

**Season Tickets.**—Agents will note that it is the intention commencing April 20th, 1893, to withdraw the present form of Season Tickets and replace them with trip tickets as under :—

Form D.....	Monthly tickets,	55 trips
“ E.....	Quarterly tickets,	160 trips
“ F.....	Half Yearly tickets,	320 trips
“ F.....	Yearly tickets	640 trips

The half yearly and yearly tickets will be supplied in sections of 160 trips each, and an Agent issuing a yearly ticket would therefore furnish the passenger with four tickets, limiting each to a period of three months dated consecutively from the date of sale, being careful to strike out the words “..... Half Yearly,” thus making each section read “.....Section, Yearly Season Ticket,” also to write in space provided the section No. of the ticket and for what period it is valid, for example: —

“ 1st Section good if used, between	1st Jan. and 31st March, 1893 ”
“ 2nd do “ “	1st April “ 30th June, 1893 ”
“ 3rd do “ “	1st July “ 30th Sept., 1893 ”
“ 4th do “ “	1st Oct. “ 31st Dec., 1893 ”

the same rule being followed with regard to Half Yearly tickets, except that the word “Yearly” must be struck out, thus making each section read “.....Section, (1st or 2nd) Half Yearly Season Ticket.”

**Date of Sale** must be legibly stamped or written with pen and ink on back of each ticket issued.

**Second Conductor's Punch Cuts:**—Agents having commutation or season tickets in stock should also keep a supply of paster “Second Conductor's punch cuts” designated by crosses, to be issued in connection with Commutation or Season Tickets under the following conditions :—

When issuing commutation or season tickets between points beyond one conductor's run, the selling agent will first detach the agent's stub from the ticket, and attach in its place one of the “Second Conductor's punch cuts” for 10, 26, 52, 55 or 160 trips, as the case may be. The first conductor to whom the ticket is presented will punch one trip from the numbers immediately under the General Manager's signature, and the next conductor will punch one of the “Second Conductor's punch cuts,” in order to have something to show for the passage of the holder from the terminal station of the first conductor to the passenger's destination.

For example :—A commutation ticket is purchased between Hamilton and Allandale,—the passenger starts from Hamilton by way of Georgetown, and the conductor will punch one trip, paying no attention to the “Second Conductor's punch cuts.” If the passenger returns via Toronto, the conductor from Allandale to Toronto will punch one trip, paying no attention to the “Second Conductor's punch cuts ;” but the conductor from Toronto to Hamilton will punch one cross on the “Second Conductor's punch cuts.” If passenger starts from Hamilton via Toronto the conductor, Hamilton to Toronto will punch one trip, and the conductor Toronto to Allandale will punch one cross on the “Second Conductor's punch cuts.”

Another example :—A Commutation or Season Ticket is purchased between Montreal and Hemmingford,—the passenger starts from Montreal, and the conductor from that point will punch one trip, paying no attention to the “Second Conductor's punch cuts ;” the second conductor, from St. Isidore Jct. to Hemmingford, will punch one of the crosses on the “Second Conductor's punch cuts” for the passage St. Isidore Jct. to Hemmingford. On the passenger's return, the conductor from Hemmingford to St. Isidore Jct. will punch one trip, and the conductor St. Isidore Jct. to Montreal will punch one cross on the “Second Conductor's punch cuts.”

A sample of the “Second Conductor's punch cuts” to be used in connection with a 10-trip commutation ticket is given below :—

#### SECOND CONDUCTOR'S PUNCH CUTS.



Should tickets, with “Second Conductor's punch cuts” attached, be presented at any time for passage between two stations in one conductor's run, conductors will report same, giving Form and No. of ticket and where issued. In such cases the “Second Conductor's punch cuts” are void, and must not be punched for passage ; and in case the second conductor is handed a ticket, on which all the trips under the General Manager's signature have been punched, he will carry the passenger to destination of ticket, punch one cross from the “Second Conductor's punch cuts,” *collecting the ticket and forwarding it to the Audit office with his collections, even if there are unpunched crosses on the “Second Conductor's punch cuts.”* Conductors and Agents should satisfy themselves that the holders of such tickets use them for continuous passage between the stations named, and not to or from intermediate stations ; also that they are properly punched on each Conductors run.

**Tickets are not Transferable :**—The sale of any unused trips is illegal ; neither sale nor transfer of such unused trips will be permitted, and any abuse of these tickets will render them liable to forfeiture.

**Lost or Stolen Tickets** will not be replaced by duplicates.

**Partly Used Tickets** will be redeemed by refunding the amount, if any due, after charging for the portion used at the existing commutation or season ticket fares ; but as season ticket fares are based on time, the number of unused trips will not be considered—the time elapsing between date of sale and date of surrender of the ticket to the company for refund will be charged for.