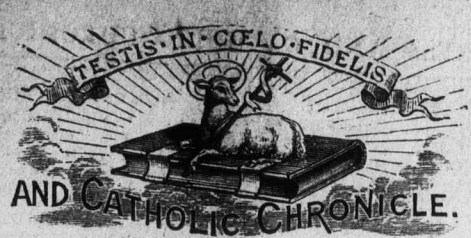


The True



Witness

Vol. LVI The Senate, Jan 1 1908

MONTREAL, THURSDAY, AUGUST 8, 1907

PRICE FIVE CENTS

ST. ANTHONY CHAPEL CAR

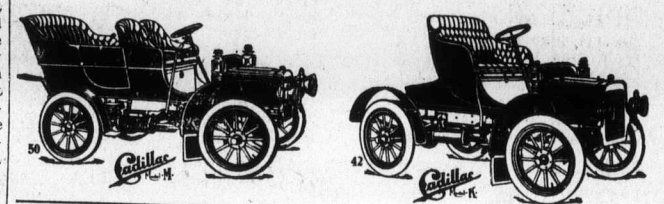
For Propagation of the Faith — Great Event in History of Catholic Church.

Abbey's Effervescent Salt

Clergymen Need Just such a Tonic as Abbey's Salt. It gently regulates stomach, liver and bowels — helps appetite and digestion — strengthens and invigorates the whole system.

ALL DRUGGISTS, 25 and 60c. BOTTLE.

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Anyone at all interested in automobiles will find the Cadillac the most dependable of popular-priced cars, to which is added the incredibly low cost of maintenance.

We're selling these machines as low as \$1100 and recommend them for all sorts of service in town or country. There is more certainty of good value and thorough satisfaction in a "Cadillac" than in any other car in sight.

The simple fact that more Cadillacs were sold last year than any other car in the world carries its own argument.

The Canadian Automobile Co.

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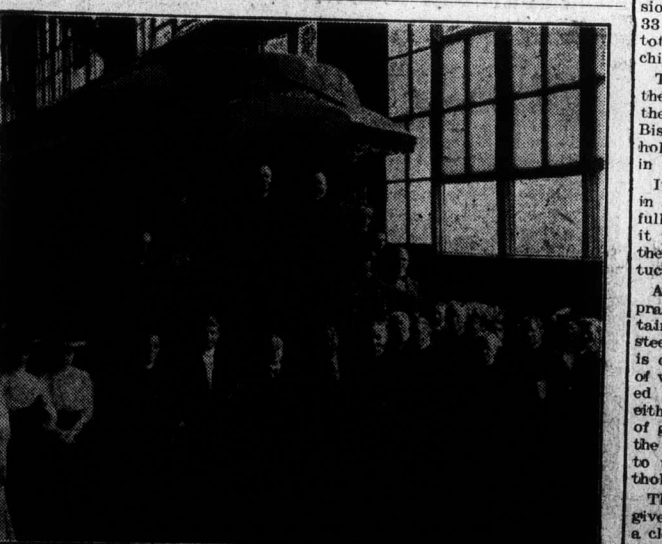
A great event in the history of the Catholic Church in America took place Sunday, June 16, 1907, when the first Catholic Chapel Car was blessed and dedicated to the service of God by His Grace, James E. Quigley, Archbishop of Chicago, assisted by the Right Rev. F. J. Muldoon and about one hundred priests of Chicago and other cities. It was a great event—we are almost tempted to designate it the greatest event of the present or past century in the history of the Catholic Church. Recently, the corner-stone of a \$2,000,000 cathedral was laid in one of the northern cities. In other cities magnificent houses of worship are being reared in honor of the Most High. It is only meet that in localities where there are many wealthy Catholic men and women they should liberally give a tithe of their wealth to the service of the Almighty and build for Him a fitting dwelling place. And yet, we are disposed to claim that the dedication of an humble Chapel Car is of more importance in the annals of the Church than the building of an edifice costing millions of dollars. Yes! Just an humble Chapel Car; no lofty spires; no deep-toned bell swinging in the belfry; no architectural dream—just an humble chapel where everything used in God's service is of the simplest design. And yet we make bold to say that this chapel is as pleasing in the sight of Almighty God as the most pretentious pile of marble surmounted by a golden cross. For the priest in this chapel will go forth, as the missionaries of old, preaching the gospel, administering the sacraments, and offering up the holy-sacrifice of the Mass, bringing consolation and peace to thousands of souls, comforting the sick, ministering to the dying, and blessing the living. Ah, yes! Let this truth, dear reader, sink into your mind, that in the remote, Western country and in the Northwest and the South there are hundreds of thinly populated settlements, and a considerable portion of the people there are Catholics. They have no church, the priest visits them only occasionally; for, you must remember that the supply of priests in the West, the Northwest and the South is by no means adequate. There are some places where the people have not seen a priest for years; and it goes without saying that consequently they have not heard a sermon, attended Mass, nor received the sacraments. It is no fault of theirs, it is the fault of us who live in the big cities and towns too busy to give them even a thought. This condition has obtained for a goodly number of years now, and it is the aim to carry the light where hitherto there has been only darkness. These poor almost God-forsaken people cling for awhile to the faith of their fathers; but in course of time other denominations encroach and one by one they fall away, and are lost forever. Through the agency of the Chapel Car it is proposed to collect and bring back the sheep that are scattered, that have strayed from the fold. "The good shepherd giveth his life for his sheep."

