calms which were the great cause of irregular & long voyages to africa — he said, "if we could have a ship with a small engine, just to work her through those calms it would be a great advantage — that is a passage of shorter and more reliable limit — the question arises, what would this be worth in all its bearings — particularly in bringing emigration more into favor with the free colored — and again what would it cost — now as to this law of proportion that I refer to — viz "The power expended in propelling a steam ship through the water ~~is as~~ varies as the cube of the velocity ~~thus~~ if 8 miles pr hour requires 20 tons coal a day

4 miles pr hour " — $2\frac{1}{2}$ tons do. do

and only 1/8th the horse power — because the cube of 4 is $\frac{1}{8}$th the cube of 8. —

if ~~4~~ 8 miles pr hour — 20 tons pr day

then 6 " — " " — $8\frac{44}{100}$ " " "

4 " — " " — $2\frac{50}{100}$ " — " — —

So that a full rigged sailing clipper ship with a very little coal and a very small engine might have the provision ~~&c~~ pr ~~pump~~ suggested (of course with engineers &c) for making a tolerably regular passage — as regards any intimation such as you refer to having been made about your interest in this matter — it is easy to divine its probable origin with some who have been interested in endeavoring to sell the friends of this cause their vessels for

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11. Correspondence Received
A. Letter Books

12. January 1853--April 1855

1854