

*Of the Port and Light-house of the Morro de S. Paulo.*

THE Light-house of the Morro de S. Paulo is built on the top of a hill or cape of the same name at the entrance of the port, in latitude  $13^{\circ} 21' 40''$  south, long. Grsev. west  $38^{\circ} 54' 48''$ . The tower will be painted white, and the balcony has an elevation of 80 English feet above the hill, and 276 above the surface of the sea, and will be seen by day in fine weather at 30 miles' distance. This Light-house, (the best on the coast of Brazil,) on Fresnell's principle of refraction, and of the first order, has, in the space of a minute, bright light for 15 seconds, followed by an eclipse of 45 seconds. The light in clear weather is seen from the quarter-deck of a vessel at 20 miles' distance, and from the Tops at 28. Whatever may be the distance it has always a strong and very bright light, and is distinguished from the Light-house at the bar of Bahia by the time of its eclipses, by the greater brightness of its light, and by its colour, which is always brilliant, whereas that of S. Antonio has three different phases, each followed by an eclipse.

At a lesser distance than 12 miles the eclipses are not total, the bright light is followed by a faint one in place of the eclipses, which become more notable as the distance increases; those who observe perfect eclipses may consider themselves more than 12 miles off. At the point of the compass,  $46^{\circ}$  N.E. true, at a distance of 30 miles, is the Light-house of the bar at Bahia. From the Morro towards the north, a bay bordered with rocks is formed, and the western point of the Island of Itaparica with the main land forms the bar of Jaguaripe, to which the existing hydrographical charts improperly give the name of Barra Falsa, the same being a small inlet of the island to the east of that bar, formed by the point of Aratuba and another which is further to the north, which, at a distance of more than 14 miles has a similar configuration to the point of S. Antonio, appearing like the latter to detach itself from the land which lies to the westward of it. Even in the day time these places ought not to be approached nearer by vessels at a less depth of water than 11 fathoms, if they have no pilot on board. Those which sight from the south the Light-house of the Morro of S. Paulo, and wish to remain in sight of Bahia, ought not to pass to the north-west of the line N.E.—S.W. true, of the Light-house, as long as they are to the south of Itaparica, and for greater caution ought to sound and veer the ship to the south as soon as they find 11 fathoms in depth, by which they will avoid nearing the shoals and rocks of the point of Caixa Pregos, Barra Falsa, and others, which on the eastern side encircle that island, which at night are so much more to be feared when the strong sea winds drive the waters into the bay; besides which, in some places at 10 fathoms, the depth diminishes rapidly. If on finding a lesser depth than 11 fathoms, it appears the vessel is not to the N.E. of the line N.W.—S.W. of the Light-houses, it must be understood that there is a defect in the compasses, and never hesitate to tack to the South, the sounding being on the northern tack the truest indication of danger. At a distance of 13 to 14 miles from the point of S. Antonio, the Light-house of the bar of Bahia begins to be seen, a faint light, showing distinctly its different colours at about a distance of 8 miles. The entrances of the port of the Morro is open for vessels of all descriptions, taking notice that at a distance to the westward of the Fort runs a shoal of the river Una, and whose depth goes gradually

diminishing on the side of the shoal, and to which the hill on the eastern side runs, lengthened by a ridge of rocks called "Coitas," which run out into the sea for 180 fathoms, more or less, with a depth of 8 fathoms in some places near them. However, against these care must be taken in the night-time by those who are tacking in to fetch the anchorage. By day the breakers on these ridges of rock are very visible. Two miles distant from the shore of the Morro of S. Paulo, and from thence towards the south with the Light-house in sight, is an open passage for any kind of vessel; and those that wish to enter the port by it can come near the hill by the northern side as far as the depth of the soundings will allow, and the open anchorage begins at the point of the Fort up to a mile inward. A pilot ought to be taken by those who wish to ascend the river, where there is a sheltered anchorage for a squadron.

Bahia, 3d March 1855.

(Signed) HERMENEGELDO ANTONIO  
BARBOZA D'ALMEIDA,  
Commander.

A Correct Copy.

The Secretary of the Province.

(Signed)

L. M. A. F. M. BARRETO.

A Correct Copy.

The Secretary of the Captaincy of the Port.

(Signed)

JOZE DA ROCHA GALVAO.

OFFICE OF ORDNANCE, April 16, 1855.

Ordnance Medical Department.

Acting Assistant-Surgeon Randolph Webb to be Assistant-Surgeon, vice Fasson, promoted. Dated 23d March 1855.

Commissions signed by the Lord Lieutenant of the County of Stafford.

George Tennant, Esq. to be Deputy Lieutenant. Dated 26th March 1855.

Charles Edward Mousley, Esq. to be Deputy Lieutenant. Dated 26th March 1855.

Queen's Own Royal Regiment of Staffordshire Yeomanry Cavalry.

Cornet John Villiers Stuart Townshend to be Lieutenant, vice Webster, resigned. Dated 27th March 1855.

Samuel Charles Roby, gent. to be Cornet, vice Townshend, promoted. Dated 27th March 1855.

Commission signed by the Lord Lieutenant of the County of Derby.

Derby and Chaddesden Troop of Yeomanry Cavalry.

Lieutenant John Gilbert Crompton to be Captain, vice Wilnot, resigned. Dated 12th April 1855.

Commission signed by the Lord Lieutenant of the County of Gloucester, and of the City and County of the City of Gloucester, and of the City and County of the City of Bristol.

Royal South Gloucester Light Infantry Regiment of Militia.

Ensign Hamlet William Millett, the younger, to be Lieutenant, vice Gardner, Gazetted to the 7th Foot. Dated 14th April 1855.

