payment of interest on the public debt, and the committee are directed to enquire into the expediency of doing so. If possible to spare the money, do not throw any impediments in the way. The public mind is much tranquillized by these small savings."

In reply, after enumerating the sources of income on which the Society relied, independent of the State's appropriation, and going somewhat in detail into what had been accomplished, exceeding anything that had ever been effected, not only in Africa, but even in America; and dwelling upon the fact, that it was in reliance that the legislation of 1831 would not be interfered with, that the colonists left their old homes to establish new ones in Africa,—the President concluded by stating "that he could not believe that any saving that could be effected by diverting the appropriation would tranquillize the public mind as much as it would be disturbed by the loss of the colony upon whose future availability the prosperity of Maryland might most materially depend."[1]

It was with a feeling of great relief that the Board of Managers saw the Legislature adjourn without affecting the law of 1831. In truth, however, there was less risk than had been imagined. When the matter came to be

[1] This letter was written forty years ago, when public sentiment was very different from what it is to-day.

talked over among the members of the Legislature, as was afterwards ascertained, the very weakness of the colonists became a power when it appealed to the good faith and honor of Maryland.

Year after year collections had been made for the especial object of building a vessel for the use of the Society, but the amount had been comparatively insignificant; nor did the idea take a practical shape until after Dr. Hall became the general agent of the Society; when on the 25th of February, 1845, the Chesapeake and Ohio Trading Company was incorporated, "to carry on and maintain a line of packets between Baltimore and Liberia, and for carrying on lawful commerce on the coast of Africa." As soon as the company was organized, the State Society made over to it these collections, and agreed to guarantee an amount of freight and passage money annually of $2,000. This, with prior subscriptions, sufficed; and on the 9th of November, 1846, the Board of Managers attended the launch of one of the handsomest vessels that ever sailed from the port of Baltimore, duly christened the Liberia Packet.[1]

About this time the Board of Managers were asked to receive as an emigrant a person who had

[1] The Liberia Packet made 12 voyages to Cape Palmas. She was found to be too small for the increasing trade and was sold after the last voyage.

Maryland Historical Society

The Maryland State Colonization Society Papers

XV. Pamphlets (not in original collection)
16. Maryland in Liberia, by J.H.B.Latrobe, March 9, 1885, Baltimore