which still lies in ruins in masses of masonry - some still containing a hundred cubic yards or more. This fort was built by the Hollanders. It is about one mile below the present city, and the land has been washed away from around it and let these masses of masonry drop down. The cement and was by hydraulic, the stone of a reddish sandstone of volcanic appearance. There is now a fort on the point, or spit of sand nearly a mile below, and a mile or two farther down, around the bend, a large fort and signal station of modern construction.

All the upper part of this bay in the river is seen to be full of sand shoals, considerable portions showing above low water.

The tide rises and falls here at this time about 13 feet. Our vessel draws a little over 12 feet now, and the water is (at 9 A.M. this day) quite as low as the bottom of the keel. Her keel is entirely imbedded in the muddy sandy bottom, and I suggest to the Captain that the next tide may not be sufficient to bring her out of the

little Canal made by the keel. The Pilot came aboard about 2 o'clock to put her out again into deeper water; but my suggestion turned out to be correct, and they could not get her out this mid-day tide.

It began to rain, and rained at intervals through the day. Mr. Harrah has engaged a box at the Theatre, but the weather seems unpropitious for the ladies.

At about 6 P.M. the Steamer Came-sin returned from her Besta trip to Alcontra. Alcontra, the Pilot said is about half as big as Maracham, but I think that must be an over estimate. I heard also from a gentleman of Maracham, that Para is only half as large as Maracham, and I think that is an under estimate for Para. P.S. Para is the larger.

When evening came our party for the Theatre consisted of Messrs. Harrah, Valentine Brown, Robert & myself. The theatre is large, well arranged, and well lighted, with a very large wide and deep stage and excellent scenery. It has four tiers of boxes, and a pit with seats for about 450, and 89 boxes with 6 seats in each, so that 1100 persons can be seated comfortably. The President's box occupies the centre - all the boxes were occupied although not full, and the pit was nearly full. I should think that there were 800 to 900 persons in the house one third ladies. They were dressed well but not with any effort at display, and not in full dress - only a few ladies present could be called handsome - and none very handsome. But the whole

audience was a very respectable one, much like other Brazilian audiences I have seen. The play was Camille, in Portuguese. Camille by Mr. a not very young, but a good actor. The play being familiar to me I enjoyed it very well. Mr & Mrs. Harrish saw the same lady for the first time in Porto Alegre 19 years ^{no chicken} ago. She played well this evening. She was well dressed in all the 5 acts and reasonably well supported by the other actors and actresses, and aided by well arranged scenery and furniture to match. At the close of the final act the lady was honored with four or five handsome bouquets she died very well, in her chair. The scene was short and laudable, as all scenes should be. It was one o'clock before an act was over, and nearly two o'clock till the last.

The performances take place on Sunday and Thursday evenings only - Sunday being the more fashionable day; so that I probably had a very fair view of the beauty and fashion of Maranhão. The Church, and the Theatre are almost the only amusements the ladies have, except of Court formal parties, and occasional balls.

This evening in going to the Theatre we passed through a part of the city I had not before seen - where the Commercial houses are - mostly 3 stories high; the streets are here paved with neat square stone blocks, much better than the upper part of the town. I must of course admire this part in the play time.

It was nearly two o'clock when our party returned to the vessel. During our absence there had been low tide and now nearly $3/4$ full tide again so that we had no difficulty in approaching our vessel which still lies in or near the old berth. I was under the impression that she had sunk bodily down stream yesterday. Another attempt is to be made this morning about 3 or 4 o'clock to get her again with deep water while they are making her wheels. We met Counsel Evans at the Theatre and we were called upon by Mr. the Guard Amór who came to our relief with the steamer Camoré, and who was so prompt and kind in aiding Mr. Harrish and Mr. Dickson on their arrival in the small boat on the 1st instant. We should not fail to mention the authorities of Maranhão, in this connection, in terms of the highest praise.

Guarda-mór M^{rs}. Ignácio José Alves ^{de Souza}

MON. June 5. Our vessel is as it was except that she has sunk bodily lengthwise about her own length down stream. The attempt to get her off with the high tide of this morning has failed. I must say, that there was no judgment exercised in beaching her for the mere temporary purpose of measuring the shaft; as all the measurements could have been made just as well if she had been beached leaving her in fair water at low tide. It was, I presume, left to the judgment of

Wed. June 7th Clear, pleasant. Ther.
at 7 $\frac{1}{2}$ A.M. 78°. Ralston and Ludlam just
started on a fishing excursion. Rather late
Early this morning, before day light, there
was a sudden, loud clap of thunder.
The people here say it is rather un-
usual, at this season, to have a mild
day as we have had.

I went ashore after breakfast in Co. with
Mr. Harrah and others - went to a tailor,
measured for pants and 2 ~~coats~~. 10 p for pants
5 p each for vest. Met Dr.

The Vice President and acting President,
a very fine looking gentlemanly man. Met
Dr. de Souza, our friendly Guard-mor
who speaks excellent English.
Went aboard between showers. Rain soon
after. Cloudy + raining most the rest of the
day - very low tide to day, and high
tide higher than before - Moon within
two days of full.

Ther. at 2 o'clock 83°. greatest range
yet observed & me 78° to 85°. different days
and different hours.
We looked in at Machine Shop, and
saw things moving very slowly.

Thur. June 8th Clear, lovely morning
Ther. at 7 $\frac{1}{2}$ A.M. 79°. at noon, and
through most of the day, 85° but pleasant
all the time, with a refreshing breeze and
not for a moment uncomfortably warm.

Small steamer went to Alcastra with a
large iron, arklike lighter in tow, and returned
in the evening alone. Very little movement
of winds in the harbor.
The Captain of the Sloop B. Fabens of
Newburyport, came on board, Capt. Devineaux.

The S. B. Fabens is a beautiful yacht or
sloop of 155 tons, put in here with loss of
sails - now refitting.

There are two fine Liverpool barges here -
The "Danish Beauty" and the "Danish Prin-
cess".
Mr. Ralston and wife +
Mr. Poddicord went ashore this afternoon
and had a charming and musical time
at Mr. Oliver's - met a young Maranao
lady, sister to Mr. O. who plays remark-
ably well - All invited to be there again on
Sunday evening.

I wrote 8 pages of letter to my family in
Brazil - a continuation of a former letter to
them through Mr. Harrah. This one to be
addressed to Milner.

