



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

WEDNESDAY, DECEMBER 22, 1909.

Published by Authority.

WELLINGTON, THURSDAY, DECEMBER 23, 1909.

ALTERATIONS TO THE SCALE OF FARES, ETC.,
NEW ZEALAND GOVERNMENT RAILWAYS.

*Alterations to the Scale of Fares, Rates, and Charges in Force upon the
New Zealand Government Railways.*

IN pursuance of all powers and authorities enabling me under "The Government Railways Act, 1908," I, John Andrew Millar, Minister of Railways, do hereby make the following alterations in the scale of fares, rates, and charges in force on the New Zealand Government railways open for traffic, such alterations to come into force on and after the 9th day of January, 1910.

**PART I.—PASSENGERS: GENERAL
FARES AND REGULATIONS.**

Cancel—
Regulation 2 (and schedule of fares).

Insert—

Ordinary Tickets.

2. Ordinary tickets are to be obtained at the booking-office at stations where there are officers in charge; at flag-stations, where there are no officers in charge, they are to be obtained from the guard of the train.

SCHEDULE OF FARES.					SCHEDULE OF FARES—continued.				
No. of Miles.	Fares.				No. of Miles.	Fares.			
	Single.		Return.			Single.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
1	0 3	0 2	0 6	0 4	21	2 9	1 10	5 6	3 8
2	0 4	0 3	0 8	0 6	22	2 10	1 11	5 8	3 10
3	0 6	0 4	1 0	0 8	23	3 0	2 0	6 0	4 0
4	0 7	0 5	1 2	0 10	24	3 1	2 1	6 2	4 2
5	0 9	0 6	1 6	1 0	25	3 3	2 2	6 6	4 4
6	0 10	0 7	1 8	1 2	26	3 4	2 3	6 8	4 6
7	1 0	0 8	2 0	1 4	27	3 6	2 4	7 0	4 8
8	1 1	0 9	2 2	1 6	28	3 7	2 5	7 2	4 10
9	1 3	0 10	2 6	1 8	29	3 9	2 6	7 6	5 0
10	1 4	0 11	2 8	1 10	30	3 10	2 7	7 8	5 2
11	1 6	1 0	3 0	2 0	31	4 0	2 8	8 0	5 4
12	1 7	1 1	3 2	2 2	32	4 1	2 9	8 2	5 6
13	1 9	1 2	3 6	2 4	33	4 3	2 10	8 6	5 8
14	1 10	1 3	3 8	2 6	34	4 4	2 11	8 8	5 10
15	2 0	1 4	4 0	2 8	35	4 6	3 0	9 0	6 0
16	2 1	1 5	4 2	2 10	36	4 7	3 1	9 2	6 2
17	2 3	1 6	4 6	3 0	37	4 9	3 2	9 6	6 4
18	2 4	1 7	4 8	3 2	38	4 10	3 3	9 8	6 6
19	2 6	1 8	5 0	3 4	39	5 0	3 4	10 0	6 8
20	2 7	1 9	5 2	3 6	40	5 1	3 5	10 2	6 10

PASSENGERS.

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.												
No. of Miles.	Fares.				No. of Miles.	Fares.											
	Single.		Return.			Single.		Return.									
	First.	Second.	First.	Second.		First.	Second.	First.	Second.								
	s.	d.	s.	d.		s.	d.	s.	d.								
41	5	3	3	6	10	6	7	0	91	11	6	7	8	23	0	15	4
42	5	4	3	7	10	8	7	2	92	11	7	7	9	23	2	15	6
43	5	6	3	8	11	0	7	4	93	11	9	7	10	23	6	15	8
44	5	7	3	9	11	2	7	6	94	11	10	7	11	23	8	15	10
45	5	9	3	10	11	6	7	8	95	12	0	8	0	24	0	16	0
46	5	10	3	11	11	8	7	10	96	12	1	8	1	24	2	16	2
47	6	0	4	0	12	0	8	0	97	12	3	8	2	24	6	16	4
48	6	1	4	1	12	2	8	2	98	12	4	8	3	24	8	16	6
49	6	3	4	2	12	6	8	4	99	12	6	8	4	25	0	16	8
50	6	4	4	3	12	8	8	6	100	12	7	8	5	25	2	16	10
51	6	6	4	4	13	0	8	8	101	12	9	8	6	25	6	17	0
52	6	7	4	5	13	2	8	10	102	12	10	8	7	25	8	17	2
53	6	9	4	6	13	6	9	0	103	13	0	8	8	26	0	17	4
54	6	10	4	7	13	8	9	2	104	13	1	8	9	26	2	17	6
55	7	0	4	8	14	0	9	4	105	13	3	8	10	26	6	17	8
56	7	1	4	9	14	2	9	6	106	13	4	8	11	26	8	17	10
57	7	3	4	10	14	6	9	8	107	13	6	9	0	27	0	18	0
58	7	4	4	11	14	8	9	10	108	13	7	9	1	27	2	18	2
59	7	6	5	0	15	0	10	0	109	13	9	9	2	27	6	18	4
60	7	7	5	1	15	2	10	2	110	13	10	9	3	27	8	18	6
61	7	9	5	2	15	6	10	4	111	14	0	9	4	28	0	18	8
62	7	10	5	3	15	8	10	6	112	14	1	9	5	28	2	18	10
63	8	0	5	4	16	0	10	8	113	14	3	9	6	28	6	19	0
64	8	1	5	5	16	2	10	10	114	14	4	9	7	28	8	19	2
65	8	3	5	6	16	6	11	0	115	14	6	9	8	29	0	19	4
66	8	4	5	7	16	8	11	2	116	14	7	9	9	29	2	19	6
67	8	6	5	8	17	0	11	4	117	14	9	9	10	29	6	19	8
68	8	7	5	9	17	2	11	6	118	14	10	9	11	29	8	19	10
69	8	9	5	10	17	6	11	8	119	15	0	10	0	30	0	20	0
70	8	10	5	11	17	8	11	10	120	15	1	10	1	30	2	20	2
71	9	0	6	0	18	0	12	0	121	15	3	10	2	30	6	20	4
72	9	1	6	1	18	2	12	2	122	15	4	10	3	30	8	20	6
73	9	3	6	2	18	6	12	4	123	15	6	10	4	31	0	20	8
74	9	4	6	3	18	8	12	6	124	15	7	10	5	31	2	20	10
75	9	6	6	4	19	0	12	8	125	15	9	10	6	31	6	21	0
76	9	7	6	5	19	2	12	10	126	15	10	10	7	31	8	21	2
77	9	9	6	6	19	6	13	0	127	16	0	10	8	32	0	21	4
78	9	10	6	7	19	8	13	2	128	16	1	10	9	32	2	21	6
79	10	0	6	8	20	0	13	4	129	16	3	10	10	32	6	21	8
80	10	1	6	9	20	2	13	6	130	16	4	10	11	32	8	21	10
81	10	3	6	10	20	6	13	8	131	16	6	11	0	33	0	22	0
82	10	4	6	11	20	8	13	10	132	16	7	11	1	33	2	22	2
83	10	6	7	0	21	0	14	0	133	16	9	11	2	33	6	22	4
84	10	7	7	1	21	2	14	2	134	16	10	11	3	33	8	22	6
85	10	9	7	2	21	6	14	4	135	17	0	11	4	34	0	22	8
86	10	10	7	3	21	8	14	6	136	17	1	11	5	34	2	22	10
87	11	0	7	4	22	0	14	8	137	17	3	11	6	34	6	23	0
88	11	1	7	5	22	2	14	10	138	17	4	11	7	34	8	23	2
89	11	3	7	6	22	6	15	0	139	17	6	11	8	35	0	23	4
90	11	4	7	7	22	8	15	2	140	17	7	11	9	35	2	23	6

