

REVIVAL OF THE GAELIC.

Amongst our readers there are not a few who come from the County Waterford, and we are sure that they all—in common with every Irishman interested in the revival of the Gaelic tongue—will be pleased to read a communication recently addressed to the Waterford Star, by Rev. Dr. Hickey. This learned and patriotic priest has been doing patriotic work in the revival of the cause, and in his letter he expresses some surprise at the lack of interest taken in the work by the people of Waterford. As no county in Ireland has given stronger evidence of solid patriotism, we are sure that such reminder will suffice to awaken the spirit which thrilled in Meagher and many other gifted sons of Waterford. Rev. Dr. Hickey said in part: "To home at least of its sons it is a proud reflection that Waterford is still one of the most Irish-speaking counties in Ireland. To those who, like myself, are profoundly convinced that a distinctive language is of the very essence of a distinctive nationality, this is the most valuable and brightest jewel in its coronal. There lies in our own day its highest claim to distinction; that upon which it can most justly pride itself. But, alas, many there are within its borders—a considerable majority, I fear—who are wholly and distantly blind to the great advantage the county enjoys. Sad, very sad, is it to reflect that such should unhappily be the case. For some time a great movement for the preservation and perpetuation of our distinctive nationality has been in progress. Until quite recently, however, it scarcely touched our county; scarcely attracted any attention, or aroused any interest therein. Passing strange, indeed was this. To very many it was wholly inexplicable. Priests and people, peer and peasant, educationalist, shopkeeper, farmer, and laborer heeded it not. They went their way and lived their lives as if it were not; or, if occasionally they heard some vague and far-away rumors about it, they shook their heads and shrugged their shoulders, and doubtless bestowed the cheap boon of their contemptuous pity upon the enthusiasts, the fanatics, the moonstruck young men and women who were vainly striving to resurrect an all but dead and wholly discredited patois! To the children of the county who were all the time in the thick of the fray, and who in the darkest hour never for a moment doubted that time and the diffusion of knowledge would vindicate them, all this was inexpressibly sad and heart-breaking. Waterford never lacked patriotism. Not so very long ago it had more of the traditional scholarship of our race than most Irish counties. Irish poets, scholars and scribes in abundance dwelt within its borders. For the greater part of their lives Donoghadh Ruadh and Tadha Gaelleach health soured among us—the one a scion of Clare, and one of our greatest modern poets; the other a

native of Kerry, or West Cork, still the favored home of Gaelic lore. In death, too, they sleep within our borders, the first at Newtown and the other at Ballylanaan. They trained several generations of Irish scholars, of our own kith and kin. We have had William Moran, Patrick Denn, Thomas Moan, John Hoarne, Laurence Foran, Mary Donegan, Ellen Dalton, Annie Kiely, John O'Daly, William Williams, Father John Meany, Father Patrick Meany, John Fleming—clerum et venerabilem nomen!—and ever so many others. During my rambles lately, which extended over a considerable part of the county, I was asked again and again in several places when we might be expected to visit there in the interest of the movement and similar questions have been asked to members of the Dungarven Gaelic League.

In pointing out the way of action the Rev. Dr. Hickey tells of the encouraging sign of the times in the revival of the ancient Fois. He says: "We can only point out the right road, the straight way, the path of national duty and enlightened patriotism. Those who can speak Irish must do so. They must speak it to their children. Those who do not speak Irish must learn it, and many of them have unique opportunities of doing so. In this county, so far as is possible, the language of our race must again become the language of our daily lives. Reverting to the Fois to Ardmore, I desire to give credit where credit is due. It was conceived by P. J. Lawless, of Cork, who was also unremitting in his efforts to make it a success. But it is right to say that the lion's share of the credit belongs to the wonderful success achieved by the Dungarven and Voughal branches of the Gaelic League, who, however, received invaluable aid from the local members co-opted on the joint committee of the two branches. Scarcely less successful was the Modelligo Fois. This great gathering was organized solely by the students of Mount Mellerau Seminary. Their names, D. Prendergast and P. Fahey, deserved to be known and honored throughout the length and breadth of Ireland. Mr. Fahey is, I believe, about to sail for the United States to prepare for the priesthood in a seminary there; but before his departure he threw all his energy into assisting his colleague to render this great service to the language of his country. May the ten thousand blessings of Patrick, Bridget and Columbkille follow him to his adopted land! Surely the lesson of the Modelligo Fois ought not to be lost on the students of our native country. How many in all parts of the country, where the olden tongue still lives, are the students of Maynooth, all Hallows, Waterford, Mellerau and other colleges, who could render similar service to our native tongue. I fervently hope that the grand and inspiring example of the two Mellerau boys who organized the Modelligo Fois will not be lost upon them.

