

## New Zealand International Exhibition.

EXECUTIVE COMMISSIONERS' OFFICE,  
CHRISTCHURCH, 24th November, 1905.

Mr. F. H. Chamberlain, electrical engineer to the Christchurch Tramway Board, is engaged to prepare a scheme for the lighting of the Exhibition buildings and grounds, and for the supply of electrical power for exhibits requiring to be shown in motion. The electric pneumatic organ and a number of side-shows, including the water chute, require a considerable extent of electrical power. In preparing a lighting scheme Mr. Chamberlain proposes to prepare his in such a manner as will give gas lighting an opportunity to display its value, the machinery hall being detached for that purpose.

The Canadian Pacific Railway Company propose to carry all exhibits consigned to the New Zealand International Exhibition from any town in the Dominion of Canada served by their railways, to the port of Vancouver, British Columbia, free of charge. Their object being to promote trade between Canada and New Zealand, and advertise the facilities their combination of railway and steam services offers for economical and prompt transport.

The contractors for the main buildings (Messrs. J. & W. Jamieson, Ltd.) have made a start on the grounds with the erection of their plant, and large quantities of material, principally timber, are on the way.

The president of the Nippon Yusen Kaisha (Japan Mail Line) has signified the willingness of his Company to act as transport agents for the Exhibition throughout Japan, and further expresses his desire to promote the interests of the Exhibition in that country.

H. M. Consul at Portland, Oregon, writing under date the 19th Sept., states that since the closing

of the Lewis & Clark Exposition in that City, he has been inundated with enquiries relative to the New Zealand International Exhibition. The supply of Official Notices despatched to him in June last is exhausted and he asks to be furnished with a further supply without delay.

Mr. W. B. Leffingwell, of Chicago who recently visited New Zealand on behalf of a syndicate of American newspapers, writing from Chicago under date the 29th ultimo states that interest in the New Zealand Exhibition is quite evident in that city, and he writes confidently of a number of exhibitors and visitors whom he knows intend to attend the Exhibition.

## Luncheon on the "Maheno."

A number of gentlemen, representing nearly all the branches of our commercial community, assembled on board the "Maheno," at the invitation of Mr. James Mills, on Thursday 23rd ult. Luncheon was served at 1.30, and afterwards the guests were shown over the ship by Mr. Mills and Captain Neville.

Amongst those present were —  
Hon. Colonel Pitt, M.L.C. (representing the Ministry), his Worship the Mayor (Hon. I. W. Hislop), Hon. T. K. Macdonald, M.L.C., Mr. Harold Beauchamp, Captain Evans, Messrs. Nicholas Reid, A. Turnbull, and W. R. Symons, A. Pearce and D. Williamson, W. Nathan (Iyser Company), A. R. Hislop (secretary Marine Engineers' Association), J. Duthie and J. G. W. Aitken, M.H.R.s, G. Allport (Marine Department), William Gray (Secretary Post and Telegraph Department), F. Dyer (Consular Agent for Greece), Philip G. Palmer (representing PROGRESS), C. M. Luke (Luke & Son, Ltd.), W. Cable, William Ferguson (Engineer to Harbour Board), James McLellan (Lysaght & Co.), W. J. Hanlon (Johnston & Co.), W. Kennedy, the local manager for the Union Company.

## The "Motosacoche."

Various attempts have been made to arrange an engine and accessories that could be attached to a push-pedal bicycle so as to convert it into a motor cycle. This has been successfully accomplished in an ingenious contrivance called the "Motosacoche," which had a first prominent appearance in Australia in the recent Dunlop reliability motor cycle contest for the Kemsley Cup. In this apparatus an explosion engine, carburetter, accumulator, fuel reservoir, etc., are fixed to a triangular frame of steel tubing, which may be secured to any bicycle by means of seven-winged nuts. The whole is enclosed by two side plates, bulged in front to form a scoop, so as to draw the air past the horizontal flanges on the motor cylinder. The movement of the motor shaft is transmitted by a twisted belt passed about a grooved pulley, clamped on the spokes of the rear wheel. Not the least striking feature of the entire appliance is its light weight. The motor develops 1 1/2 h.p., and only weighs 15 1/2 lbs. The carburetter, which works perfectly even when inclined at an angle of 45 degrees, weighs but 14 1/2 oz. Current for ignition is supplied by accumulators, having a capacity of 24 ampere hours. The coil is situated in the fore part of the engine, only an inch or two away from the sparking plug. The petrol reservoir will hold 2 1/2 quarts, being sufficient for a distance of about 75 miles. Oil is forced into the crank case by a hand pump, contained in the oil tank. Sufficient oil is carried for a run of 125 miles. The total weight of the whole mechanism is but 33 lbs., so that a bicycle is increased but little in weight by the addition of the "Motosacoche." Regarding its practicability and efficiency no more need be said but that in a recent endurance race of 620 miles, the first and second competitors were mounted on ordinary roadsters, with "Motosacoche" engines, and ran the whole distance without a single breakdown, beating thirty-seven other makes of motor engines.

