

Capital which is now withheld from the delay and uncertainty of returns, will be freely invested, and numerous other advantages which will at once suggest themselves to the mind of a business man will be obtained.

The Company do not wish to disguise the fact that, in addition to benefits to the emigrant, to the colored race here, and to the Republic of Liberia, they look for a remunerative interest upon the capital invested and apart from all other considerations, they believe the stock of the Company will pay a handsome dividend. The Company now engaged in running four steamships of from 400 to 1000 tons burthen, from England to Monrovia, and the west coast of Africa, are doing so satisfactory and profitable a business, that (according to recent information) a new Company is to be immediately organized to run three more steamships in the same trade, but without any expectation of Government support or mail contracts. As our Company can rely on the zealous aid and co-operation of the American Colonization Society, the New York, New Jersey, Pennsylvania, Massachusetts, Maryland, and other State Societies, it cannot be doubted that before very long their highest estimates both for passengers and freight will be realized.

In carrying out this enterprise, the promoters base their estimates upon the returns for passengers and freight, and they propose in the first instance to place but one steamship upon the line, and should the receipts equal their expectations, they will be prepared to increase the number as the exigencies of the trade may require.

The following estimates were prepared by the owner of a first class steamship of about 600 tons, who has offered to take \$20,000 in the stock of the Company, thereby indicating his confidence in the enterprise. But the whole subject of building or purchasing a steamer will be carefully and wisely considered and determined upon by the business men connected with the Board.

The estimates of receipts are based simply upon passengers out to Liberia and freight from thence, excluding all income from freight out, or passengers home, both of which sources of income may reasonably be expected to become productive.

The estimate of expenses has been taken from actual outlay required for the ship.

If thought advisable, sufficient coal for both outward and homeward passages may be taken, although, in case of an emergency, coal might be procured either at the Cape de Verds or Sierra Leone.

Maryland Historical Society

The Maryland State Colonization Society Papers

**II. Correspondence Received
A. Letter Books**

12. January 1853—April 1855

1854