PASSENGERS.

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.												
No. of Miles.	Fares.				No. of Miles.	Fares.											
	Single.		Return.			Single.		Return.									
	First.	Second.	First.	Second.		First.	Second.	First.	Second.								
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.							
141	17	9	11	10	35	6	23	8	191	24	0	16	0	48	0	32	0
142	17	10	11	11	35	8	23	10	192	24	1	16	1	48	2	32	2
143	18	0	12	0	36	0	24	0	193	24	3	16	2	48	6	32	4
144	18	1	12	1	36	2	24	2	194	24	4	16	3	48	8	32	6
145	18	3	12	2	36	6	24	4	195	24	6	16	4	49	0	32	8
146	18	4	12	3	36	8	24	6	196	24	7	16	5	49	2	32	10
147	18	6	12	4	37	0	24	8	197	24	9	16	6	49	6	33	0
148	18	7	12	5	37	2	24	10	198	24	10	16	7	49	8	33	2
149	18	9	12	6	37	6	25	0	199	25	0	16	8	50	0	33	4
150	18	10	12	7	37	8	25	2	200	25	1	16	9	50	2	33	6
151	19	0	12	8	38	0	25	4	201	25	3	16	10	50	6	33	8
152	19	1	12	9	38	2	25	6	202	25	4	16	11	50	8	33	10
153	19	3	12	10	38	6	25	8	203	25	6	17	0	51	0	34	0
154	19	4	12	11	38	8	25	10	204	25	7	17	1	51	2	34	2
155	19	6	13	0	39	0	26	0	205	25	9	17	2	51	6	34	4
156	19	7	13	1	39	2	26	2	206	25	10	17	3	51	8	34	6
157	19	9	13	2	39	6	26	4	207	26	0	17	4	52	0	34	8
158	19	10	13	3	39	8	26	6	208	26	1	17	5	52	2	34	10
159	20	0	13	4	40	0	26	8	209	26	3	17	6	52	6	35	0
160	20	1	13	5	40	2	26	10	210	26	4	17	7	52	8	35	2
161	20	3	13	6	40	6	27	0	211	26	6	17	8	53	0	35	4
162	20	4	13	7	40	8	27	2	212	26	7	17	9	53	2	35	6
163	20	6	13	8	41	0	27	4	213	26	9	17	10	53	6	35	8
164	20	7	13	9	41	2	27	6	214	26	10	17	11	53	8	35	10
165	20	9	13	10	41	6	27	8	215	27	0	18	0	54	0	36	0
166	20	10	13	11	41	8	27	10	216	27	1	18	1	54	2	36	2
167	21	0	14	0	42	0	28	0	217	27	3	18	2	54	6	36	4
168	21	1	14	1	42	2	28	2	218	27	4	18	3	54	8	36	6
169	21	3	14	2	42	6	28	4	219	27	6	18	4	55	0	36	8
170	21	4	14	3	42	8	28	6	220	27	7	18	5	55	2	36	10
171	21	6	14	4	43	0	28	8	221	27	9	18	6	55	6	37	0
172	21	7	14	5	43	2	28	10	222	27	10	18	7	55	8	37	2
173	21	9	14	6	43	6	29	0	223	28	0	18	8	56	0	37	4
174	21	10	14	7	43	8	29	2	224	28	1	18	9	56	2	37	6
175	22	0	14	8	44	0	29	4	225	28	3	18	10	56	6	37	8
176	22	1	14	9	44	2	29	6	226	28	4	18	11	56	8	37	10
177	22	3	14	10	44	6	29	8	227	28	6	19	0	57	0	38	0
178	22	4	14	11	44	8	29	10	228	28	7	19	1	57	2	38	2
179	22	6	15	0	45	0	30	0	229	28	9	19	2	57	6	38	4
180	22	7	15	1	45	2	30	2	230	28	10	19	3	57	8	38	6
181	22	9	15	2	45	6	30	4	231	29	0	19	4	58	0	38	8
182	22	10	15	3	45	8	30	6	232	29	1	19	5	58	2	38	10
183	23	0	15	4	46	0	30	8	233	29	3	19	6	58	6	39	0
184	23	1	15	5	46	2	30	10	234	29	4	19	7	58	8	39	2
185	23	3	15	6	46	6	31	0	235	29	6	19	8	59	0	39	4
186	23	4	15	7	46	8	31	2	236	29	7	19	9	59	2	39	6
187	23	6	15	8	47	0	31	4	237	29	9	19	10	59	6	39	8
188	23	7	15	9	47	2	31	6	238	29	10	19	11	59	8	39	10
189	23	9	15	10	47	6	31	8	239	30	0	20	0	60	0	40	0
190	23	10	15	11	47	8	31	10	240	30	1	20	1	60	2	40	2

PASSENGERS.

