Among the proceedings of the Annual Meeting of the American Colonization Society, published in our last number, was a report from two of the Trustees of the ship Mary Caroline Stevens, in which reference was made to the "Report of Dr. James Hall, one of the Trustees and their special representative in the details of their proceedings and the disbursement of their funds." We now publish this report.

BALTIMORE, *Dec. 4th*, 1856.

To JNO. H. B. LATROBE and ELISHA WHITTLESEY, ESQS. *Trustees of the Stevens' fund.*

GENTLEMEN,—On receiving your authority to act as Treasurer for the Trustees and agent to build a ship for the use of the American Colonization Society, I immediately addressed myself to the work. I first solicited proposals from all the mechanics in this city engaged in the various departments of shipbuilding. Those received from the carpenter, whose business it is to model the ship, and finish the hull and spars entire, I had the honor to lay before you at our first meeting, and you will remember that it was decided to accept the proposals submitted by Mr. J. J. Abrahams, a builder of the first celebrity in the country, whose terms were fortunately more favorable than those of any other party proposing. I subsequently received proposals from most of the respectable mechanics of the city, as joiners, smiths, plumbers, brass and iron founders, painters, riggers, &c. whose work was of such a nature as admitted of fair estimates of price and character. In making my selections among these, I generally accepted the lowest bid, framing the contracts in such a manner as to secure the work done to my entire satisfaction. In most of these cases I was equally fortunate as in that of the carpenter. The best mechanics generally offering the lowest terms. I herewith enclose the various proposals received—and contracts executed. On inspection of those in which a definite estimate could be made of the price or terms, embracing carpenter, painter, rigger, joiner, smith, block, pump and sail makers, it will be seen that there is a difference of over four thousand and five hundred dollars between the highest proposals made and those accepted. In selecting mechanics where no definite estimate could be made, I secured the services of those best known to me as men of ability and integrity, and have had no reason to regret the choice made. The chains and anchors I was enabled through the kindness of our friend, Capt. Graham, to import direct from England, without even a charge for commission. The cordage, one of the most important items in a ship, I was able to obtain at the lowest price in the season, through the agency of our friend Wm. Tracy of Boston. The article having fluctuated from 10 to 20 per cent. With the exception of copper, perhaps we may consider the entire material of the ship as obtained on very favorable terms. This article is at this time very high and the peculiar service in which the ship is to be engaged, requiring an uncommonly large amount, it forms the heaviest item in the expense of the ship with the exception of the carpenter's work. You are aware that we have been relieved from the extra expense for tanks and putting them on board by our constant friend F. W. Brune, Esq. who made the very liberal donation of $1,200 for this purpose. Also that Thos. Wilson, Esq. a member of the Board of Managers of the Maryland State Colonization Society, has furnished the ship with a very handsome and expensive library. It may be worthy of remark, that from the commencement of operations on the ship to her completion, no untoward or unfortunate event has occurred. Every person engaged in her construction, both masters and men, seem to have discharged their duty with alacrity and good will. No one manifesting any

disposition to furnish imperfect material, or to slight their work. I think we may congratulate ourselves and the friends of the cause, that we have as perfect a vessel as could be built, and one in every way fitted for the service in which she is to be engaged. Her custom house tonnage materially overruns the size originally proposed, but the stringent character of the Laws of 1856 render this increase necessary, and even now it is to be apprehended that she will not take out the number of emigrants which will generally offer for a passage.

I herewith enclose you an account current of cash received and expended by me as treasurer. The original deposits of cash from the late Stevens' fund in the Farmers and Planters Bank, amounted in all to twenty-nine thousand two hundred and fifty dollars, ($29,250,) to which may be added interest accruing on loans of money not in use, made by vote of the Trustees, two hundred and seventy six and sixty-three one hundreths dollars, ($276 63) contribution of Mr. Brune, twelve hundred dollars, ($1,200,) cash received from the Maryland State Colonization Society as loan, to be repaid by the American Colonization Society in transporting freight and emigrants on terms agreed upon, eight thousand seven hundred and fifty dollars, ($8,750.) Total amount of cash received, thirty-nine thousand four hundred and seventy-six and sixty-three one hundredths dollars, ($39,476 63.) The cash received from Mr. Wilson does not appear in the account of the construction of the ship.

Of the Stevens' appropriation about seven thousand dollars ($7000) and interest thereon from January 1st, 1856, have not been received, the securities being in the hands of Mr. Latrobe. The amount of cash paid out, as you will perceive, is thirty-eight thousand nine hundred and seven and five one-hundreths dollars, ($38,907 05.)

In addition to this, I have given my notes as treasurer, endorsed by myself, individually, for the aggregate sum of four thousand seven hundred and five and thirty-three one hundredths dollars, ($4,705 33,) making a total of forty-three thousand five hundred and eighty-seven and thirty-eight one hundredths dollars, ($43,587 38.) This sum covers the entire expenses of building the ship, including the tanks and all fixtures for emigrants, provided more bills of which I am not aware do not come in. I have reserved a balance of cash in hand of five hundred and ninety-four and fifty-eight one hundredths dollars, ($594 58,) which will doubtless enable my agent to meet any demands of the kind, if presented. This reservation however was not intended, but it was impossible to calculate with certainty upon the exact amount of heavy cash bills. The American Colonization Society has assumed all bills for extra sails, spars, anchors, movable cabin furniture and ship chandlery for future use; when cash is realized for the securities now in the hands of Mr. Latrobe, there will be a surplus of funds, not expended, of about two thousand eight hundred and ninety dollars, ($2,890,) exclusive of interest. It remains for the Trustees and Executive Officers of the American and Maryland State Colonization Societies, to say what disposition should be made of this balance. It seems to me that it should be returned to the Maryland State Colonization Society, as the terms on which it advanced funds, were to enable the Trustees to complete the ship, tendering a sum for that purpose not exceeding five thousand dollars, and the proceeds to be received from the stock of the Chesapeake and Liberia Trading Company, which has exceeded the expectations of the Society about one thousand dollars. It is proper that I should state in conclusion, that since the completion of the ship I have had but three days to close the entire business, no one contract for construction could be settled previously, and at the same time attending to much business for the Society, besides preparing for a six months voyage. It may

Maryland Historical Society

The Maryland State Colonization Society Papers

XII. Newspapers
A. Maryland Colonization Journal

2. June 1841 (n.s. I, 1)--May 1861 (n.s. X, 24)

1857