Reported that the pattern for our new
wheel is going in very slowly - Mr. Harrah said
that the Captain calculated that the same
rate would keep us here till the 1st of August.
Of course this is exaggerated - but things are
certainly not moving as they might have
been made to move.

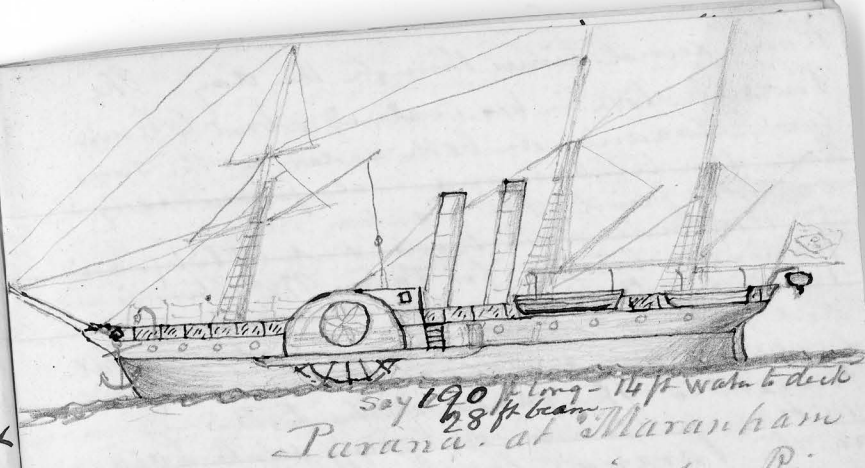
No rain to day, I believe. Full moon
this evening about 9 o'clock - The Moon
set clear, apparently in the water. The
Moon had given also clear and lovely half
an hour before! Tomorrow evening we may
look for it a little after sunset.

Sorry that we are not going along and
occur with these beautiful moonlight nights.
Conversation this evening with Mr. Manny,
and part of the time Mr. Harrah on the subject
of astronomy and U.S. Slavery & politics, and
the project of introducing a Christian into the
Constitution of the United States. Mr. Manny had
read nothing on that subject in the papers. I read
it many months ago - as a matter urged by
myself & others.
Cool, pleasant night for sleeping.

June 9th Clear pleasant morning.
 at 7 AM. 78° at midday 86° Nothing
 special occurred. At night one of the
 officers, young James
 with fainting and spasms, which
 and much excitement - sent for Dr. Hall
 who had before presented for him, who came
 about half past 12 long before
 which James was easy - Wandering enter-
 ally, and mustard plaster to his stomach
 cleared him. Dr. Hall presented Oil
 of Calomel. Said we had done right.
 very cool breeze blowing at midnight.
 at 8 P.M. 83°
 at June 10th Clear, pleasant morning.

Ther. at 7 AM. 79° at 2 o'clock 8 1/2° - the
 highest I have seen it on the vessel -
 about the same as yesterday, but there
 is a breeze most of the time which keeps
 it pleasant - No good news concern-
 ing our screw. It still goes very slowly.
 Rain, Rain, in afternoon, and through the
 night.
 Mr. Sumner came aboard - tall, Lancashire
 gentlemen, - merchant in Maranhão. 83°
 at 8 P.M.

Sun. June 11th Cleared up after the rain.
 Ther. at 8 1/2 P.M. 79° at noon 84°
 The pretty schooner "Sam B. Babens" sailed
 this morning - also another vessel.
 Visited from shore to day - old Mr. Santos, 62
 years of age. 48 yrs in Maranhão - One English
 merchant here the same length of time. Mr.
 + Mrs. Pukhard, son & daughter, lady friend
 and Mr. " " to day. Captain of the



June 12th 7 A.M. arrived from Rio
 bringing New York Herald of May 4th
 2 pipes - fore and aft. at 2 P.M. 87°

Mon. June 12th Clear, pleasant morn-
 ing. Ther. 79° at 7 A.M. Steamer
 "Paraná" from Rio (expected for a week past)
 arrived this morning at 7 A.M. Our
 Captain went aboard and got N. York
 Herald of May 4th giving account of the
 taking, and death & burial of Booth, the
 murderer of President Lincoln. Tells
 accounts of the fleeing of Davis, and others,
 and rewards offered for their apprehension,
 and the likelihood of Davis being taken.
 Jacob Thompson, Beverly Tucker, C.C. Clay,
 Sanders, each \$25,000 -
 Davis \$100,000.

The man who attempted to assassinate Mr.
 Seward, in prison - morose, silent. Mr.
 Seward, getting well, also his son. The
 Conspiracy was to murder Lincoln,
 Johnson and Seward.
 Soon after the anchoring of the Paraná,
 a salek was fired from the City
 Battery, but the reason, I know not yet.

Rain several times through the day. The Parana took in her coals in about 6 hours work - loading on both sides at the same time; the lighters and coal furnished by our jolly friend, Mr. Santos.

D. Whitmore or Wetmore, and Mr Bliss are passengers bound for Para. Mr Bliss is an invalid - D. W. is out on speculation. I did not see them. Also a Captain Gallagher on board, connected in business with Hecker & Co, the owners of the E. B. S.

Mr Harrah decides on going up to Para in the Parana. The Gov. here makes him a Gov. passenger, so that the trip will only cost him some 16 or 17 Milrees. At about 8 3/4 P. M. turn of high tide, she started. On board was the Prima Donna

from Rio, who would not get off here, although there was a dinner prepared for her - She was afraid of the small pox.

Mr Harrah will sail from Para to the U. S. if there is a good chance, but I do not think there is much likelihood. Ther. at 8 P. M. 82°.

Rockets, Illumination.

Tues. June 13. St. Antonio day

Ther. at 7 1/2 A. M. 80° Clear, pleasant. 85° at noon. After break. I went ashore in

Co. with the Captain, & Mr. Devoe, Mr. Valentine, Ludlam & Brown. Ther. at 2 P. M. 86°

Called on Mr. Santos, and Mr. Oliver, the latter in bed with pleurisy. Also at Mr. Taylor's (another one) Mercantile for a Coat and vest. returned on board about mid-day.