under his protection, for the reason that Mr. Petry is specially devoted to this Saint. Thousands of people passed this car after it was dedicated and here is the pleasing part, the evidence of the beautiful simple faith of the people who visited the chapel, not as curiosity seekers, but to offer up a short prayer before the altar. And another thing we deem worthy of mention was the fact that P. Jennings, of Cleveland, Ohio, one of the original founders, Doctor Melody of the Catholic University, Washington, and the Hon. William P. Breen, of Fort Wayne, Ind., Treasurer of the Society. Certainly, the event was one which will long be remembered by those fortunate enough to witness it. St. Anthony's Chapel Car is equipped with everything necessary for a long journey over prairie and de-

every particular, the entire effect being one of extreme simplicity. A set of stations will be added within a few weeks. Another compartment of the car is the bishop's room, for the bishops of the various dioceses will travel in this car as often as their manifold duties will permit them, to administer the Sacrament of Confirmation to their scattered people. This room is not of large size, is in reality composed simply of two seats such as are found in the ordinary Pullman car and at night is converted into a bed chamber. The adjoining room will be occupied by the priest who will accompany the car on its travels. In this room there is a combination book-case and writing table. This room, too, has sleeping accommodations for two persons—all beds to be "made up" in the regular Pullman style. The car has a small kitchen completely equipped and the services of a porter, who is also a cook, have been engaged. This is an important feature, for to conserve the health of the itinerant priest a suitable fare is necessary; and in view of the fact that the car is intended to traverse the wild and isolated regions of the West and South, a number of storage boxes and refrigerators are provided, which will enable the occupants to carry supplies and provisions for a journey of several weeks. All these things were carefully considered in planning the car, with the result that no essentials for comfort, convenience and serviceability have been overlooked. While it is the first Catholic Chapel Car in the world, it is well to remember that several religious demonstrations long ago inaugurated the idea of the "Church on Wheels," and, as far as we have been able to ascertain, they have been very successful. Well, the idea is as yet experimental. Within a few months we will be better able to point out the many advantages of the Chapel Car for the people in the rounds of the West. The St. Anthony Chapel Car is now making the rounds of the Wichita, Kansas, diocese, and Bishop John J. Hennessey will accompany it for some time. The diocese of Wichita comprises one-third of the entire state of Kansas, covering an area of 42,915 square miles. The total Catholic population of the Wichita diocese is 30,000 and for this number there are only 74 priests, 53 churches with resident priests, and 62 missions with parishes with schools with a total attendance of less than 2000 children. These few figures indicate that there is plenty of opportunity to use the Chapel Car to good advantage in Bishop Hennessey's diocese; and this holds good in many other dioceses in the South and West. It is expected that the car will be in service in the Wichita diocese for fully two months, after which time it will probably make the rounds of the mountainous regions of Kentucky. As the Church on Wheels rolls over prairie and desert, pierces mountain-tops, crosses rivers or climbs the steep, and at the end of its journey is cut off from the rest of the train, of which it forms a part, and switching for service, its arrival will be either the beginning or the restoring of great things for many a soul in the little isolated settlements, hitherto neglected and unhelped by Catholic ministrations. The accompanying illustrations will give the readers of the True Witness a clear view of the Church on Wheels and a good insight into its possibilities and the excellent provision furnished for the propagation of the Faith.