SCHEDULE OF FARES—continued.						SCHEDULE OF FARES—continued.											
No. of Miles.	Fares.				No. of Miles.	Fares.											
	Single.		Return.			Single.		Return.									
	First.	Second.	First.	Second.		First.	Second.	First.	Second.								
	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.						
241	30	3	20	2	60	6	40	4	281	35	3	23	6	70	6	47	0
242	30	4	20	3	60	8	40	6	282	35	4	23	7	70	8	47	2
243	30	6	20	4	61	0	40	8	283	35	6	23	8	71	0	47	4
244	30	7	20	5	61	2	40	10	284	35	7	23	9	71	2	47	6
245	30	9	20	6	61	6	41	0	285	35	9	23	10	71	6	47	8
246	30	10	20	7	61	8	41	2	286	35	10	23	11	71	8	47	10
247	31	0	20	8	62	0	41	4	287	36	0	24	0	72	0	48	0
248	31	1	20	9	62	2	41	6	288	36	1	24	1	72	2	48	2
249	31	3	20	10	62	6	41	8	289	36	3	24	2	72	6	48	4
250	31	4	20	11	62	8	41	10	290	36	4	24	3	72	8	48	6
251	31	6	21	0	63	0	42	0	291	36	6	24	4	73	0	48	8
252	31	7	21	1	63	2	42	2	292	36	7	24	5	73	2	48	10
253	31	9	21	2	63	6	42	4	293	36	9	24	6	73	6	49	0
254	31	10	21	3	63	8	42	6	294	36	10	24	7	73	8	49	2
255	32	0	21	4	64	0	42	8	295	37	0	24	8	74	0	49	4
256	32	1	21	5	64	2	42	10	296	37	1	24	9	74	2	49	6
257	32	3	21	6	64	6	43	0	297	37	3	24	10	74	6	49	8
258	32	4	21	7	64	8	43	2	298	37	4	24	11	74	8	49	10
259	32	6	21	8	65	0	43	4	299	37	6	25	0	75	0	50	0
260	32	7	21	9	65	2	43	6	300	37	7	25	1	75	2	50	2
261	32	9	21	10	65	6	43	8	310	38	10	25	11	77	8	51	10
262	32	10	21	11	65	8	43	10	320	40	1	26	9	80	2	53	6
263	33	0	22	0	66	0	44	0	330	41	4	27	7	82	8	55	2
264	33	1	22	1	66	2	44	2	340	42	7	28	5	85	2	56	10
265	33	3	22	2	66	6	44	4	350	43	10	29	3	87	8	58	6
266	33	4	22	3	66	8	44	6	360	45	1	30	1	90	2	60	2
267	33	6	22	4	67	0	44	8	370	46	4	30	11	92	8	61	10
268	33	7	22	5	67	2	44	10	380	47	7	31	9	95	2	63	6
269	33	9	22	6	67	6	45	0	390	48	10	32	7	97	8	65	2
270	33	10	22	7	67	8	45	2	400	50	1	33	5	100	2	66	10
271	34	0	22	8	68	0	45	4	410	51	4	34	3	102	8	68	6
272	34	1	22	9	68	2	45	6	420	52	7	35	1	105	2	70	2
273	34	3	22	10	68	6	45	8	430	53	10	35	11	107	8	71	10
274	34	4	22	11	68	8	45	10	440	55	1	36	9	110	2	73	6
275	34	6	23	0	69	0	46	0	450	56	4	37	7	112	8	75	2
276	34	7	23	1	69	2	46	2	460	57	7	38	5	115	2	76	10
277	34	9	23	2	69	6	46	4	470	58	10	39	3	117	8	78	6
278	34	10	23	3	69	8	46	6	480	60	1	40	1	120	2	80	2
279	35	0	23	4	70	0	46	8	490	61	4	40	11	122	8	81	10
280	35	1	23	5	70	2	46	10	500	62	7	41	9	125	2	83	6
For each additional ten miles or fraction thereof beyond 500 miles						...	1	3	0	10	2	6	1	8			

PASSENGERS.

Cancel—

Regulation 41, Tourist Excursion Tickets.

*Insert—***Tourist Excursion Tickets.**

41. Tourist Excursion Tickets (first class) will be issued at the following rates :—
- | | |
|--|----|
| (a.) Available over lines of both Islands for seven weeks from | £ |
| date of issue | 10 |
| (b.) Available over North Island lines for four weeks from | |
| date of issue | 6 |
| (c.) Available over Middle Island lines for four weeks from | |
| date of issue | 6 |

These tickets are not transferable. They are available over Government lines only, and are obtainable as follows: (a) and (b) at Auckland, Onehunga, Rotorua, Thames, Hamilton, Frankton Junction, Napier, Hastings, Woodville, Masterton, Palmerston North, Wanganui, Hawera, New Plymouth, Wellington (Thorndon), Wellington (Lambton), and Te Aro; (a) and (c) at Nelson, Greymouth, Lyttelton, Christchurch, Ashburton, Timaru, Oamaru, Palmerston, Port Chalmers, Dunedin, Mosgiel, Alexandra, Clyde, Milton, Lawrence, Clinton, Invercargill, and Bluff Railway-stations.

Tourist excursion tickets (a) and (c) series will be available for travel over Lake Wakatipu.

Tourist excursion tickets may be extended for any period not exceeding four weeks on payment of an extension fee of £1 10s. per week or portion of a week. Persons desiring an extension of time must apply to the Stationmaster at any of the above-mentioned stations before the expiration of the original ticket, and deliver up the original ticket, together with the proper extension fee; the extension ticket will then be issued.

LOCAL FARES AND REGULATIONS.

AUCKLAND SECTION.

Cancel—

Fares: Hot Lakes District, round trips.

*Insert—***Hot Lakes District.**

The maximum return fare from or to Auckland, Newmarket, Remuera, Ellerslie, Penrose, and Onehunga, to or from Tirohia-Thames and intermediate stations, will be 30s. first class, 20s. second class.

ROUND TRIPS.

Round-trip Tickets, available for three months from date of issue, will be issued as under :—

1. From Auckland to Thames by rail, Thames to Auckland by steamer (or *vice versa*).

Fares: 24s. first class, 18s. second class.

2. From Auckland to Rotorua, and thence to Thames, by rail, Thames to Auckland by steamer (or *vice versa*).

First class, 37s. 6d.; second class, 27s. 6d.

3. From Auckland to Hangatiki, thence to Rotorua and Thames, by rail, Thames to Auckland by steamer (or *vice versa*).

First class, 50s.; second class, 35s.

Holders of above excursion tickets to Thames, Rotorua, and Hangatiki may break the journey at any station at which the train is timed to stop after travelling ten miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

HURUNUI-BLUFF SECTION.

Cancel—

Fares: Hanmer Plains Hot Springs, through booking by rail and steamer to Queenstown, cold lakes and Glacial District of Otago, round trips through Central Otago.

PASSENGERS.

Insert—

Hanmer Plains Hot Springs.

Return excursion tickets for the through journey by rail and motor to Hanmer Plains will be issued from Invercargill, Dunedin, Oamaru, Timaru, Christchurch, Papanui, and Kaiapoi daily throughout the year, available for return for three months from date of issue.