In the afternoon a party went ashore shopping, and visiting, and to spend the evening with Mr. Williams' family. Mr. W. is a Maranhante married to Mr. W. one of the gas Contractors - who is now offering to the United States. Mr. W. and her sister

play remarkably well on the piano; they have a fine American instrument. Mr. Harrah, Mr. Ralston, Mr. Radice, Mr. Bond, Mr. Ludlam and Mr. Blandin, and Frank Hamley, are the Humbid wife of the Shew party. It left but a small party at our tea table.

I this evening read Willmer & Smith's Sermon of the 9th of May, containing the English sentiment relative to the Assassination of President Lincoln. The speeches in the house of Lords, and in the Commons, are sensible, feeling and appropriate, and in good taste. Very pleasant evening.

Wed. June 14th Clear, pleasant, bright morning. Ther. at 7 1/2 A. M. 80° at 10 83° a brig went out this morning. at 2 P. M. 85°

Mr. Humbid, Mr. Harrah, Mr. Bond & went ashore with Mr. Devoe. Amusing scenes on their return.

Thur. June 15th Clear, pleasant, warm feels rather warmer than usual. I did not see the ther. this morning, at 3 P. M. it was 87 1/2° - the highest I have seen.

I went ashore this morning to see the Religious procession.

Mr. Ralston, Brown, Ludlam, Rawlings, and Devoe of the party - Saw the procession - the principal feature in it was the Military which was more imposing, if I may use so large a word, than I had anticipated. The religious part was very moderate - inferior to any I have before seen in Brazil.

Colored women, dressed in white and fancy colored dresses, standing around or sitting at tables with Gole for sale was the second principal feature. It only

2 P. M. 85° feeling pleasant.

a few minutes in passing. We then went to Mr Olivier's he having invited us, and saw the procemin plan again.

He introduced me to Donna da Silva wife of a wealthy gentleman absent in Europe, a great friend of Americans. Has been very courteous to Officers of our Navy. Jose da Silva.

Mr Olivier has a brother in Rio. I understood him to say that he had been a recruiting officer in Kentucky during the Mexican war. He has a likeness of Mr McGeath, former Consul here, a dentist & professor, who is now in Pernambuco acting as Consul in the absence of Mr. Adams who has gone to the U. States. Mr. O.

speaks in very high terms of Mr. McGeath. He says he is a democrat & was opposed by Mr. Buchanan. Mr. O. is a whig. I note this little matter for want of more important incidents.

We met Mr. St. Evans, our former American Consul, at Mr. O's. He accompanied us on board to dinner. Warm afternoon - the warmest day we have experienced on the vessel, and the thermometer at 87 1/2 at midday.

Fri. June 16th Clear, pleasant wind morning; Ther. at 9. A.M. 82nd - About as usual; but the breeze makes it pleasant. Engaged writing. The pretty (green) bark "Mania Quiza" came in from Portugal, about 1 o'clock and anchored just below us. Ther. at 1 o'clock 85th - at 4 P.M. 86th at 5 1/2 P.M. 86 1/2nd warm, but I do not suffer from heat.

See No 4

* 11 months

| Raw Cotton | Imported 11 months 1861 | 11 months 1862 |
|------------------|-------------------------|----------------|
| From U.S. States | 819,049.280 | 6,778.128 |
| " Brazil | 14,525,344 | 19,145,392 |
| " Egypt | 35,494,704 | 49,342,048 |
| " Brit. India | 291,231,360 | 315,629,216 |
| " Other Great | 8,114,400 | 28,612,192 |
| Total | 1,168,395,088 | 419,526,976 |

* 11 months

| Consumption - | Exports |
|---------------|-------------|
| in 1861 | 885,800 |
| in 1862 | 116,237,616 |

* 11 months

| Shewing Deficit for |
|-----------------------|
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| in 1861 |
| in 1862 |

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Raw Cotton imp. into the U. Kingdom. G. Britain in Millions of Pounds - Round numbers.

Export of Cotton from Maranham, in Bales of 200 lbs.

| Years. | bales. | Yrs. | bales. | Yrs. | bales. | Yrs. | bales. |
|--------|--------|------|--------|------|--------|------|--------|
| 1760. | 130 | 1785 | 9543 | 1810 | 52460 | 1835 | 50484 |
| 1 | 385 | 6 | 9252 | 11 | 52761 | 36 | 28983 |
| 2 | 436 | 7 | 12145 | 12 | 40570 | 37 | --- |
| 3 | 731 | 8 | 11349 | 13 | 60773 | 38 | --- |
| 4 | 709 | 9 | 11354 | 14 | 46671 | 39 | --- |
| 5 | 1504 | 1790 | 11891 | 15 | 50757 | 1846 | 20547 |
| 6 | 2245 | 1 | 11321 | 16 | 63527 | 41 | 44195 |
| 7 | 2541 | 2 | 12735 | 17 | 71132 | 42 | 53220 |
| 8 | 4762 | 3 | 14873 | 18 | 73730 | 43 | 39903 |
| 9 | 5094 | 4 | 13513 | 19 | 65463 | 44 | 46025 |
| 1770 | 3115 | 5 | 19920 | 1820 | 66619 | 45 | 50629 |
| 1 | 811 | 6 | 27184 | 1 | 41822 | 46 | 52758 |
| 2 | --- | 7 | 24680 | 2 | 52918 | 47 | 45433 |
| 3 | --- | 8 | 18882 | 3 | 32970 | 48 | 46204 |
| 4 | --- | 9 | 30497 | 4 | 48051 | 49 | 50694 |
| 5 | --- | 1800 | 28799 | 5 | 77369 | 1850 | 63635 |
| 6 | 3602 | 1 | 29082 | 6 | 31930 | 51 | 53990 |
| 7 | 6123 | 2 | 43319 | 7 | 60481 | 52 | 37868 |
| 8 | 6290 | 3 | 45312 | 8 | 69120 | 53 | 41662 |
| 9 | 7296 | 4 | 43986 | 9 | 65846 | 54 | 61056 |
| 1780 | 7329 | 5 | 21089 | 1830 | 78324 | 55 | 58879 |
| 1 | 7414 | 6 | 32359 | 1 | 54049 | 56 | 43390 |
| 2 | 8674 | 7 | 38979 | 2 | 45802 | 57 | 41611 |
| 3 | 9914 | 8 | 11314 | 3 | 55860 | 58 | 42124 |
| 4 | 9046 | 9 | 76484 | 4 | 60989 | 1859 | 35356 |
| | | | | | | 1860 | 36580 |

* The export of Cotton to the U.S. only commenced in 1862 - only 431 bales val^d at \$6000.

