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APPENDIX "F."

PROF. M. F. MAURY AND PACIFIC RAILROADS—THE PHYSICAL, COMMERCIAL AND MILITARY NECESSI- TY OF TWO RAILROADS, ONE NORTH AND ONE SOUTH.

[At a special meeting of the Chamber of Commerce of the city of St. Paul, Minnesota, held on Saturday, January 22, 1859, at the Room of the Chamber, Col. D. A. Robertson submitted a letter of Commander M. F. Maury, U. S. N., (Superintendent of the Observatory at Washington,) upon the subject of Pacific Railroads.

On motion of Gov. Alexander Ramsey, Col. Robertson was requested to furnish a copy of the same for publication, it being in the estimation of the Chamber the most able exposition of the subject treated upon ever written.

The request of the Chamber was complied with as follows :]

ST. PAUL, Jan. 24, 1859.

Dear Sir—I venture to comply with your request in behalf of the St. Paul Chamber of Commerce, to furnish a copy of Commander Maury's letter of the 4th inst. for publication, (striking out the portion of a private nature.)

In doing so, it is proper to remark that the letter was written in the course of private correspondence, yet, in furnishing it for publication, I confidently rely upon the acquiescence of its distinguished and patriotic author. Its contents, especially at this time, are of too much national value to be allowed to remain in the obscurity of any private hand. May I not say, with safety, that the scientific, geographical and commercial facts therein presented, with such transcendent ability and high authority, settle

the whole question so long debated about routes and roads to the Pacific?

Yours truly,

D. A. ROBERTSON.

To WM. R. MARSHALL, Esq., President St. Paul Chamber of Commerce.

OBSERVATORY, WASHINGTON, }
January 4, 1859. }

My Dear Sir:

* * * *

I have often wished that the question, pure and simple, Railroad or no Railroad to the Pacific, could be put to the popular vote of the nation. Never, since the Memphis convention of 1849, should I have had any doubt as to the result. The vote would be largely for the road.

While all admit the importance of one or more such railways, there has been such a diversity of opinion as to routes and plans, that no one route has as yet met with friends enough to carry it through in spite of its rivals, and I do not think that it ever will.

Two roads at least are necessary. At least two roads—one at the North, the other at the South, are required for the common defence. At least two roads—one at the South, the other at the North—are necessary, socially and commercially: for by two roads so placed, the markets of China, Japan, and the Amoor, will be brought nearer to us by many days' sail than it is possible for one road to bring them. This may sound paradoxical; yet I hope, before I am done, to explain the paradox to your satisfaction.

Let us first consider the importance of two roads in their military aspect. Vancouver Island commands the shores of Washington and Oregon; and whether the terminus of the