

allowed to build them in England - that they must draw not much water & if speed is wanted that the Himalaya draws but little - that the cost of building & running one steamer is equal to the cost of building & running two clipper ships I am to see both Mr Cunard & Mr Mesmons again - Mr Cunard told me very decidedly and so did Mr Mes - that of the two kinds of steamers the propeller was preferable for us -

The Himalaya - screw steamer has made a very short run from Alexandria to London - averaging about 15 miles an hour - is 3500 tons & only 700 horse power burning less coal in proportion to her size & speed than any other steamer leaving with troops she run for the distance between Plymouth & Southampton ~~in~~ 140 miles in 9 1/2 hours -

We had a meeting of our U.S. State Col^l yesterday - a printed paper recommending a steam Co to be formed & with a statement something like the estimate of the Granite State with about 40 per cent added - was submitted I questioned or rather disputed from the figures when it was stated that there was no intention to enter into any attempt until it should be clearly ascertained to be practicable, but that the object was to procure subscriptions & form a company & the subject was then refer^d to a committee (myself one) to report next week, I will endeavor to send you a copy of the 3^d paper tomorrow -

The information rec^d from you in your

Maryland Historical Society

The Maryland State Colonization Society Papers

11. Correspondence Received
A. Letter Books

12. January 1853--April 1855

1854