Oct 10. 1862. 10 American vessels in port
 arrival of Amⁿ ves. full year 16.44475 tons.
 Total val. of Amⁿ trade \$186,222 of which
 imports from U.S. \$143,158 + exports to \$44,064.

Battin & Williams of Newark, Gas. Cap Stock
 \$200,000. Half Brazilian.
 Maranham Steam Nav^y Co. - Gold disc.

Value of Imports and Ex^{ts} Maranham 1859-60

| | Imports | | Exports. | |
|-------------------------------------|-----------|---------|-----------|---------|
| | Milreis | Milreis | Milreis | Milreis |
| Belgium | 53:762 | | | |
| Cities of Asia | 75:349 | | 21:828 | |
| U. States | 228:136 | | 89:700 | |
| France | 698:840 | | 30:437 | |
| G. Britain | 1.640:787 | | 1.676:941 | |
| Spain | 90:752 | | 5:581 | |
| Portugal | 353:721 | | 686:721 | |
| | 3,141:357 | | 2,511:210 | |
| in Am ⁿ Cur ^y | 1,727,743 | | 1,381,165 | |

1859-'60
 Agricultural pro^{ts} of the province of Maranham

| | Cott ⁿ bales | Rice bush. 42 lbs. | Farinha bush. 42 lbs. | Corn bush. 42 lb. | Tobac ^o arr. 32 lbs. | Sugar arr. 32 lb. | Rum Pipes |
|-------------|-------------------------|--------------------|-----------------------|-------------------|---------------------------------|-------------------|-----------|
| | 38880 | 544500 | 756100 | 259500 | 8850 | 233300 | 5060 |
| Exported | 36580 | 22169 | 71638 | 5,830 | 80 | 82291 | 509 |
| consumption | 2300 | 522331 | 684462 | 253670 | 8770 | 145009 | 4551 |

Foreign vessels - 1859-60 Maranham.

| | Entered. | | | Sailed | | |
|------------|----------|-------|------|--------|-------|------|
| | Ves. | Tons | crew | Ves. | Tons | crew |
| Brazilian | 5 | 742 | 60 | 3 | 489 | 30 |
| American | 6 | 1044 | 50 | 4 | 836 | 28 |
| Belgian | 1 | 138 | 8 | 2 | 491 | 10 |
| Danish | 1 | 104 | 7 | 1 | 153 | 5 |
| French | 11 | 2153 | 138 | 11 | 3043 | 120 |
| Hamburg | 3 | 555 | 27 | 2 | 443 | 14 |
| Spanish | 4 | 548 | 44 | 7 | 2290 | 71 |
| English * | 33 | 12090 | 464 | 29 | 13620 | 339 |
| Portuguese | 12 | 3141 | 161 | 15 | 5260 | 187 |
| Totals | 76 | 20515 | 959 | 74 | 26625 | 804 |

Coast trade of Maranh^{am}

| | | | | | | |
|-----------------------|----|-------|------|----|------|-----|
| Bahia | 1 | 287 | 11 | 12 | | |
| Teara | 11 | 1540 | 324 | 12 | 1680 | 354 |
| Para-co | 36 | 4008 | 500 | 28 | 3188 | 313 |
| Paranamb ^u | 14 | 2852 | 143 | 17 | 3176 | 176 |
| Recan ^u | 11 | 1491 | 114 | 11 | 1485 | 115 |
| Totals | 73 | 10178 | 1092 | 68 | 9529 | 958 |

PARA

Exports from Para to the U. States for
The Year ending Sep. 30. 1860, and also 1861

| Places. | Yes. | Tons. | Val. | Yes. | Tons | |
|-----------|------|-------|-------------|------|------|-----------|
| N. York. | 27 | 5048 | \$1,122,385 | 23 | 4381 | \$545,011 |
| N. Haven. | 5 | 735 | 164,838 | 3 | 441 | 79,100 |
| Salem. | 7 | 986 | 147,254 | 2 | 242 | 18,381 |
| Totals | 39 | 6763 | 1,434,488 | 28 | 5064 | 642,492 |

Table of Principal Exports from the U. States

| Description | 1860 | 1861 |
|-------------------|-------|--------|
| Axes doz | 1826 | 2085 |
| Chairs " | 333 | 438 |
| Codfish pack. | 1943 | 1009 |
| Clocks | 504 | 888 |
| Combs doz | 7353 | 7040 |
| Domestic pack. | 2370 | 2031 |
| Drugs " | 435 | 351 |
| Flour bbls | 16755 | 13887 |
| Fire-crack. box. | 1800 | 1100 |
| Gunny bags. Num | 13000 | 11500 |
| Gunpow. Kegs | 2150 | 800 |
| Hams tiers | 38 | 34 |
| Hard-ware pack | 201 | 473 |
| Hats. P. I. cases | 506 | 412 |
| Knives doz | 2195 | 3294 |
| Lumber ft. | 78595 | 49176 |
| Nails kegs | 588 | 360 |
| Lard pack. | 2709 | 1651 |
| Matches Cases | 174 | 474 |
| Rosin bbls | 1656 | 501 |
| Shoes pairs | 3398 | 3902 |
| Shoos boxes | 16428 | 20908 |
| Soap. " | 6891 | 7799 |
| Shrav. pap. reams | 12903 | 9889 |
| Soda hist. tin | 5754 | 3769 |
| Tea cases | 235 | 429 |
| Tar Pitch bbls | 533 | 289 |
| Tobacco boxes | 329 | 242 |
| Twine " | 13322 | 113684 |
| Turtle shell. " | 300 | 340 |

