

CATHOLIC MISSIONS.

THE Rev. A. M. Garin writes to the editor of the Nelson *Colonist* :— The approaching visit of the Rev. Father Hennebery to Nelson renders it desirable to offer some explanation of his purpose in coming here.

The Church has many missionary priests doing different kinds of work. Some having a special vocation, are sent to labour among the heathen; others visit places where Catholic congregations are already established, for the purpose of exciting greater zeal in the cause of religion. There are many other ways in which the Church makes use of missionaries; for instance, some devote themselves to teaching philosophy and theology to young men destined for the priesthood. The Marist Fathers, whose Order closely resembles that of the Jesuits, which comprises in its constitution all sorts of missions, came to New Zealand originally to minister to the Maoris, and some of them are still engaged in that work. The rapidly changing circumstances of the country, however, consequent upon the influx of Europeans, cast upon the Catholic Bishops of New Zealand the duty of providing for the spiritual wants, and the mission was extended so as to embrace on a larger scale both Europeans and Natives. Thus the Marists became not only the missionaries to the Maoris, but also the parish priests of the colony. The diocese of Wellington was from the first under their exclusive charge; first under the lamented Bishop Viard, and now under Bishop Redwood. It was in 1850 I was appointed by Bishop Viard to the charge of the Nelson Mission, receiving from him the appointment of Rector of St. Mary's, and being allowed at the same time a Curate to assist me, and to act as Curate-in-charge of Waimoa, Wakefield, and Takaka.

But the Rev. Father Hennebery is a missionary not doing exactly the same work. He goes to such places as the Holy See thinks proper, for a limited time, armed with the special recommendation of the Pope, and empowered to grant certain indulgences to such of the faithful as religiously attend his services. He is sent not to proselytise, but as a Catholic priest of eloquence and ability to deliver a course of spiritual lectures to the members of his Church. If Protestants choose to attend his services, which they are perfectly welcome to do, and as they have done in large numbers elsewhere, let them first of all clearly understand the position the rev. father occupies, and the special duties he comes here to perform. They ought not to blame him afterwards if they hear anything they do not like. He does not appear as a controversialist, but it is evident that in expounding Catholic doctrines to Catholics, he may say something that would sound offensively in Protestant ears. So much for the mission services, which, as I have tried to explain, are specially intended for Catholics, but to which all can go who please.

There is, however, another matter which the rev. missionary advocates from strong personal conviction, the result of world-wide experience; that is the cause of temperance. He is one of the ablest and most ardent apostles of teetotalism, and it is certainly rather a startling fact that he should, in less than a year, by his reasoning and eloquence, have induced about 7000 persons in this colony to take the pledge. Many of these perhaps will fall away, but nevertheless it is wonderful that so many should have been seriously induced to make an attempt at total abstinence. I do not know if he will consent to deliver a lecture on this subject in a public hall, but those interested specially in the cause should lose no time in ascertaining, if they wish to secure his eloquent advocacy.

DURING the five months from the 1st October last to the 1st March of the present year, nearly 19,000 adult pagans have been instructed and baptised in the three Vicariates-Apostolic of Coimbatore, Mysore, Pondicherry; and besides these 12,000 children at the point of death have been baptised. At Pondicherry there are now 3,831 catechumens.

PROSPECTUS

OF THE NEW ZEALAND RAILWAY WAGGON COMPANY, LIMITED.

Capital ... .. £100,000.  
In 10,000 shares of £10 each, of which it is proposed to call up £5 viz. —5s on application; 5s on allotment; and the balance in calls of 10s each, at intervals of not less than three months.

PROVISIONAL DIRECTORS—G. G. Russell (National Mortgage and Agency Company of N.Z.); Henry Driver, M.H.R. (New Zealand Loan and Mercantile Agency Company); W. H. Cutten, M.H.R.; John Davie (M'Laudress, Hepburn and Co.); James Mills (Union Steam Ship Company of New Zealand); William Evans (Timaru); John McGregor, C.E.; Jas. P. Maitland (Commissioner of Crown Lands); Walter Guthrie (Guthrie and Larnach's New Zealand Timber and Woodware Factories Company, Limited); P. C. Neill (Neill and Co.); T. S. Graham (Bing, Harris and Co.); Allan Holmes (Solicitor).

BANKERS—National Bank of New Zealand, Limited.  
SOLICITOR—A. Holmes.  
BROKER—J. A. Mackenzie.

This Company is promoted with the view of supplying the great and increasing want of rolling stock on the Government railways. It is a well-known fact that, ever since the railways in this island have been opened, the supply of trucks has been quite insufficient for the needs of the system; and as the lines are extended, and the traffic increases, the evil is becoming more and more seriously felt.

All classes using the railways for the transmission of goods, grain, minerals, &c., have already suffered more or less inconvenience and loss from this cause, and will continue to do so even more severely, unless steps are taken at once to remedy this state of matters.