Return through fare by rail and motor, first class :—	£	s.	d.
From Christchurch and Papanui	1	6	0
" Kaiapoi	1	4	0
" Timaru	2	7	6
" Oamaru	2	17	6
" Dunedin	3	10	0
" Invercargill	5	0	0

The journey may be broken at any station at which the train is timed to stop after travelling ten miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

The following fares will be charged for conveyance of passengers by motor between the places named:—

From and to	To and from	Single.	Return.
		s. d.	s. d.
Culverden	Leslie Hills or Montrose	2 0	4 0
"	Waiau Ferry	4 0	8 0
"	Hanmer	6 0	12 0
Hanmer	Waiau Ferry	2 6	5 0
"	Leslie Hills or Montrose	4 0	8 0
Waiau Ferry	Leslie Hills or Montrose	3 0	6 0

Through Booking by Rail and Steamer to Queenstown.

From	Via Waimea.				Via Invercargill.										
	Single.		Return.		Single.		Return.								
	First.	Second.	First.	Second.	First.	Second.	First.	Second.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Lyttelton	2 15	4 1	16	9 5	10 8	3 13	6 3	2 10	2 1	9 6	5 8	4 3	6		
Christchurch ..	2 15	4 1	16	9 5	10 8	3 13	6 3	1 7	2 0	11 6	3 2	4 1	10		
Ashburton	2 9	1 11	12	7 4	18 2	3 5	2 2	15 4	1 16	9 5	10 8	3 13	6		
Timaru	2 2	10 1	8	5 4	5 8	2 16	10 2	9 1	1 12	7 4	18 2	3 5	2		
Oamaru	1 15	7 1	3	7 3	11 2	2 7	2 2	2 10	1 8	5 4	5 8	2 16	10		
Port Chalmers ..	1 6	10 0	17	9 2	13 8	1 15	6 1	13 6	1 2	2 3	7 0	2 4	4		
Dunedin	1 5	10 0	17	1 2	11 8	1 14	2 1	12 4	1 1	5 3	4 8	2 2	10		
Balclutha	0 19	4 0	12	9 1	18 8	1 5	6 1	5 10	0 17	1 2	11 8	1 14	2		
Gore	0 13	6 0	8	10 1	7 0	0 17	8 1	0 0	13 2	2 0	0 1	6 4			
Invercargill ..	0 18	4 0	12	1 1	16 8	1 4	2 0	15 0	0 9	10 1	10 0	19 8			
Bluff	1 0	6 0	13	6 2	1 0	1 7	0 0	17 1	0 11	3 1	14 2	1 2	6		

First-class tickets include saloon steamer passage, second-class tickets include steerage steamer passage, on Lake Wakatipu.

Single tickets are available for one month from date of issue.

Return tickets available for three months.

Cold Lakes and the Glacial District of Otago.

Return excursion tickets, available for three months from date of issue, will be issued between 1st November and 31st March, as under:—

To Kingston, Lake Wakatipu (including saloon steamer-passage, Kingston to Queenstown and back):—

PASSENGERS.

From	First Class.	Second Class.
	£ s. d.	£ s. d.
Christchurch (<i>via</i> Waimea line)	4 12 0	3 7 6
Christchurch (<i>via</i> Waimea line or Invercargill)	5 7 6	3 15 0
Dunedin (<i>via</i> Waimea line only)	2 5 0	1 13 6
Dunedin (<i>via</i> Waimea line or Invercargill)	2 12 6	2 0 0
Invercargill (<i>via</i> Kingston line only)	1 6 6	1 0 0
Invercargill (<i>via</i> either Kingston, or Gore and Waimea line)	1 12 6	1 3 6

To Pembroke, Lake Wanaka (including saloon steamer-passage, Kingston to Queenstown and back, and coach, Queenstown to Pembroke and back):—

From Dunedin (*via* Waimea line only), 67s. 6d. (first class).

The journey may be broken at any station at which the train is timed to stop after travelling twenty-five miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

Round-trip Tours through Central Otago.

Round-trip tickets, available for three months from date of issue, will be issued between 1st November and 31st March, as under:—

No.	Route.	First-class Fare.*
1.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Wanaka and Lawrence; or <i>vice versa</i>	£ s. d. 4 5 0
2.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Lawrence; or <i>vice versa</i>	3 10 0
3.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Wanaka and Clyde; or <i>vice versa</i>	4 1 6
4.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Clyde; or <i>vice versa</i>	3 1 6

* Including steamer and coach fares.

These tickets are available *via* Waimea line only.

The journey may be broken at any station at which the train is timed to stop after travelling twenty-five miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

Insert—

Tickets for intermediate stations between Wellington (Thorndon) and Palmerston North are not available for travel by the north- or south-bound Main Trunk express trains. Passengers found on these trains with tickets for intermediate stations between Wellington (Thorndon) and Palmerston North shall pay the full ordinary rates for eighty-seven miles.

AUCKLAND-WELLINGTON-NAPIER-NEW PLYMOUTH AND HURUNUI BLUFF SECTIONS.

Cancel—

Where a combination of the suburban and ordinary fares gives a cheaper fare for the through journey than the fare computed at ordinary rates on the continuous mileage, the combined rate is to be charged between stations to which the suburban rates apply and other stations outside the suburban area.

As witness my hand, this twenty-second day of December, one thousand nine hundred and nine.

J. A. MILLAR,
Minister of Railways.

Alterations to the Scale of Fares, Rates, and Charges in Force upon the New Zealand Government Railways.

IN pursuance of all powers and authorities enabling me under "The Government Railways Act, 1908," I, John Andrew Millar, Minister of Railways, do hereby make the following alterations in the scale of fares, rates, and charges in force on the New Zealand Government railways open for traffic, such alteration to come into force on and after the 9th day of January, 1910:—

PART I.—PASSENGERS.

SECTIONAL FARES FOR MESSRS. T. COOK AND SON'S TOURS.

All ordinary sectional fares for Messrs. T. Cook and Son's tours published prior to this date are hereby revoked, and the following substituted, viz.:—

SCHEDULE A.