Table of Principal Exports from Para

| Description | 1860 | 1861 |
|-----------------------|--------|-------|
| Annatto ar. | 2026 | 2417 |
| Bal. Capaiba pds. | 89330 | 75740 |
| Beans Tongua " | 18297 | 390 |
| Cocoa ar. | 4584 | 2825 |
| Copper-ore pds | 1071 | 1856 |
| Hides. salted. Wet. " | 616172 | 54677 |
| Dry & Dry S. num. | 4503 | 189 |
| Nuts, Castana Alg | 23582 | 13540 |
| " Sapoaria " | --- | 51 |
| " in pods Num. | 19457 | 12900 |
| Ruxery or Br. arr. | 109 | --- |
| Piassava " | --- | 199 |
| Rice in hush Alg. | --- | 2898 |
| Rubber arr. | 91118 | 40946 |
| Sarsapanilla " | --- | 1 |
| Skins, deep. pds | 64406 | 77713 |
| Tapioca Alg | 1845 | 279 |
| x arr. 32 lbs | --- | --- |
| Alqueira lbs | --- | --- |

Province of Para

| Inland Nav. bays & Rivers | 8 Steamers, 325 Sailing craft | 6431 ton. 2320 men. | | |
|------------------------------------|-------------------------------|---------------------|-----------|---------|
| 1859. Pass. Prt. Pass. Total | 4163 | \$102,114 \$7411 | \$159,525 | |
| and 1860 | 6085 | 201,184 | \$4078 | 285,264 |
| Inc. 1922 | 9907 | 24666 | 128738 | |
| Prov. Rev. 1860 Rs | 741,000:00 | | | |
| " Ex " | 555,000:00 | | | |
| Duty on Rubber the principal item. | | | | |

PARA

Imports. July 1859 to July 1860. 1 year.

| Places. | Yes. | Tons. | Men | value |
|-------------------|------|--------|-------|----------------|
| U. States | 33 | 7025 | 262 | \$653,863 |
| G. Britain | 20 | 7294 | 287 | 897,271 |
| France | 19 | 6655 | 265 | 343,978 |
| Portugal. | 21 | 6953 | 322 | 321,096 |
| Spain | 1 | 145 | 11 | 8,109 |
| Belgium | 2 | 383 | 15 | 33,378 |
| Hanse Towns | 4 | 754 | 34 | 75,565 |
| Austria | 1 | 300 | 11 | 11,517 |
| Fr. Ports in Arn. | 1 | 34 | 6 | 9 |
| Port. " in Africa | 1 | 256 | 13 | 7,216 |
| via Braz" Ports | 6 | 1501 | 53 | 7,334 |
| Am't. sized | --- | --- | --- | 605 |
| In 1860 to 61 | 109 | 31,300 | 1,279 | \$2,354,947.74 |

Exports July 1859 to July 1860 - 1 year

| Places | Yes. | Tons. | Men. | value. |
|--------------------|------|-------|------|----------------|
| U. States | 41 | 8630 | 343 | \$1,096,181.67 |
| G. Britain | 19 | 5125 | 188 | 791,355 |
| France | 18 | 5716 | 232 | 498,774 |
| Portugal | 22 | 6937 | 331 | 425,718 |
| Spain (in port) | --- | --- | --- | 29,501 |
| Belgium | 2 | 386 | 16 | 19,445 |
| Hanse Towns | 3 | 583 | 29 | 95,076 |
| Port. ports in Af. | 1 | 282 | 14 | 386 |
| Arg. " in Arn. | 7 | 2505 | 75* | --- |
| Danish " " | 3 | 1203 | 32* | --- |
| Venezuela | 1 | 145 | 11* | --- |
| via Brazil" Ports | 2 | 535 | 19* | --- |
| Total | 119 | 32047 | 1290 | \$2,956,440.00 |

Next year value \$2,200,920.53
In 1862 - Imports - \$2,830,073. Exp \$2,200,920.

Imports at PARA from the U.S. from Oct 13. 1859
Sept 30. 1860. 1 year. Imports from Oct 1. 1860

| Imports | Exports to Sept 30. 1861 | | | | | |
|----------|--------------------------|-------|-----------|-------|-------|-----------|
| Yes. | Tons. | Value | Yes. | Tons. | Value | |
| N. York | 27 | 5050 | \$423,630 | 24 | 4466 | \$427,620 |
| N. Haven | 5 | 735 | 109,681 | 3 | 441 | 52,237 |
| Salem | 7 | 980 | 62,818 | 2 | 242 | 16,746 |
| Totals | 39 | 6765 | \$596,129 | 29 | 5149 | \$496,603 |

BRAZIL. Imports.

| | 1857-58 | 1858-59 | 1859-60 |
|--------------|-------------------|-------------------|-------------------|
| Rio Janeiro | \$34,769,873 | \$34,270,162 | \$30,114,706 |
| Other ports. | 39,412,413 | 29,320,434 | 26,196,686 |
| | <u>74,182,286</u> | <u>63,590,596</u> | <u>56,311,392</u> |

Exports

| | | | |
|--------------|-------------------|-------------------|-------------------|
| Rio Janeiro | \$22,210,804 | \$25,987,329 | \$28,796,319 |
| Other Ports. | 25,889,063 | 27,403,782 | 27,653,736 |
| | <u>48,099,867</u> | <u>53,391,111</u> | <u>56,450,055</u> |

Coffee exports, in Bags - 160 lbs - Sarrabas each

| | | | | | |
|------|---------|------|-----------|------|-----------|
| 1820 | 97500 | 1834 | 560759 | 1840 | 1,459,968 |
| 21 | 105386 | 35 | 647438 | 1850 | 1,343,484 |
| 22 | 152048 | 36 | 715893 | 51 | 2,040,405 |
| 23 | 185,000 | 37 | 607095 | 52 | 1,906,472 |
| 24 | 224,000 | 38 | 766696 | 53 | 1,638,210 |
| 25 | 183,136 | 39 | 889,324 | 54 | 1,988,197 |
| 26 | 260,000 | 1840 | 1,068,418 | 55 | 2,408,256 |
| 27 | 350,000 | 41 | 1,028,368 | 56 | 2,098,312 |
| 28 | 364,147 | 42 | 1,152,608 | 57 | 2,099,780 |
| 29 | 375,107 | 43 | 1,165,731 | 58 | 1,830,438 |
| 1830 | 391,785 | 44 | 1,232,935 | 59 | 2,030,266 |
| 31 | 448,249 | 45 | 1,191,641 | 1860 | 2,127,219 |
| 32 | 478,950 | 46 | 1,511,096 | 61 | 2,069,627 |
| 33 | 561,592 | 47 | 1,641,560 | | |
| | | 48 | 1,710,715 | | |

| Clearances | 1859-60 | 1860-61 | 1861-62 |
|---------------|------------------|------------------|------------------|
| To U. States. | 832,042 | 1,204,936 | 509,646 |
| " Europe-- | 869,811 | 1,309,280 | 1,072,792 |
| " elsewhere. | 55,405 | 42,963 | 50,676 |
| | <u>1,757,258</u> | <u>2,557,179</u> | <u>1,533,114</u> |

