

have, it is always in demand: last English vessel has demanded \$22.50 for 100 pounds in fifths & tenths, while another bound home a few days before offered it at \$9 in kegs of 50 pounds—too large for our trade.

I am preparing 40 casks palm oil and 6½ tons Camwood for shipment, if the L. Packet can take it. This is to form a fund for the purchase of a small sloop of twenty, 25 or 30 tons. If not convenient to send such out, please order one to be built 32 feet long—width 10 or 10½ feet and depth of hold 5 or 5½ from Lucas, Goyen & Co Merchants, Bristol, England to be brought out by the brig Jeseur, Capt Walter, next voyage. The probable cost will be about £220 sterling—tonnage about 15 or 16. The Jeseur was formerly a man of war brig and has great space between the masts. Capt Walter has brought out several of these boats, which he generally sells on the coast after making up his load.

I would not trouble you, but he will <sup>not</sup> receive pro-  
-duce in payment, and I have no opportunity of selling it on the Coast, and as I need a new boat greatly, this is my only course. By the next vessel from Baltimore please send 2 spars 34 feet long—when dried at head 6 inches at foot 8 inches: 2 bottles pintals for boat 9 or 10 tons: 1 Bay book & ledger for the Secretary's Office: 10,000 ~~round~~ balls cartridges put up in boxes of 2000: Ammunition for 5—four pounders & 3—six pounders: 100 sheets of copper & nails to put them on 1 span light wagon wheels salvaged iron with iron axle for the farm: 1 mean hind wheels.

Maryland Historical Society

The Maryland State Colonization Society Papers

II. Correspondence Received  
A. Letter Books

11. 1850—1851—1852

1851