From	To	Route.	SINGLE FARES.		RETURN FARES.	
			First.	Second.	First.	Second.
Aramoho	Wellington	Via Wairarapa	s. d.	s. d.	s. d.	s. d.
	"	Via Longburn	24 3	16 2	48 6	32 4
	Napier	"	18 6	12 4	37 0	24 8
Auckland	Palmerston North	"	21 7	14 5	43 2	28 10
	Woodville	"	7 7	5 1	15 2	10 2
	Cambridge	"	9 10	6 7	19 8	13 2
	Frankton	"	12 9	8 6	25 6	17 0
	Hangatiki	"	10 9	7 2	21 6	14 4
	Helensville	"	15 1	10 1	30 2	20 2
	Napier	Via Main Trunk Line	4 10	3 3	9 8	6 6
	Palmerston North	"	57 7	38 5	115 2	76 10
	Wanganui	"	42 7	28 5	85 2	56 10
	New Plymouth	"	43 10	29 3	87 8	58 6
	Waiouru	"	56 4	37 7	112 8	75 2
	Ngaruawahia	"	30 4	20 3	60 8	40 6
	Morrinsville	"	9 4	6 3	18 8	12 6
	Okoroire	"	13 0	8 8	26 0	17 4
	Paeroa	"	16 6	11 0	33 0	22 0
	Rotorua	"	16 1	10 9	30 0	20 0
	Swanson	"	21 6	14 4	43 0	28 8
Taumarunui	"	2 0	1 2	2 6	1 6	
Te Aroha	"	22 0	14 8	44 0	29 4	
Thames	"	14 6	9 8	29 0	19 4	
Wellington	Via Main Trunk Line and Longburn	18 7	12 5	30 0	20 0	
Blenheim	Pictou	"	53 10	35 11	107 8	71 10
Bluff	Dunedin	"	2 4	1 7	4 8	3 2
Broken River	Kingston	Via Waimea	19 7	13 1	39 2	26 2
	"	Via Winton	16 6	11 0	33 0	22 0
	Lumsden	"	13 1	8 9	26 2	17 6
	"	Via Waimea	8 4	5 7	16 8	11 2
	Christchurch	"	11 10	7 11	23 8	15 10
Cambridge	Auckland	"	7 1	4 9	14 2	9 6
Christchurch	Broken River	"	12 9	8 6	25 6	17 0
	Culverden	"	7 1	4 9	14 2	9 6
	Domett	"	8 9	5 10	17 6	11 8
	Dunedin	"	9 1	6 1	18 2	12 2
	Fairlie	Via Timaru	28 10	19 3	57 8	38 6
	Little River	"	17 4	11 7	34 8	23 2
	Timaru	"	4 7	3 1	9 2	6 2
	Invercargill	"	12 7	8 5	25 2	16 10
	Clyde	"	46 4	30 11	92 8	61 10
	Culverden	"	18 0	12 0	36 0	24 0
Domett	Christchurch	By motor	8 9	5 10	17 6	11 8
	Dunedin	"	4 0	..	8 0	..
	Bluff	"	6 0	..	12 0	..
	Christchurch	"	9 1	6 1	18 2	12 2
	Dunedin	"	6 4	4 3	12 8	8 6
	Bluff	"	19 7	13 1	39 2	26 2
	Christchurch	"	28 10	19 3	57 8	38 6
	Clyde	"	18 0	12 0	36 0	24 0
	Dunedin	"	6 4	4 3	12 8	8 6
	Fairlie	"	21 3	14 2	42 6	28 4
	Invercargill	"	17 6	11 8	35 0	23 4
	Kingston	Via Waimea	21 10	14 7	43 8	29 2
	Kurow	"	15 1	10 1	30 2	20 2
	Lawrence	"	7 7	5 1	15 2	10 2
	Fairlie	Lyttelton	"	29 7	19 9	59 2	39 6
Lumsden		Via Waimea	17 1	11 5	34 2	22 10
Oamaru		"	9 10	6 7	19 8	13 2
Timaru		"	16 6	11 0	33 0	22 0
Christchurch		Via Timaru	17 4	11 7	34 8	23 2
Dunedin		"	21 3	14 2	42 6	28 4
Lyttelton		Via Timaru	18 3	12 2	36 6	24 4
Featherston	Timaru	"	5 0	3 4	10 0	6 8
	Wellington	"	5 9	3 10	11 6	7 8
	Auckland	"	10 9	7 2	21 6	14 4
	Hangatiki	"	4 7	3 1	9 2	6 2
	Rotorua	"	11 0	7 4	22 0	14 8
	Taumarunui	"	11 4	7 7	22 8	15 2
	Thames	"	8 0	5 4	16 0	10 8
Frankton	Ngaruawahia	"	1 6	1 0	3 0	2 0
	Hokitika	"	3 1	2 1	6 2	4 2
	Kumara	"	1 6	1 0	3 0	2 0
	Otira	"	6 6	4 4	13 0	8 8
	Reefton	"	6 0	4 0	12 0	8 0

SCHEDULE A—continued.