Price, American lots. 1861-5x300 to 6x500. 1862-4x500

Value in Pounds sterling exports of Great Britain to Brazil from 1843 to 1857.

| | | | |
|------|------------|------|------------|
| 1843 | £2,140,133 | 1850 | £2,544,837 |
| 44 | 2,413,538 | 51 | 3,578,684 |
| 45 | 2,493,306 | 52 | 3,464,394 |
| 46 | 2,749,338 | 53 | 3,186,407 |
| 47 | 2,568,804 | 54 | 2,891,840 |
| 48 | 2,067,299 | 55 | 3,312,728 |
| 49 | 2,444,715 | 56 | 4,054,537 |
| | | 57 | 5,447,566 |

| | Coffee bags | Rose-wood | Tanned Hides | Sugar cases | Tobacco Sales | Brandy Pipes | Rice Bags | Hides |
|-------|-------------|-----------|--------------|-------------|---------------|--------------|-----------|---------|
| 1855. | 2,408,250 | 19,146 | 6,864 | 8,167 | 21,127 | 2,621 | 16,868 | 105,236 |
| 56 | 2,098,312 | 23,790 | 9,297 | 5,756 | 28,081 | 892 | 2,913 | 60,529 |
| 57 | 2,099,780 | 13,274 | 9,293 | 7,316 | 27,184 | 1,809 | 5,735 | 31,435 |
| 58 | 1,830,438 | 13,447 | 7,601 | 10,620 | 19,214 | 1,648 | 2,701 | 61,147 |
| 59 | 2,030,266 | 13,387 | 3,930 | 7,785 | 19,709 | 1,497 | 405 | 81,297 |
| 60 | 2,127,219 | 23,321 | 5,798 | 3,235 | 21,660 | 944 | 489 | 57,003 |
| 61 | 2,069,627 | 19,060 | 9,171 | 12,335 | 23,574 | 1,109 | 1,458 | 79,512 |

| | Horns | Leather | Pieces of coffee. | 1859 | 1861 |
|------|---------|---------|-------------------|-----------|---------|
| 1855 | 128,891 | 7,538 | | | |
| 56 | 218,541 | 5,432 | | 1,502,425 | 941,452 |
| 57 | 318,031 | 3,400 | U. States. | 23,884 | 45,236 |
| 58 | 288,931 | 1,549 | Antwerp | 10,006 | 18,371 |
| 59 | 333,661 | 450 | Bremen | 40,672 | 29,687 |
| 60 | 314,716 | 3,634 | Cape G. Hope | 27,380 | 18,543 |
| 61 | 170,586 | 3,314 | Cal. & Val. | 120,497 | 196,408 |

To U. States.

| | 1859 | 1861 |
|------------|---------|-----------|
| Baltimore | 229,508 | 245,656 |
| Boston | 5,900 | 6,153 |
| Charleston | 12,900 | 6,914 |
| N. York | 310,317 | 23,155 |
| N. Orleans | 359,095 | 285,787 |
| Phil. | 127,344 | 37,916 |
| Richmond | 42,236 | 51,489 |
| Samp Roads | 23,475 | 2,040,266 |
| Mobile | 16,500 | 2,069,627 |
| Salveston | 5,450 | |
| Savannah | 13,700 | |
| Wilmington | 4,000 | |

Bags. 1,150,425

Public Instruction in Province of Para
 Population say 250,000 - Schools 73
 Pupils 3391 viz. 2857 males 540 females
 One school for 3424 inhab^{ts} - One for 46 pupils.
 City of Para has a Lyceum - 8 professorships,
 73 students - 2 private Colleges - one with 184 students
 the other 118. also female school with 92 scholars
 mostly orphans of poor parents educated gratuitously
 given for 1862 say at \$5000.

Height in feet Dis. in English Miles. [At sea.]

| Miles. | 40 | 8.37 | 75 | 11.46 | 120 | 14.49 | 400 | 26.46 | 800 | 37.416 | |
|--------|-------|------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| 5 | 29.58 | 45 | 8.87 | 80 | 11.83 | 130 | 15.08 | 450 | 28.06 | 900 | 39.836 |
| 10 | 4.18 | 50 | 9.35 | 85 | 12.20 | 140 | 15.65 | 500 | 29.58 | 1000 | 41.833 |
| 15 | 5.12 | 55 | 9.81 | 90 | 12.55 | 200 | 17.20 | 550 | 31.02 | | |
| 20 | 5.92 | 60 | 10.25 | 95 | 12.89 | 250 | 18.71 | 600 | 32.40 | | |
| 25 | 6.61 | 65 | 10.66 | 100 | 13.23 | 300 | 20.92 | 650 | 33.73 | | |
| 30 | 7.24 | 70 | 11.07 | 110 | 13.87 | 350 | 22.91 | 700 | 35. | | |

High Water at the full and change of the Moon with the Vertical rise of the Tide in Feet.

| Places. | Time | Rises | Places | Time | Rises |
|------------------------------|-------|-------|--|-------|-------|
| | H. M. | Feet | | H. M. | Feet |
| Amazon River. (Para) | 12 | 11 | Kennebeck | 10.45 | 9 |
| Annapolis, Mary ^d | 4.49 | | Marblehead | 11.30 | 11 |
| Ann Cape | 11.59 | 13 | Mouth of Mississippi | | 1 1/2 |
| Augustine St. | 8.4 | 6 | Nantucket | 12.30 | 2.6 |
| Basin of Cape Split | 11.15 | 40 | Nassau (N.P.) | 6. | 7. |
| Boston Light House | 11.31 | 12 | New Bedford | 7.38 | 5 |
| Charleston S. Car. | 7.21 | 8 | New York | 8.37 | 6 |
| Cape Cod Race Pt. | 11.30 | 13.6 | Passamaquoddy | 11.30 | 25 |
| Del. Breakwater | 8.4 | 5. | Portland | 11.10 | 12 |
| Eastport. | 11.13 | 23. | Quebec | 6.30 | 17 |
| Cape Fear River | 7. | 7.6 | Rio Janeiro | 2.40 | 4 |
| Crospoint N. Yara | 9. | 4.5 | Salem. | 11.15 | 11 |
| Hampton Roads | 8.15 | 3.9 | Savannah It. | 7.15 | 8.5 |
| Hatteras Cape | 9. | 5 1/2 | Thompson I. Key W ^t | 9.53 | 2.6 |
| Tenlopen Cape | 7.16 | 5.10 | Vera Cruz - only one side in 24 hours | | 2. |
| Henry Cape | 7.40 | | On the Coast Gulf of Mexico, Wind regulates rise and fall. | | # |

