

Further, a saving of seven hundred miles means that with the same class of steamers you would shorten the time by one day and a half *via* Topolobampo, as compared with Vancouver. Another important point is that *via* Topolobampo the direct steamer would call at Auckland, and all the passengers would be on shore there for some hours, and the money they would spend a year would amount to a very considerable sum; and, what is of more importance, this quick, cheap route would be very conducive to tourist-traffic, and no doubt many would get off at Auckland and make a trip through New Zealand, going on later to Australia; and the same can be said of those who were going from Australia to Europe. They would start a week or two earlier, so as to make a tour through New Zealand, picking up the mail-boat at Auckland. This is a point that the Union Steam Ship Company should consider, because this tourist-traffic would materially increase their coastal trade. With this mainly in view, it appears to me that the Union Company should run the boats from Topolobampo to Sydney, as they would then be in a position to give tourists the benefit of their intercolonial service, and so could go on by any boat that served. This increased tourist traffic would largely make up the mail subsidy.

If you compare the above with the Vancouver route, which, as I have pointed out, will cost a very considerable sum more, owing to increased mileage, and owing to the fact that the Vancouver steamers call at Fiji, New Zealand would get no benefit from the mail-boats, although paying a heavy subsidy, and it affords no facilities for tourists seeing New Zealand like a service would *via* Topolobampo. Finally, the distance from Topolobampo to New York is six hundred miles shorter than any other road across America, which again cuts down the time for mails by seventeen hours.

I have not been able to obtain the exact distance, but the railway claims seven hundred miles. One thing is certain—there is a big saving. Have estimated the time at thirty-four miles per hour; that is what the whole trip across-America works out at.

E. FONDI WRIGHT.

[P.O. 07/2841.]

### No. 119.

Mr. E. F. WRIGHT, Los Angeles, California, to the Hon. the PRIME MINISTER.

SIR,—

P.O. Box 291, Los Angeles, California, 27th August, 1907.

Just a line to say I have heard from the gentleman I am in communication with *re* mail subsidy, and he assures me that everything will be done that can be done to obtain £60,000, irrespective of what New Zealand will put up, towards a yearly subsidy for a twenty-knot mail-service between Topolobampo and Sydney, *via* Auckland. . . . .

Of course I am far too sceptical to believe in anything till it is absolutely accomplished, but I should say that as far as the matter has gone it is satisfactory.

I have, &c.,

The Hon. the Prime Minister, New Zealand.

E. FONDI WRIGHT.

[P.O. 07/2841.]

### No. 120.

The Hon. the PRIME MINISTER, to Mr. E. F. WRIGHT, Los Angeles, California.

SIR,—

Prime Minister's Office, Wellington, 9th October, 1907.

I am in receipt of your letter of the 10th August, enclosing me a few points in favour of the Topolobampo route, which you consider is the shortest of any sea-routes to the American coast. I have read your communication with very great interest, and have to thank you for the same.

I have, &c.,

E. Fondi Wright, Esq., P.O. Box 291, Los Angeles, California.

J. G. WARD.

[P.O. 07/2841.]

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