From	To	Route.	SINGLE FARES.		RETURN FARES.	
			First.	Second.	First.	Second.
			s. d.	s. d.	s. d.	s. d.
Hanmer	Culverden	By motor	6 0	..	12 0	..
Hangatiki	Auckland	..	15 1	10 1	30 2	20 2
	Frankton	..	4 7	3 1	9 2	6 2
	Okoroire	..	10 4	6 11	20 8	13 10
	Te Aroha	..	8 4	5 7	16 8	11 2
Hawera..	Napier..	..	28 7	19 1	57 2	38 2
	New Plymouth..	..	6 1	4 1	12 2	8 2
	Palmerston North	..	14 7	9 9	29 2	19 6
	Wanganui	..	7 6	5 0	15 0	10 0
	Wellington	Via Longburn..	25 6	17 0	51 0	34 0
		Via Wairarapa	31 1	20 9	62 2	41 6
Helensville	Auckland	..	4 10	3 3	9 8	6 6
Hokitika	Greymouth	..	3 1	2 1	6 2	4 2
	Kumara	..	1 10	1 3	3 8	2 6
Invercargill	Dunedin	..	17 6	11 8	35 0	23 4
	Kingston	Via Waimea	14 4	9 7	28 8	19 2
		Via Winton	11 0	7 4	22 0	14 8
	Lumsden	..	6 4	4 3	12 8	8 6
		Via Waimea	9 9	6 6	19 6	13 0
	Christchurch	..	46 4	30 11	92 8	61 10
	Lyttelton	..	47 7	31 9	95 2	63 6
Kingston	Bluff	Via Winton	13 1	8 9	26 2	17 6
		Via Waimea	16 6	11 0	33 0	22 0
	Dunedin	..	21 10	14 7	43 8	29 2
	Invercargill	..	14 4	9 7	28 8	19 2
		Via Winton	11 0	7 4	22 0	14 8
	Lumsden	..	4 10	3 3	9 8	6 6
Kohatu ..	Nelson ..	..	4 0	2 8	8 0	5 4
Kumara	Greymouth	..	1 6	1 0	3 0	2 0
	Hokitika	..	1 10	1 3	3 8	2 6
Kurow ..	Dunedin	..	15 1	10 1	30 2	20 2
Lawrence	..	..	7 7	5 1	15 2	10 2
Little River	Christchurch	..	4 7	3 1	9 2	6 2
Lumsden	Bluff	Via Winton	8 4	5 7	16 8	11 2
		Via Waimea	11 10	7 11	23 8	15 10
	Dunedin	..	17 1	11 5	34 2	22 10
	Invercargill	Via Winton	6 4	4 3	12 8	8 6
		Via Waimea	9 9	6 6	19 6	13 0
	Kingston	..	4 10	3 3	9 8	6 6
	Mossburn	..	1 7	1 1	3 2	2 2
Lyttelton	Dunedin	..	29 7	19 9	59 2	39 6
	Fairlie ..	Via Timaru	18 3	12 2	36 6	24 4
	Timaru	..	13 4	8 11	26 8	17 10
	Invercargill	..	47 7	31 9	95 2	63 6
Masterton	Wellington	..	8 4	5 7	16 8	11 2
Morrinsville	Auckland	..	13 0	8 8	26 0	17 4
	Okoroire	..	3 9	2 6	7 6	5 0
	Paeroa..	..	3 4	2 3	6 8	4 6
	Rotorua	..	8 9	5 10	17 6	11 8
	Te Aroha	..	1 9	1 2	3 6	2 4
	Thames	..	5 9	3 10	11 6	7 8
Mossburn	Lumsden	..	1 7	1 1	3 2	2 2
Napier ..	Auckland	Via Main Trunk Line	57 7	38 5	115 2	76 10
	Rotorua	..	57 7	38 5	115 2	76 10
	Aramoho	..	21 7	14 5	43 2	28 10
	Hawera	..	28 7	19 1	57 2	38 2
	New Plymouth..	..	34 7	23 1	69 2	46 2
	Palmerston North	..	14 1	9 5	28 2	18 10
	Waiouru	..	26 4	17 7	52 8	35 2
	Wanganui	..	22 0	14 8	44 0	29 4
	Wellington	Via Longburn..	25 0	16 8	50 0	33 4
		Via Wairarapa	26 4	17 7	52 8	35 2
	Woodville	..	12 0	8 0	24 0	16 0
Nelson ..	Kohatu	..	4 0	2 8	8 0	5 4
New Plymouth	Hawera	..	6 1	4 1	12 2	8 2
	Auckland	Via Main Trunk Line	56 4	37 7	112 8	75 2
	Napier	..	34 7	23 1	69 2	46 2
	Palmerston North	..	20 7	13 9	41 2	27 6
	Rotorua	Via Main Trunk Line	56 4	37 7	112 8	75 2
	Waiouru	..	25 7	17 1	51 2	34 2
	Wanganui	..	13 6	9 0	27 0	18 0
	Wellington	Via Longburn..	31 6	21 0	63 0	42 0
		Via Wairarapa	37 1	24 9	74 2	49 6
	Woodville	..	22 9	15 2	45 6	30 4
Ngaruawahia	Auckland	..	9 4	6 3	18 8	12 6
	Frankton	..	1 6	1 0	3 0	2 0
Oamaru	Dunedin	..	9 10	6 7	19 8	13 2
	Timaru	..	6 9	4 6	13 6	9 0
Ohakune	Waiouru	..	2 3	1 6	4 6	3 0
Okoroire	Auckland	..	16 6	11 0	33 0	22 0
	Hangatiki	..	10 4	6 11	20 8	13 10
	Morrinsville	..	3 9	2 6	7 6	5 0
	Paeroa ..	..	6 10	4 7	13 8	9 2
	Rotorua	..	5 1	3 5	10 2	6 10
	Te Aroha	..	5 4	3 7	10 8	7 2
	Thames	..	9 4	6 3	18 8	12 6

SCHEDULE A—continued.