# NEW ZEALAND GOVERNMENT RAILWAYS.

### TOURIST EXCURSION TICKETS (First Class)

- Are issued daily (Sundays excepted) throughout the year, as under —
- (a.) Available over lines of BOTH ISLANDS for SIX WEEKS from date of issue .. £7
  - (b.) Available over NORTH ISLAND lines for FOUR WEEKS from date of issue .. £4
  - (c.) Available over MIDDLE ISLAND lines for FOUR WEEKS from date of issue .. £5

These tickets are available over Government lines only, and are obtainable as follows: a and b at Auckland, Onehunga, Rotorua, Thames, Napier, Hastings, Woodville, Masterton, Palmerston North, Wanganui, New Plymouth, Wellington and Te Aro; a and c at Lyttelton, Christchurch, Ashburton, Timaru, Oamaru, Palmerston, Port Chalmers, Dunedin, Mosgiel, Milton, Lawrence, Clinton, Invercargill, and Bluff Ry. stations.

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 week—on application to the Stationmaster at any of the above mentioned stations before the expiration of original ticket.

### THERMAL SPRINGS OF THE NORTH ISLAND.

Rotorua Hot Lakes, Waitomo Caves, Te Aroha and Okoroire Hot Springs.

ROUND-TRIP EXCURSION TICKETS 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, 21/-; Second Class, 15/-.
2. From Auckland to Rotorua, thence to Thames by rail, Thames to Auckland by steamer, or vice versa.  
ROUND TRIP: First Class, 32/6; Second Class, 21/-.
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, 39/-; Second Class, 24/-.

These tickets are available for three months from date of issue.

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 COLD LAKES AND THE GLACIAL DISTRICT OF OTAGO.

Wakatipu, Wanaka, Hawea, Manapouri, Te Anau, Sutherland Falls, Etc.

RETURN EXCURSION TICKETS, available for three months, will be issued between 1st. November and 31st. March, as under —

TO KINGSTON, LAKE WAKATIPU.

From	Queenstown and back.)		First Class		Second Class	
	£	s. d.	£	s. d.	£	s. d.
Christchurch (via Waimea line only)	3	13 6	2	0 0		
Christchurch (round trip via Waimea Line or Invercargill)	4	0 0	2	4 6		
Dunedin (via Waimea Line only)	1	15 0	1	0 6		
Dunedin (round trip via Waimea Line or Invercargill)	2	2 6	1	5 0		
Invercargill (via Kingston Line only)	1	0 0	0	14 0		
Invercargill (via either Kingston or Gore and Waimea Line)	1	5 0	0	15 6		

### TO PEMBROKE, LAKE WANAKA.

(Including steamer passage, Kingston to Queenstown and back, and coach, Queenstown to Pembroke and back.)

From Dunedin (via Waimea Line only) .. .60s. (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, will be issued from 1st. November to 31st. March, as under —

No.	Route.	First class FARE.*
1.	From Dunedin to Queenstown (via Waimea Line to Kingston); return to Dunedin via Wanaka and Lawrence; or vice versa .. ..	£4 4 6
2.	From Dunedin to Queenstown (via Waimea Line to Kingston); return to Dunedin via Arrow and Lawrence; or vice versa .. ..	£3 9 6
3.	From Dunedin to Queenstown (via Waimea Line to Kingston); return to Dunedin via Wanaka and Omakau; or vice versa .. ..	£4 7 0
4.	From Dunedin to Queenstown (via Waimea Line to Kingston); return to Dunedin via Arrow and Omakau; or vice versa .. ..	£3 7 0

\*Including steamer and coach fares.

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.

The steamer service on Lake Wakatipu is conducted by the Railway Department, and is run in conjunction with the through trains from and to Dunedin and Invercargill; the Lake Wanaka service by R. S. MacDougall. The coach service is conducted by Messrs. Craig & Co.

ON occasions of public holidays, races, agricultural and pastoral shows, &c., special concessions are made in fares, and additional travelling facilities are provided. For particulars, see advertisements in local papers, and posters exhibited at railway-stations.

For further particulars of trains and coach and steamer services in connection with tourist excursions, see Official Pocket Time-table issued by the Railway Department, which can be obtained at railway-stations, price one penny.

The Railway Department is not responsible for the coach or steamer services conducted by private enterprise, and is not answerable for their fulfilment.

### CHRISTMAS AND NEW YEAR HOLIDAYS, 1905-6.

Holiday Excursion Tickets, 2d. per mile, first class, 1d. per mile, second class, will be issued from any station to any station on all the principal sections from 16th December, 1905, until 2nd January, 1906, available for return until 17th February, 1906.