New York March 3rd 1853

Doct Jas Hall
Dear Sir

Your esteemed favor of yesterday is to hand, I coincide with your opinion that the Granite State is not the vessel we should approve of or that would answer our purpose at all without changing her masts &c so as to be a sailing vessel, and only to steam through calms or head winds and then I agree with you that she is not large enough, there has been no move here with regard to her decided enough to interfere with the necessity of action on the part of our Committee - The Parker Vein Co are running a line of small propellers of about 500 tons Carpenters measure - hence to Baltimore - a gentleman in their office informed me that they consume of bituminous Coal 34 tons for the round voyage there and back 450 miles, that they did not wish them to run over 7 miles per hour for the sake of saving their boilers in which they carry steam about 50 lbs to the inch - though they have gone through at the rate of 9 miles per hour In visiting one of their boats (the Totten) for the sake of observation - I found the Engineer a Mr Thos Miller overseeing the repairs to a break in the engine and accidentally learned from him that he had been 2nd Engineer on board of the Granite State, that she had been running 8 months from Boston to Bangor - sailed at 4 P. M. and arrived at from 12 to 4 P. M. next day, that she had also been running 2 months from Philad.a to

Maryland Historical Society
The Maryland State Colonization Society Papers
II. Correspondence Received
A. Letter Books
12. January 1853—April 1855
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