From	To	Route.	SINGLE FARES.		RETURN FARES.	
			First.	Second.	First.	Second.
			s. d.	s. d.	s. d.	s. d.
Onehunga ..	Rotorua ..	..	21 1	14 1	42 2	28 2
Otira ..	Greymouth ..	..	6 6	4 4	13 0	8 8
Paeroa ..	Reefton ..	..	10 3	6 10	20 6	13 8
	Auckland ..	..	16 1	10 9	30 0	20 0
	Morrinsville ..	..	3 4	2 3	6 8	4 6
	Okoroire ..	..	6 10	4 7	13 8	9 2
	Rotorua ..	..	11 10	7 11	23 8	15 10
Palmerston North	Thames ..	..	2 7	1 9	5 2	3 6
	Waihi ..	..	1 9	1 2	3 6	2 4
	Aramoho ..	..	7 7	5 1	15 2	10 2
	Auckland ..	Viā Main Trunk Line ..	42 7	28 5	85 2	56 10
	Rotorua ..	..	43 10	29 3	87 8	58 6
	Hawera ..	..	14 7	9 9	29 2	19 6
	Napier ..	..	14 1	9 5	28 2	18 10
	New Plymouth ..	..	20 7	13 9	41 2	27 6
	Waiouru ..	Viā Main Trunk Line ..	12 4	8 3	24 8	16 6
	Wanganui ..	..	8 0	5 4	16 0	10 8
Picton ..	Wellington ..	Viā Longburn ..	11 0	7 4	22 0	14 8
	"	Viā Wairarapa ..	16 9	11 2	33 6	22 4
	Woodville ..	..	2 4	1 7	4 8	3 2
	Blenheim ..	..	2 4	1 7	4 8	3 2
	Seddon ..	..	4 4	2 11	8 8	5 10
Reefton ..	Greymouth ..	..	6 0	4 0	12 0	8 0
	Otira ..	..	10 3	6 10	20 6	13 8
Rotorua ..	Auckland ..	..	21 6	14 4	43 0	28 8
	Frankton ..	..	11 0	7 4	22 0	14 8
	Morrinsville ..	..	8 9	5 10	17 6	11 8
	Okoroire ..	..	5 1	3 5	10 2	6 10
	Onehunga ..	..	21 1	14 1	42 2	28 2
	Paeroa ..	..	11 10	7 11	23 8	15 10
	Taumarunui ..	..	22 1	14 9	44 2	29 6
	Te Aroha ..	..	10 3	6 10	20 6	13 8
	Thames ..	..	14 4	9 7	28 8	19 2
	Napier ..	Viā Main Trunk Line ..	57 7	38 5	115 2	76 10
	Palmerston North ..	" ..	43 10	29 3	87 8	58 6
	Wanganui ..	" ..	43 10	29 3	87 8	58 6
	New Plymouth ..	" ..	56 4	37 7	112 8	75 2
	Waiouru ..	" ..	30 6	20 4	61 0	40 8
	Wellington ..	" ..	53 10	35 11	107 8	71 10
Seddon ..	Picton ..	..	4 4	2 11	8 8	5 10
Swanson ..	Auckland ..	..	2 0	1 2	2 6	1 6
Taumarunui ..	Auckland ..	..	22 0	14 8	44 0	29 4
	Frankton ..	..	11 4	7 7	22 8	15 2
	Rotorua ..	..	22 1	14 9	44 2	29 6
	Waiouru ..	Viā Main Trunk Line ..	8 6	5 8	17 0	11 4
	Wellington ..	" ..	31 7	21 1	63 2	42 2
Te Aroha ..	(Thorndon)	..				
	Auckland ..	..	14 6	9 8	29 0	19 4
	Hangatiki ..	..	8 4	5 7	16 8	11 2
	Morrinsville ..	..	1 9	1 2	3 6	2 4
	Okoroire ..	..	5 4	3 7	10 8	7 2
Thames ..	Rotorua ..	..	10 3	6 10	20 6	13 8
	Thames ..	..	4 3	2 10	8 6	5 8
	Auckland ..	..	18 7	12 5	30 0	20 0
	Paeroa ..	..	2 7	1 9	5 2	3 6
	Te Aroha ..	..	4 3	2 10	8 6	5 8
Timaru ..	Frankton ..	..	8 0	5 4	16 0	10 8
	Morrinsville ..	..	5 9	3 10	11 6	7 8
	Okoroire ..	..	9 4	6 3	18 8	12 6
	Rotorua ..	..	14 4	9 7	28 8	19 2
	Christchurch ..	..	12 7	8 5	25 2	16 10
Waiou Ferry ..	Dunedin ..	..	16 6	11 0	33 0	22 0
	Fairlie ..	..	5 0	3 4	10 0	6 8
	Lyttelton ..	..	13 4	8 11	26 8	17 10
	Oamaru ..	..	6 9	4 6	13 6	9 0
	Culverden ..	By motor ..	4 0	..	8 0	..
Waihi ..	Paeroa ..	..	1 9	1 2	3 6	2 4
	Auckland ..	Viā Main Trunk Line ..	30 4	20 3	60 8	40 6
	Napier ..	" ..	26 4	17 7	52 8	35 2
	Palmerston North ..	" ..	12 4	8 3	24 8	16 6
	Wanganui ..	" ..	13 0	8 8	26 0	17 4
	New Plymouth ..	" ..	25 7	17 1	51 2	34 2
	Ohakune ..	" ..	2 3	1 6	4 6	3 0
	Rotorua ..	" ..	30 6	20 4	61 0	40 8
	Taumarunui ..	" ..	8 6	5 8	17 0	11 4
	Wellington ..	" ..	23 3	15 6	46 6	31 0
Wanganui ..	(Thorndon)	..				
	Auckland ..	..	43 10	29 3	87 8	58 6
	Hawera ..	..	7 6	5 0	15 0	10 0
	Napier ..	..	22 0	14 8	44 0	29 4
	New Plymouth ..	..	13 6	9 0	27 0	18 0
Palmerston North ..	..	8 0	5 4	16 0	10 8	

SCHEDULE A—continued.

From	To	Route.	SINGLE FARES.		RETURN FARES.	
			First.	Second.	First.	Second.
Wanganui	Rotorua	Via Main Trunk Line	s. d. 43 10	s. d. 29 3	s. d. 87 8	s. d. 58 6
	Waiouru	"	13 0	8 8	26 0	17 4
	Wellington	Via Longburn	18 10	12 7	37 8	25 2
Wellington		Via Wairarapa	24 7	16 5	49 2	32 10
	Woodville	"	10 3	6 10	20 6	13 8
	Auckland	Via Main Trunk Line and Longburn	53 10	35 11	107 8	71 10
	Aramoho	Via Longburn	18 6	12 4	37 0	24 8
		Via Wairarapa	24 3	16 2	48 6	32 4
	Featherston	"	5 9	3 10	11 6	7 8
	Hawera	Via Longburn	25 6	17 0	51 0	34 0
		Via Wairarapa	31 1	20 9	62 2	41 6
	Masterton	"	8 4	5 7	16 8	11 2
	Napier	Via Longburn	25 0	16 8	50 0	33 4
		Via Wairarapa	26 4	17 7	52 8	35 2
	New Plymouth	Via Longburn	31 6	21 0	63 0	42 0
		Via Wairarapa	37 1	24 9	74 2	49 6
	Palmerston North	Via Longburn	11 0	7 4	22 0	14 8
		Via Wairarapa	16 9	11 2	33 6	22 4
Wanganui	Via Longburn	18 10	12 7	37 8	25 2	
	Via Wairarapa	24 7	16 5	49 2	32 10	
Wellington	Via Longburn and Wairarapa, or vice versa	27 7	18 5	55 2	36 10	
Woodville	Via Longburn	13 3	8 10	26 6	17 8	
	Via Wairarapa	14 6	9 8	29 0	19 4	
Wellington (Thorndon)	Rotorua	Via Main Trunk Line	53 10	35 11	107 8	71 10
	Taumarunui	"	31 7	21 1	63 2	42 2
	Waiouru	"	23 3	15 6	46 6	31 0
Woodville	Aramoho	"	9 10	6 7	19 8	13 2
	Napier	"	12 0	8 0	24 0	16 0
	Palmerston North	"	2 4	1 7	4 8	3 2
	Wellington	Via Longburn	13 3	8 10	26 6	17 8
		Via Wairarapa	14 6	9 8	29 0	19 4
	New Plymouth	"	22 9	15 2	45 6	30 4
	Wanganui	"	10 3	6 10	20 6	13 8

Single tickets are available as follows:—

For distances up to and including 20 miles, for day of issue only.

For distances over 20 miles, for one month* from date of issue.

* That is to say, from the 15th of one month to the 15th, inclusive, of the succeeding month. But in all cases single tickets issued on the last day of any month are available only up to and including the last day of the succeeding month—thus, a ticket for 50 miles issued on the 31st January would be available up to and including the 28th, or in leap-year the 29th (being the last day) of February.

Return tickets are available for return as follows:—

Distances.	Issued.	Available for Return.
1 to 10 miles	{ Daily On Saturdays	Up to and including the day after issue. From Saturday till following Monday.
Over 10	Daily	For three calendar months.*

* That is to say, from the 15th of one month to the 15th, inclusive, of the third succeeding month. But in all cases return tickets issued on the last day of any month are available only up to and including the last day of the third succeeding month—thus, a ticket for 50 miles issued on the 30th November is available only up to and including the 28th, or in leap-year the 29th (being the last day) of February, and a ticket for 250 miles issued on the 31st January is available only up to and including the 30th April.