Latitudes and Longitudes.

| Places | North | West | Places | North | West |
|--------------------|-------|-------|------------------------------|-------|-------|
| Cape Sable | 43.24 | 65.58 | Wash ⁿ City, Cap. | 38.53 | 77.03 |
| Halifax | 44.38 | 63.35 | Baltimore | 39.17 | 76.39 |
| Prince Edw. N Cape | 47.03 | 64.04 | Annapolis | 38.59 | 76.33 |
| Cape Despair | 48.25 | 64.21 | Wilmington | 34.14 | 77.58 |
| Cape Ray | 47.36 | 59.20 | Charleston | 32.46 | 79.55 |
| Cape Race | 46.26 | 50.55 | Et Kinckney | | |
| Quebec, N. Bastin | 46.49 | 71.16 | Beaufort, S. C. | 32.25 | 80.40 |
| Portland, City Har | 43.39 | 70.15 | Savannah | 32.05 | 81.08 |
| Salem | 42.31 | 70.53 | St. Augustine, F. | 29.52 | 81.25 |
| New Bedford | 41.38 | 70.55 | Cape Florida It. | 25.41 | 80.05 |
| New Port | 41.29 | 71.19 | Key West, S. W. I. | 24.32 | 81.48 |
| Providence | 41.49 | 71.24 | Pensacola, Town | 30.24 | 87.10 |
| New Haven | 41.18 | 72.56 | Mobile | 30.41 | 87.59 |
| New York | 40.42 | 74.01 | New Orleans | 29.57 | 90. |
| Sandy Hook, It. | 40.27 | 74.00 | Trinidad | | |
| Philadelphia | 39.57 | 75.09 | Port Spain It. St. David | 10.39 | 61.33 |
| Port York | 36.51 | 76.19 | | | |
| Richmond | 37.32 | 77.27 | | | |

Capital of Chile.

On a deep wide bay - Lat. 33° 1' S. Lon. 71° 41' W.

in 1854 - 56390 inhabitants, of which 3500 foreign English, German, French and U. States.

Bay open toward the north. Losses and accidents often occur from northerly winds. From 1851 to 1860

inclusive - vessels seriously damaged - Collision 125
Driven on the beach and wrecked, including

one of the Pacific S. Co's Steamers. 18
wrecks, including in the Bay
members lost including water launchers 118
Lighters and small boats 108

In Nov. 1861. Don Ramon Salaza 378
presents project of breakwater.

Climate mild - Ther. never descends to 32° its shade range is 50° to 75° seldom rises above 80° Rain & fall of Bar. 29° 50' to 30° 30'

Nov. 1822 very fatal earthquake also a considerable one in 1851.

In 1818, the population was only 5000
1832 - 20000. 1835 - 24316 - 1843 - 30816

1845 - 859 vessels. Imports 9,105,000 dollars
Exports 7,605,000 dollars. In 1851. 1561 vessels
Imports 15,880,000 Exports 9,000,000 of which
from Great Britain \$4,643,000 Am. 14,320,000 &c.

1857. Commercial Crisis

| | Chilian | English | American | Other Nations | Total | Tonnage. |
|------|---------|---------|----------|---------------|-------|----------|
| 1857 | 628 | 239 | 120 | 234 | 1221 | 373 929 |
| 1858 | 575 | 225 | 143 | 217 | 1160 | 362.257 |
| 1859 | 626 | 212 | 117 | 182 | 1137 | 339.031 |
| 1860 | 563 | 277 | 134 | 209 | 1183 | 385.843 |
| 1861 | 509 | 245 | 91 | 161 | 1006 | 308.228 |

| | vessels | Tonnage | Some Distances from Valparaiso. |
|----------------|---------|---------|---------------------------------|
| America, U. S. | 685 | 68,749 | |
| Chile | 2901 | 535,560 | |
| Great Britain | 1198 | 518,316 | Santiago - 96 Miles |
| France | 305 | 134,355 | Copiapó - 816 |
| Hamburg | 211 | 64,477 | Concepcion - 510 |
| Italy | 33 | 12,764 | San Fernando - 150 |
| Rene | 129 | 25,440 | |
| Spain | 63 | 18,623 | |

Expenses of Ships - Port of Valparaiso.

Anchorage \$2.00 } to be paid each time the
articles 2.00 } time anchors.
Tonnage - per ton .25

Pilot Fees - under 100 Tons \$6. 600 Tons \$12.
200 " 8. 1000 " 14.
400 " 10. over 1000 " 16.
For un mooring, the Pilots are paid
For every vessel under 100 Tons \$4. 600 Tons \$10
200 " \$6. 1000 " \$12
400 " \$8. over 1000 " \$14.

Many articles are admitted free of duty, a long list of which is given - all agricultural implements, most machinery, Foreign vessels can only Coast-trade in the articles, Coal, timber, Gunpowder, Fire-bricks Iron, Spices, Fuses, Earth or sand for furnaces. All provisions, tools, and other articles used in the working of mines to the north of Valparaiso. Commissions.

| | |
|---|-------------|
| Sale of vessels or articles - | 5 per cent. |
| Guarantee when on credit | 2 1/2 " |
| Purchase of a vessel | 5 " |
| Freighting a Ship - | 5 " |
| Obtaining Freight or Pass ^{rs} - | 5 " |
| Recovering various claims - | 2 1/2 " |
| Manifesting, discharging and | |
| Dispatching any vessel Cons - | \$150. |
| " in Ballast, &c. | 75. |
| Advancing money, &c - | 5 per cent. |
| Discharging and re-embarking | |
| King stores from damaged ships | 2/3 " |
| do do when of value | 1 " |
| do do upon treasure | 1/2 " |
| Freighting on safe of others &c | 2 1/2 " |

Boat 2 oars 1 person 20 minutes 25
ditto with 2 persons 40
ditto 3 or 4 persons 50
ditto for each person exceeding 4 10.
4 Oars 20 minutes 50
Boat 2 oars per hour 75 cts - 4 oars \$1.50

Fees
 Every Ballast taken on ship - 2 small license \$10.
 " any other except the above 15.
 Freight of Ballast from Valparaiso to - 25.
 per Tonnage from Valparaiso to - 25.
 from 4 to 76 - 100.
 10 tons of Ballast - 300.
 100.
 100.

