

Supposing, however, but 200 emigrants only take passage, at \$30 each.....	\$6,500 00
And but 2,000 bbls. freight homeward at \$1 50.....	3,000 00
	<hr/>
	\$9,000 00
Deduct expenses as before.....	7,490 00
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Net profit.....	\$1,510 00

allowing only that one-half the capacity of the ship is used, and the full amount of expenses incurred.

No credit has been taken for any sum to be received from Government for the carriage of mails, but the requirements of commerce will surely demand a mail to be carried by this route, when at present letters for Liberia and the West Coast of Africa, and other important ports named, and even Government dispatches to our own squadron on that coast, and U. S. Consuls on this route, are obliged to be forwarded via England. There can be no doubt that an application for such a mail contract will meet a favorable reception at Washington.

About \$40,000 was paid for transportation of freight and passengers to Africa, for the several Colonization and Missionary Societies of this country during the year 1853. One steam ship of the size proposed would have been amply sufficient to have taken all; and we can see no reason to doubt that the receipts of the Company would equal this amount the first year, and would steadily and largely increase, in which case handsome dividends might be expected by the stockholders. We have presented this enterprise simply in a business point of view, but there are other and higher considerations in its favor which will readily present themselves to the mind of every thinking and benevolent man.

Maryland Historical Society

The Maryland State Colonization Society Papers

II. Correspondence Received
A. Letter Books

12. January 1853--April 1855

1854