

At a public meeting in Wellington on Tuesday night it was decided to present an address of welcome and a purse of sovereigns to his Grace Archbishop Redwood on his return from Europe in March.

Regarding the proposed alterations in the railway time table the Wellington correspondent of the 'Otago Daily Times' writes: The express which now leaves Christchurch for Dunedin at 10.10 a.m. will start at 8 o'clock, and thus arrive in Dunedin two hours and 10 minutes earlier. The alteration will also allow the train to reach Invercargill earlier. Passengers by the boat from Lyttelton will, as at present, catch the express at Wellington, unless, of course, the steamer is delayed by bad weather; but the alteration in the departure of the express at Christchurch for the south will mean that passengers from Wellington will not be able to catch it. The amended time-table is to come into force on March 1.

For some time past (writes the Wellington correspondent of the 'Otago Daily Times') the Railway Department has been making inquiries in various parts of the world with a view to ascertaining the results of experiments made in working railway motor cars. The information now received from various sources has been of such a character that the Department has decided to build motor cars in the Colony with a view to trying them on suitable lines in New Zealand. The first car will be built at Addington, and will be 60ft long and 8ft 6in wide, and will furnish accommodation for 61 passengers. The car will be divided into two compartments—smoking and non-smoking. The former will seat 24 passengers and the latter 40. The car will be fitted with reversible seats, but with some improvements, which will add to the comfort of passengers. The whole work in connection with the building of the cars and the steam motors by which they will be driven will be undertaken in the Colony, steel tyres and axles alone being imported. In addition to the seating accommodation for passengers, the car will provide accommodation at the front end for the driver and fireman, and at the rear a compartment for the conductor and light baggage. Very wide overhead racks will run from end to end of the car for the convenience of passengers who have light packages. The building of the car will be put in hand almost immediately.

Returning to the Fold.

Captain Thomas Chute, J.P., of Camp, County Kerry, has been received into the Catholic Church by the Rev. P. White, P.P., Aunascaul.

The Rev. John Lloyd Keating, M.A., formerly Rector of Maperton, Somerset, has been (says the 'Tablet') received into the Church at St. Leonard's-on-Sea.

Miss Marjorie Leigh, the third daughter of Mr. Isaac L. Leigh, J.P., of Beaconsfield, Davenport, Stockport, and a grand-daughter of the late Colonel Scott, J.P., D.L., of Handforth House, Cheshire, and Westside Court, Hereford, has been received into the Catholic Church by the Rev. J. B. Abram, at SS. Philip and James', Stockport.

The death occurred recently of Mrs. Brymer, managing director of the Portsmouth 'Evening News' and Hampshire 'Telegraph,' who was received into the Church by the Rev. Father Steggall, Corpus Christi Church, Portsmouth, eleven years ago. Deceased lady, since joining the Church, was a most active and earnest worker.

The London 'Tablet' states that Lady Boynton, wife of Sir Griffith Boynton, Bart, has been received into the Catholic Church. Lady Boynton is a daughter of the old Fortshshire house of Chalmers, of Aldbar Castle, near Brechin, and married Sir Griffith Boynton, twelfth Baronet of Barmston, nineteen years ago. The Boyntons are one of the oldest families in the North of England, where they have been settled since the reign of Edward IV. The Boynton baronetcy dates from 1618, when it was created by James I., but the first baronet nevertheless sided with the Republicans during the Civil War.

The death of Adeline Sergeant robs the novel-reading world of one of its most popular writers. Born the daughter of a Devonshire parson, Miss Sergeant took to literary work, and after a probationary period in Dundee, she went to London and embarked on her career as a novelist. Her stories were all frankly sensational; she was of the Braddon school, and made no pretence to anything 'Orellian. Her tales as a result were read by hundreds of thousands of people who want story in a story and not snippets of pseudo-philosophy seasoned with a surfeit of egotism. Miss Sergeant became a Catholic a few years ago. An

account of circumstances leading to her conversion published as one item in a volume of similar experiences snowed Miss Sergeant to be a woman of rational humility. She did not write as if she had conferred any privilege on the Church by joining it. It was the right thing to do, and in a matter-of-fact way she did it.

WEDDING BELLS

HINGSTON—HOULT.

(From our Nelson correspondent.)

An interesting and pretty wedding took place at St. Joseph's Church, Wakeneld (Nelson), on Wednesday afternoon, January 4, when Miss Helen (Nellie) Hoult, eldest daughter of Mr. E. Hoult, of Wai-iti, and Mr. G. E. Hingston, late of Foxhill, were married. The ceremony was performed by the Rev. Father Clancy, assisted by Rev. Father Mahony. At quite an early hour in the afternoon the township assumed a festive appearance, flags were flying on buildings and other places, some being stretched across the roadway, and numbers of people were seen wending their way towards the church. The interior of the sacred edifice was a very pleasing sight, it being tastefully decorated, while the aisle was strewn with rose petals. The bride, who was given away by her father, was attired in a trained gown of pale cornflower blue silk, with transparent yoke and sleeves of chiffon, and wore a veil and wreath of orange blossoms. She was attended by Misses Maud and Beatrice Hoult (sisters) and Miss Hingston (sister of the bridegroom), as bridesmaids. The wedding march was rendered by Miss Ross. After the ceremony upwards of 80 guests returned to the residence of the bride's parents at Willow Dale, Wai-iti, and were entertained at a wedding breakfast. At the conclusion Father Clancy proposed the health of the bride and bridegroom in a happy speech. The presents were handsome and numerous. The bridegroom's present to the bride was a gold watch, and to the bridesmaids gold bar-brooches. The bride's present to the bridegroom was a pair of gold sleeve links and studs. Later on in the afternoon the bridal party left for town en route for the north, and received a hearty send-off.

Japanese Railroads.

A correspondent of the 'Brooklyn Eagle,' writing of the journey from Yokohama to Kamakura, the place of the wonderful bronze colossal figure of Buddha, has this to say of the Japanese railroads:—

In this county of hoary antiquity, where many temples are over a thousand years old, the railroad is a thing of yesterday comparatively, as the first railroad was built in 1872. This was the road from Yokohama to Tokio, and was built in 1872 by English engineers. I do not believe any other English engineers were required to build any other railroad, as the Japanese have a way of picking up European methods very quickly, and the art of railroad building was probably no exception to this rule. At present their railroad communication is fairly good, and all of our journeys during the month we were there were made by rail.

Their railroads, however, seem somewhat like toy roads. The cars are fairly comfortable, although quite small, and travel about as fast as a trolley car, going at considerably less than full speed. The first-class cars hold about ten comfortably, the seats running lengthwise along the side of the car. In many cars there was a little 'stand' in the centre of the car, with a teapot with tea in it, and several little cups. Employees of the railroad at certain stations bring in hot water, and the travellers make the tea thus thoughtfully provided by the railroad, and enjoy its flavor as the little train glides over the little track, at its trolley-like speed. The tea thus furnished is, of course, the native Japan tea, but of fairly good flavor. This thoughtfulness for the comfort of its passengers almost made us think we were at home, and thus taking tea at the expense of the Long Island Railroad or the Brooklyn Rapid Transit, or some other nice, sociable road of our glorious country.

Tea here is considered almost a necessity of life, and at the stations the vendors have little teapots full of hot water and rather neat looking pottery teapots they are, which they sell to the second and third-class passengers, with a package of tea and a couple of little cups for the equivalent of two cents of our money. The weary passenger can thus economically refresh himself with several cups of the fragrant beverage, and the teapot and cups are his to do with as he pleases.