ABOUT ELECTRIC FUNERAL CARS.

A reader of the "True Witness," who is one of the most prominent non-Catholic professional citizens of Montreal, has addressed us a letter on the question of conducting funerals by the electric car system. We had intended pointing out some of the difficulties that must arise when it comes to a practical application of our correspondent's ideas, but, as the realization of this novel method of conducting our dear departed ones to the grave is likely to be yet far distant, we will simply give the letter as it was written, and add thereto the few comments we deem advisable. The letter runs thus: "To the editor of the 'True Witness.' 'Sir,—Thus on the true come to conduct our funerals by electric cars! I wish to be clearly understood, as distinguishing between the religious services and the mere conduct to the cemetery, I am strongly in favor of the religious side of our interments, but do not let us confuse matters. For many reasons the time has passed for the middle-aged carriages, which we daily see in our streets. We would often see them with respect but we cannot spend the time required for the necessarily slow processions which block the streets and which by a mistaken association of ideas is connected with religion. Our people also with another mistaken standard of respectability, which is also based on a sentiment which we respect, but which hitherto no one has had the courage to change out on themselves, at an expense by their funerals altogether beyond the means of almost all who lose relatives and who for long afterwards are struggling to pay these funeral expenses. It benefits of course, those whose business it is to conduct funerals. The carter who used to be interested are now much less so. Their life is entirely changed by the electric cars, and the community does not suffer as the two companies support a little army of the same class and their families. I am led to suppose that the clergy would gladly see the change, if a practical method could be found and it can be. One of the reasons for establishing the companies was precisely this: easier access to the cemetery. Let us discuss the matter from this standpoint. The companies are, if I mistake not, prepared to undertake the business, as soon as a little public sentiment is produced. Let sidings be put down at the churches and all are near the several systems of tracks. The cars are made in two compartments, one for the coffin and the immediate relatives and the other for those who merely testify their respect. The car after the service and the entry of the cortege passes on the general systems and reaches the cemetery. If it be found that the authorities in charge do not see their way to permitting a track to some central place or chapel, I believe the elec-

tric companies will undertake the removal of the remains by a suitable hearse to the chapel or grave, and perhaps the conducting also of the remains from the house to the church in a model and becoming manner. Some of our hearses are great structures, which the sooner they pass out of existence the better. Business will always find its level. The cars will be cheaper and just as decorous. There is no necessity that he who furnishes the coffin and perhaps the mortuary chapel in the house should conduct the whole ceremony. It is foolish to say that it will be as cheap to travel miles to the cemetery as to go to the Church. Perhaps some religious guild in each church could undertake the chapel in the house. There would be nothing compulsory in the change, but we venture to say, once inaugurated it and it comes to remain. Let us have the cars made this winter and be ready for the spring.

Yours,
"IMPROVEMENT."

In this connection, we have heard it remarked that the Catholic Church would probably be opposed to any innovation, because such change might conflict with the ultra-conservatism of the Church. We may at once say that this is an entirely false impression. The Catholic Church is to be found at all times and under all circumstances, in the vanguard of material progress. There is no institution on earth, which even from a human standpoint is more ready, at the proper moment, and when the occasion is propitious, to take advantage of the new conditions of affairs and to make use of every invention that the genius of man has given to the world. About five weeks ago, in the columns of this paper, appeared a lengthy article under the heading "Now the Funeral Car," and the opposing remarks then made by us were these: "Since electricity has become such a potent factor in almost every branch of human affairs it is not astonishing that it should be made use of to service for us on the most solemn of all occasions—that of burial after death. It is now some time since the idea of funeral cars was conceived, but the city of Cleveland is the first to possess such a conveyance in regular form, and it is not the least interesting to know that this special car is the idea and design of Rev. Father G. F. Houck, Chancellor of the diocese."