TOURIST EXCURSION TICKETS.

Tourist excursion tickets (first class) will be issued on any day (Sundays excepted) throughout the year, as under:—

- (a.) Available over lines of both Islands for seven weeks from date of issue, £10.
- (b.) Available over North Island lines for four weeks from date of issue, £6.
- (c.) Available over Middle Island lines for four weeks from date of issue, £6.

These tickets are available over Government lines only, and are obtainable as follows: (a) and (b) at Auckland, Onehunga, Rotorua, Thames, Hamilton, Frankton Junction, Napier, Hastings, Woodville, Masterton, Palmerston North, Wanganui, Hawera, New Plymouth, Wellington (Thorndon), Wellington (Lambton), and Te Aro; (a) and (c) at Nelson, Greymouth, Lyttelton, Christchurch, Ashburton, Timaru, Oamaru, Palmerston, Port Chalmers, Dunedin, Mosgiel, Alexandra, Clyde, Milton, Lawrence, Clinton, Invercargill, and Bluff Railway-stations.

Tourist excursion tickets, (a) and (c) series, will be available for travel over Lake Wakatipu.

Tourist excursion tickets may be extended for any period not exceeding four weeks on payment of an extension fee of 30s. per week, or portion of a week, on application to the Stationmaster at any of the above-mentioned stations before the expiration of original ticket.

HOT LAKES DISTRICT.

Round-trip excursion tickets (available for three months from date of issue) are issued throughout the year, as under:—

1. From Auckland to Thames by rail, Thames to Auckland by steamer, or vice versa Round trip: First class, 24s.; second class, 18s.
2. From Auckland to Rotorua, thence to Thames by rail, Thames to Auckland by steamer, or vice versa. Round trip: First class, 37s. 6d.; second class, 27s. 6d.
3. Auckland to Hangatiki, Hangatiki to Rotorua, and Rotorua to Thames by rail, Thames to Auckland by steamer, or vice versa. Round trip: First class, 50s.; second class, 35s.

HANMER PLAINS HOT SPRINGS.

Return through fare (by rail and motor), first class: Issued throughout the year from Christchurch and Papanui, £1 6s.; from Kaiapoi, £1 4s.; from Timaru, £2 7s. 6d.; from Oamaru, £2 17s. 6d.; from Dunedin, £3 10s.; from Invercargill, £5.

THROUGH BOOKING BY RAIL AND STEAMER TO QUEENSTOWN.

From	Via Waimea.				Via Invercargill.			
	Single.		Return.		Single.		Return.	
	First.	Second.	First.	Second.	First.	Second.	First.	Second.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lyttelton	2 15 4	1 16 9	5 10 8	3 13 6	3 2 10	2 1 9	6 5 8	4 3 6
Christchurch	2 15 4	1 16 9	5 10 8	3 13 6	3 1 7	2 0 11	6 3 2	4 1 10
Dunedin	1 5 10	0 17 1	2 11 8	1 14 2	1 12 4	1 1 5	3 4 8	2 2 10
Invercargill	0 18 4	0 12 1	1 16 8	1 4 2	0 15 0	0 9 10	1 10 0	0 19 8
Bluff	1 0 6	0 13 6	2 1 0	1 7 0	0 17 1	0 11 3	1 14 2	1 2 6

First-class tickets include saloon steamer-passage, second-class tickets include steerage steamer-passage, on Lake Wakatipu.

Single tickets are available for one month from date of issue.

Return tickets available for three months.

COLD LAKES.

Return excursion tickets (available for three months) will be issued between 1st November and 31st March, as under:—

To Kingston, Lake Wakatipu (including saloon steamer passage, Kingston to Queenstown and back).

From	First Class.	Second Class.
	£ s. d.	£ s. d.
Christchurch (via Waimea)	4 12 0	3 7 6
Christchurch (round trip via Waimea Line or Invercargill)	5 7 6	3 15 0
Dunedin (via Waimea Line only)	2 5 0	1 13 6
Dunedin (round trip via Waimea Line or Invercargill)	2 12 6	2 0 0
Invercargill (via Kingston Line only)	1 6 6	1 0 0
Invercargill (via either Kingston or Gore and Waimea Line)	1 12 6	1 3 6

To **Pembroke**, Lake Wanaka (including saloon steamer passage, Kingston to Queenstown and back, and coach, Queenstown to Pembroke and back). From Dunedin (via Waimea Line only), 67s. 6d. (first class).

CENTRAL OTAGO ROUND TRIP.

FIRST-CLASS FARES, INCLUDING STEAMER AND COACH FARES.

1. From Dunedin to Queenstown (via Waimea line to Kingston), return to Dunedin via Wanaka and Lawrence; or vice versa: £4 5s.
2. From Dunedin to Queenstown (via Waimea line to Kingston), return to Dunedin via Arrow and Lawrence; or vice versa: £3 10s.
3. From Dunedin to Queenstown (via Waimea line to Kingston), return to Dunedin via Wanaka and Clyde; or vice versa: £4 1s. 6d.
4. From Dunedin to Queenstown (via Waimea line to Kingston), return to Dunedin via Arrow and Clyde; or vice versa: £3 1s. 6d.

SCHEDULE B.

HOLIDAY EXCURSION TICKETS.

First-class return fare, 2d. per mile, minimum 4s.; second-class return fare, 1d. per mile, minimum 2s.; when advertised as being issuable to the general public, and provided that the coupon is presented during the period in which the tickets are issuable.

Upon application at the railway booking-office or, in the case of flag-stations, to the guard of train, tourists may obtain in exchange for Messrs. Cook and Son's coupon orders separate railway tickets for any journey specified in the foregoing Schedule. Each coupon shall be in the form approved by the General Manager of the New Zealand Government Railways, and shall specify the name and address of the person to whom issued, the journey to be made, class of ticket required, and must, except as may otherwise be arranged, be date-stamped and signed by local agent, showing date issued to holder.

Tickets from any starting-station will be issued only at that station.

The coupon orders must be presented in the block. Detached coupons will not be honoured. The coupon will be detached by the station clerk or guard of train, as the case may require.

The tickets are not transferable.

Holders of sectional tickets may stop over at any intermediate station within the time for which the tickets are available.

Coupons issued under this agreement will not be available unless used within three months from date of issue.

As witness my hand, this twenty-second day of December, one thousand nine hundred and nine.

J. A. MILLAR,
Minister of Railways

