ruined from bad storage, rough handling, and want of care, not so likely to occur in a vessel under the immediate direction of the Society's Agents. These considerations must render it very clear to any one, that in point of strict economy, the owning of the vessel by the Society, is the more desirable course; especially when it is considered, that no charter is effected without some profit to the owner and more frequently, from causes above stated, an exorbitant one.

We have thus alluded to the objections always attendant upon chartering vessels for carrying our emigrants to Liberia, so far as the welfare and comfort of the emigrants is concerned, and also economy. Let us see how readily most of these are obviated by owning the vessel. In the first place, the vessel should be of ample capacity to take all freight and emigrants that would be likely to offer—say of 6000 bbls. She should be a good sailer, one that should make an average passage of thirty-three days, as did the Liberia Packet. She should have a deck-cabin, capable of carrying twenty passengers, besides her officers; so that she could, not only carry cabin passengers, able and disposed to pay, but accommodate the Missionaries in Liberia with a passage up and down the coast when occasion should offer. She should have a forecastle on deck for her crew, that they may be kept entirely separate from the emigrants. She should be double decked, the lower deck at a proper distance from the upper, to allow of an erect posture and flush fore and aft, with the most free ventilation practicable. The berths should range fore and aft the entire length of the ship, and be moveable, for the purpose of thorough cleansing;—rooms for small stores and light provisions also below. Tanks of iron or wood, lined with zinc, to contain at least 20,000 gallons of water. Emigrants galley and camboose on deck, and cooking utensils for 300 emigrants. She should be supplied with suitable boats for landing cargo and emigrants in the bars of rivers, or through the surf. In a word, without going further into detail, she should be just what the business requires. A captain should be selected who would be suitable in every respect for his station, and under whose care masters would be willing to place their servants, and to whom the Society could confidently consign the free people disposed to emigrate: one who possessed sufficient integrity and business capacity to act fully as the contracting and disbursing agent of the ship, under the direction of the Society's Agent. The officers and crew, too, should be select, and fitted for this peculiar business. Under an arrangement of this kind, the Agent of the Society would be relieved from his most onerous and perplexing duties, the emigrants guaranteed, so far as is in the power of man to do it, what is their right, and what their friends and humanity claim for them—a safe and *comfortable* passage for themselves and their effects across the Atlantic.

That this arrangement is the most *humane*, is enough to demand its adoption by the American Colonization Society, that it is nearly or quite as economical, we are confident experience will prove. Of the truth of our conviction we will introduce a few figures as proof. We will estimate the number of emigrants from the Chesapeake, per annum, at 500, adults and children—say 300 adults and 200 children about the average rate. These have been sent by the Society at an average expense of not less than $30

per head for the adults and $15 for children, making..... $ 12,000
Freight of provisions, necessary trade goods, &c., say 1000 bbls. each voyage, 2000 bbls. $1½..... 3,500

The lowest rate for which the above have heretofore been taken may be set down at..... $ 15,500

We will now put down the annual expenses of the ship, we propose, estimating her cost at $40,000.

Victualing and manning, per month.—Captain, $75; two Mates, $75; Steward, $25; Cook, $25.....	$ 200	
Ten men before the mast, $18.....	180	
Victualing 15 persons, average 33⅓ cts. each pr. day, $10 per month.....	150	
Per month.....	$ 530	
Or per year,	6,600	
Insurance pr. an. on estimated cost, $40,000, 8 pr. ct.	3,200	
Interest " " " 6 "	2,400	
Annual depreciation in value, say.....	2,000	
Disbursements, including repairs pr. voy. $2,000..	4,000	
Provisions for emigrants, 400 adults, at $8.....	3,200	
A total of.....	$ 21,400	or say $ 22,000
From which deduct freight for other parties out, at 2 voyages, say 2000 bbls. at $1½ per bbl.....	$ 3,000	
Freight home, two voyages, the same.....	3,000	
Receipts for cabin passage, 5 each way, 4 passages at $100, $2,000, deducting ¼ for provisions, $500.....	1,500	
Passage money up and down the coast, nett, say.....	500	
Income on two voyages.....	$ 8,000	8,000
Actual outlay per annum, over income,.....		14,000

Which, substracted from the past rates of carrying emigrants, leaves a balance in favor of the plan proposed of..... $ 1,500

In the above estimate we have, we believe, given the outside of all expenditures and disbursements, considering the vessel as all the time in commission, whereas, two months, at least, in each year would be spent in port, discharging and getting ready for sea. We have also included interest, which would not be a chargeable item in case the vessel should be obtained by actual contributions. The freight, on the other hand, we have put at the minimum, being confident that after the first year, it would increase fifty per cent. or to the extent of the spare capacity of the vessel out, and double the amount estimated above, on her voyages home. If others differ from us in one or more items, we have at least $1,500 per annum to throw in, besides the probable increase in the number of emigrants and

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A. Maryland Colonization Journal

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