Extract from Page 10 of the Brazilian Navigator, published in London, 1844.

"On the day after the Pheasant sailed from Maranham, the entrance of the Current, the full strength of which she had quitted to go to that place and it was then found to be running with the astonishing rapidity of 99 miles in 24 hours. On the 10th of September, at 10 A.M. while proceeding in the full strength of the Current, toasting 4 knots an hour, a sudden and very great discoloration of the water ahead was announced from the Mast-head; the ship being in 5° 8' N. and 50° 28' W. (both by observation), it was evident that the discolored water could be no other than the stream of the Maranhon, pursuing its original ~~course~~ ^{impulse} at no less than 300 miles from the mouth of the River, its waters not being yet mingled with the blue water of the Ocean, of greater specific gravity, on the surface of which it had pursued its course. It was running about 68 miles in 24 hours."

Previously it states: "Between the noon of the 16 and 17 of July she [the Pheasant when approaching Maranham from the south] was set 44½ miles to the North, and 42½ to the West; making a general effect in the 24 hours of N 44° W. 62 miles probably more northerly in the first part of the interval and more westerly in the latter, than the general effect."

And still previously, on the same page, it states: "But the more important distinction, both in amount

and in utility in navigation, is between the waters of the Equatorial and Guinea Currents. These exhibit the remarkable phenomenon of parallel streams in contact with each other, flowing with great velocity in opposite directions and having a difference of temperature amounting to ten or twelve degrees. Their course continues to run parallel to each other, and to the land, for about 1000 miles; and, according as a vessel requires to proceed along the Coast in either direction, is placed in the one or the other Current, and her course is added from 40 to 50 miles a day, or retarded to the same amount."

Latitudes and Longitudes, South-Ship

| Places | Lat | Long | Places | Lat. | Long |
|-------------------|-------|-------|-------------------------------|-------|-------|
| Places | North | West | Porto Cabello | North | West |
| Antigua - | 17.08 | 61.52 | Traguira | 10.36 | 67.02 |
| St. Thomas | | | Carraças | 10.30 | 67.01 |
| Pt. Christian | 18.21 | 64.55 | Demerara | 6.49 | 58.11 |
| Porto Rico | 18.29 | 66.07 | Cayenne | 4.56 | 52.13 |
| Port Au Prince | 18.33 | 77.21 | Northern Mouth of Riv. Amazon | 1.10 | 50. |
| Royal (Jamaica) | 17.56 | 76.11 | Southern do | 5.05 | 49.45 |
| Pointe St. Pierre | 16.48 | 78.15 | Para | 1.28 | 48.29 |
| St. Jago de Cuba | 19.58 | 76. | Cape St. Roque | 5.28 | 35.17 |
| Pinas E.P. | 21.32 | 82.31 | Pernambuco | 8.04 | 34.53 |
| Havana (Inno) | 23.09 | 82.22 | Bahia | 13. | 38.32 |
| Natanzas. | 23.03 | 81.40 | Cape Fria, S. Pt. | 23.01 | 42.57 |
| Salveston Inlet | 29.17 | 94.45 | Rio Janeiro | 22.56 | 43.09 |
| Serra Cruz | 19.12 | 96.09 | Isle of Santos | 24.04 | 46.13 |
| Campeche | 19.49 | 90.33 | " St. Catherine | 27.26 | 48.20 |
| Alize. | 17.29 | 88.12 | Buenos Ayres | 34.36 | 58.24 |
| Porto Bello | 19.34 | 74.40 | Cape Corrientes | 37.59 | 57.39 |
| Cartagena | 10.26 | 75.58 | Cape Horn (sum) | 55.59 | 67.11 |
| Caracaybo | 10.39 | 71.45 | San Diego Ramirez S. Part. | 56.27 | 68.36 |

- 1492. Dis. of America by Col. Oct 8th
- 1513. Dis of the Pacific by Vasco Nuñez de Balboa
- 1519. Magellan doubles, etc, through the Strait, etc,
- 1537. Pope Bull declaring natives of America to be rational beings,
- 1541. Foundⁿ of Santiago by Pedro Valdivia. Feb. 25.
- 1543. " of Coquimbo - also first vessel anchored in the bay of Valparaiso.
- 1594. Falkland Islands Dis. by Adm. Sir R. Harve^{ns}
- 1760 An order to expel all foreigners and foreign boats from Chile.
- 1808. French invade Spain. Spanish Colonies begin their struggle for independence.
- 1811. Ship from N. Y. with a printing press - Mr. Matthew Hove voted Congressional thank - Chile
- 1812. First Periodical ("Aurora of Chile")
- 1817. The popular Gov. established - through San Martin - Feb. 14 + 15.
- 1818. Lord Cochrane takes command of the Chilean Squadron
- 1821. San Martin Constitutes himself Supreme Dictator of Peru.
- 1822. State Constitution - Don Bernardo O'Higgins Supreme Dictator.
- 1825. Great Britain acknowledges the independence of Chile.
- 1841. The mail Steamers Chile and Peru commence betⁿ Valparaiso and Panama.
- 1843 - Great fire in Valparaiso.
- 1851 Inauguration of Copiapo R.R. - the first in S. America. #
- 1855 Rail road to Santiago opened. #
- 1858 The Exchange opened by Don Manuel Montt, President of Chile, March 6.
- 1859. Another attempted revolution in Valparaiso.
- 1861. Small shock of the same earthquake that destroyed Monteaza. March 20.
- 1862. Floating Dock suddenly sank June 7 -

Valparaiso. 2^o Panama 22 - Leaves Chagres 24
Arrive at Southampton 14th of ensuing month.