This was followed by a full account of Father Houck's idea of why

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he labored to put it into practice and of the detailed system adopted in that city.

As an evidence of how prepared the Catholic Church is to encourage any such movement, provided it be for the greater good of the community, we may quote the following from the "Ave Maria":—"The employment of trolley cars for funeral purposes deserves to become popular. The cost of a hearse and of carriages for mourners and friends makes death a burden as well as an affliction to poor families. Now, electric cars not only carry the mourners to and from the cemetery, but in some places a funeral car has been fitted up with an apartment, appropriately draped, to replace the hearse. It is to be hoped that the trolley funeral car by word and example, the clergy will certainly do so. The poor are extremely sensitive about the burial of their dead, and any device that cheapens funerals will have to win its way against difficulties. The example of wealthy Catholics would do more than anything else to allay whatever prejudice may arise against funeral cars."

Exercruciating Pains.

THE VICTIM A WELL-KNOWN AND POPULAR HOTEL CLERK.

After Other Medicines Failed He was Cured by Dr. Williams' Pink Pills—Every Dose Counted in the Battle Against Pain.

From the News, Alexandria, Ont.

There is no more popular hotel clerk in Eastern Ontario than Mr. Peter McDonell, of the Grand Union Hotel, Alexandria. At the present time Mr. McDonell is in the enjoyment of perfect health, and a stranger meeting him for the first time could not imagine that a man with the healthy glow and energetic manner of Mr. McDonell could ever have felt a symptom of disease. There is a story, however, in connection with the splendid degree of health attained by him that is worth telling. It is a well known fact that a few years ago he was the victim of the most exercruciating pains of rheumatism. Knowing these facts a News reporter called on Mr. McDonell for the purpose of eliciting fuller particulars. Without hesitation he attributed his present sound state of health to the use of Dr. Williams' Pink Pills for Pale People. "I am" said he 33 years of age, but three years ago I did not expect to live this long. At that time I was connected with the Commercial here and as part of my duties was to drive the busses to and from the C. A. R. station. I was exposed to all kinds of weather and subjected to the sudden extremes of heat and cold. Along in the early spring I was suddenly attacked with the most terrible pains in my limbs and body. I sought relief in doctors, and then in patent medicines, but all to no purpose; nothing seemed to afford relief. For two months I was a helpless invalid, suffering constantly the most exercruciating pains. My hands and feet swelled and I was positive the end was approaching. My heart was affected and indeed I was almost in despair, when fortunately a friend of our family recommended the use of Dr. Williams' Pink Pills. I began using them in May, 1896, and had taken three boxes before I noticed any change, but from that time every dose counted. The blood seemed to thrill through my veins and by the time I had finished the fifth box every trace of the disease had vanished. Ever since then I have been working hard and frequently long overtime, but have continued in excellent health. Whenever I feel the slightest symptom of the trouble I use the pills for a day or so and soon feel as well as ever. I feel that I owe my health to Dr. Williams' Pink Pills and never lose an opportunity of recommending them to others suffering as I was.

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OLD AGE PENSIONS.

Cardinal Vaughan, replying to a deputation of trades unionists in London on Saturday on the subject of old-age pensions, said he felt most strongly that proper and adequate provision must be made for the aged poor. It was impossible for the average wage-earner to save money, and although workmen should be encouraged to practice thrift, no scheme could be satisfactory in which the men themselves had to contribute to the fund. He would not discriminate too closely between the deserving and undeserving poor. He would propose a pension of ten shillings a week to necessitous persons at sixty-five. He thought it should be easy to obtain the necessary funds for such a scheme.

GOOD TIMES

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