

This doubling will require two or three weeks of time, besides risk and expense.

With *two* roads there will be no *doubling*, hence two roads will bring China and Japan and Russia very much nearer to the Mississippi valley than one can do. The distance saved will be, in furlongs, nearly twice the length of the Mississippi river, and in time some two or three weeks.

Whether the government therefore aids in the building of these roads or not, these circumstances will of themselves call for the construction of at least two roads to the Pacific—one at the North, the other at the South. Northern capital and Southern capital will assist in both.

I have thus endeavored to make clear the paradox with which I set out, and I hope I

have succeeded in showing to your satisfaction that at least two railways—one at the North the other at the South—are required to the Pacific.

There are no toll-houses on the lakes, and none on the Gulf of Mexico. The commercial voices of these two waters, could it be heard, would be raised, each trumpet-tongued, in favor of these two routes.

The nearest way from Brazil and the Amazon, as well as from the West Indies to China, would then be by the South Pacific Railway.

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Yours truly,  
M. F. MAURY.

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