Already the Government rolling stock is greatly overtaken, and with the completion of the main line between Christchurch and Invercargill, and the branch lines now in course of construction, will be still more so; and it is quite certain that, owing to the heavy expen-

diture necessary to complete the lines at present being constructed, the proper equipment of the various lines with rolling stock will be even more neglected in the future than in the past.

There has been an inclination on the part of individuals to attempt to supply their special wants by providing their own trucks, but with no result, as the matter is one which can only be satisfactorily dealt with as a special line of business.

Exactly the same state of affairs has been developed in England, the capital of the original companies has proved insufficient to maintain a proper supply of rolling stock on their lines, and individuals have been unable to supplement the defect. Consequently, a large number of Waggon Companies have been started, which are now tending to engross this class of business into their own hands, with, in nearly all cases, very satisfactory results.

The present Company is intended by the Provisional Directors to occupy exactly the same position as the English Waggon Companies. The project has been submitted to, and after careful investigation, approved of by the Government, and in order to offer private enterprise sufficient inducement to undertake this necessary work, it has been agreed to alter the rates of freight, so that goods carried in the Company's waggon will be allowed a rebate equal to one penny per waggon per mile. The above rebate has been fixed for a period of five years, but should the Government not be willing to extend it, they are to purchase the waggons of the Company at their then value.

The business of the Company will be the building of railway and tramway rolling stock of every description, and selling or leasing the same to the Government, private railway companies, grain merchants, and others.

The profits made by companies engaged in this class of business in England are very large. A statement extracted from *Financial Opinion* of May 1878, is appended, showing the value of shares in a number of these companies, and the dividends paid by them have ranged from 9 to 20 per cent.

In the present case the above rebate would enable the Company to let out their waggons on such terms as would yield a handsome profit to the shareholders, and the hire could in all cases depend on a regular supply, and would have the right to unload when convenient to himself, without liability for demurrage.

The following circulation will show the profits to be derived from the operations of the Company :—

Allowing sixty miles as the average weekly mileage of a wagon (a very low estimate), the Government rebate on a five ton wagon would amount to five shillings per week, and a further sum of five shillings per week would be charged to the hirer, thus giving a return of ten shillings per week for each wagon.	
500 wagons it is estimated would cost, say, £45,000.	
Estimated earnings at 10s per week for one year	£13,000
Less maintenance at £2 10s per wagon yearly...	£1,250
Depreciation at £5 per wagon yearly...	2,500
Management, &c., ... ..	1,500
	£5,250

Net profit of over 17 per cent. £7,750

The average life of a wagon, as taken from English practice, is about 14 years, so the sum allowed for depreciation may be considered ample, and the cost of maintenance has been fixed at a higher rate than the Government estimate.

With a view of at once commencing operations, so that a supply of wagons may be made available as soon as possible, the Provisional Directors have obtained from Messrs. James Davidson and Co. an offer to build such waggons as they may require on exceedingly favourable terms, and, in addition, they have agreed to give the Company the option of purchasing those valuable premises known as the Otago Foundry, containing about one acre, and having frontages to both Castle-street and Cumberland-street, together with such plant as the Company may require, at any time within twelve months from the formation of the Company, at a valuation.

Should the Company ultimately agree to purchase the above premises, the vendors have agreed to take at least one-third of the purchase money in fully paid-up shares in the Company.

The Company will therefore be in a position to determine during the first twelve months whether it will be better to accept the above offer, or to secure fresh premises, or continue the system of building by contract. Thus it will be necessary to call up only a comparatively small amount per share of the subscribed capital until the remunerative nature of the business, and the best means of carrying it on, have been fully tested.

The share list will close on the 1st day of November, 1878.

Forms of application for shares can be obtained at the National Bank of New Zealand, and branches, or from Mr. J. A. Mackenzie, the Company's broker.

STATEMENT SHEWING VALUE OF THE SHARES IN THE WAGON COMPANIES IN GREAT BRITAIN AS QUOTED IN FINANCIAL OPINION, FOR MAY, 1878.

	Shares	Paid.	Present Value
Birmingham Wagon Company ... ..	£10	£10	£17½
Midland Railway Car and Wagon Company	10	10	16½
Metropolitan Railway Car and Wagon Co.	10	5	8½
Brown, Marshall and Co. (Limited) ... ..	5	5	7
Railway Car Company (Limited) ... ..	5	5	6½
Starbruck Car and Wagon Company ... ..	10	10	13
Bristol and South Wales Wagon Company (Limited) ... ..	10	4	7½
British Wagon Company (Limited) ... ..	20	10	11½
North Central Wagon Company ... ..	20	20	27½
Sheffield Wagon Company ... ..	20	15	17
Yorkshire Railway Wagon Company ... ..	10	10	14
Bristol Wagon Works Company ... ..	20	10	11½

The dividends paid by the above-mentioned companies have ranged from 9 to 20 per cent. per annum.