ST. ANTHONY CHAPEL CAR—INTERIOR VIEW. Courtesy Extension Magazine.

while no appeal was made for donations, voluntary offerings of varying amounts, from the child's penny to the more munificent sum of \$100,000, poured in until quite a sum had accumulated. The Count of Santa Eulalia, Portuguese Consul at Chicago, presented a beautiful crucifix with ivory corpus made in the sixteenth century and valued at \$10,000. And many gifts from other persons were received. It was pleasing to hear the good wishes of the visitors and the enthusiasm with which they commented upon the idea of a Chapel Car. They seemed proud of the achievement for the faith and they listened with intense interest to the brief addresses delivered on this occasion by the Rev. Francis C. Kelley, President of the Catholic Church Extension Society of the U. S., and A. Rev. Gilbert



ST. ANTHONY CHAPEL CAR—EXTERIOR VIEW. Courtesy Extension Magazine.

sert and through mountainous regions. The length of the car is 72 feet. Most of the space, of course, is given up to the chapel, which has a seating capacity of 50 and will probably accommodate a total of 65 persons. The altar, specially made for the car, is so constructed that in its many drawers and receptacles may be stored the sacred vessels and vestments. In the center of the altar is a beautiful painting of St. Anthony. The altar utensils, such as candles, crucifixes, etc., will be held in place by screws. The communion railing is converted into a confessional. There are two rows of pews, which slide along a grooved rail, seating two or three persons and divided by a narrow aisle. The appointments of the Chapel Car are complete in

where his father occupied a post in the Coastguard service. Prominently identified with the "Young Ireland" movement of 1848, he became an exile and eventually settled in Canada, where his gifts and attainments soon carried him to the highest position in the State. In April, 1868, when in the prime of his manhood, he was assassinated after about to enter his residence after leaving the Senate. His "History of Ireland," and the "Irish Settlers in America," are well known works.

ULSTER. Wm. Lavelle was fined 40s in Belfast Custody Court for assaulting Wm. Kelly, a hatter in a Ravenhill establishment, by throwing a water glass at him. Abraham Marshall, a permanent-way man, was run over and killed by a goods train near Trew and Moy station, on the G.N.R. line on Saturday.

The remains were laid to rest on Saturday at Newry of Mrs. Lamb, 83, widow of the late Mr. Neal Lamb, and mother of Mr. G. A. Lamb, Monaghan street.

It was announced on Sunday in St. Patrick's Catholic Church, Belfast, that Catholics are henceforth forbidden to attend the "preaching" at the Custom House steps.

Alexander Baxter, a farmer of Ballyvaughan, near Camber, County Down, went bathing on Sunday evening, and had scarcely entered the water when he sank. The body was recovered in nine feet of water.

DERRY. The new Catholic Bishop of Derry, the Rt. Rev. Charles McHugh, was born in 1856 in the parish of Termonamongan, County Tyrone. At college he was class-fellow with Dr. O'Dea, Bishop of Clonfert. He was ordained in 1881 by Bishop Kelly, and he served several months as curate in his native parish, when he became Professor in St. Columba's College, Derry. Five years later his health somewhat failing, he applied for the curacy in every church in the diocese, and the paper is mailed to all who contribute to this collection. Many pastors see to it that the paper is sent to every family in the parish. If this plan were adopted in every diocese there would be no such thing as a straggling Catholic weekly.—Extension Magazine.

Early Buying Profitable. There is a profit in buying some things out of their season, and fuel coal is one of the necessities to be catalogued. At this season of the year, when supply is equal to the demand, and prices are the lowest of the year, when prompt delivery can be made, people should avail themselves of these advantages in securing the cold-weather supply. The Canadian Coal Co., whose advertisement appears in another column, is an enterprising firm, where good treatment in the matter of coal supply is assured. Look up their adv.

A Good Plan. Hartford Diocese has an unique plan for building up the subscription list of its diocesan organ, the Catholic Transcript. A newspaper collection is taken up in every church in the diocese, and the paper is mailed to all who contribute to this collection. Many pastors see to it that the paper is sent to every family in the parish. If this plan were adopted in every diocese there would be no such thing as a straggling Catholic weekly.—Extension Magazine.

SOME IRISH NEWS.

CORK. Very Rev. Canon Sheehan, P.P., of Doneraile, the author of many notable books on Irish life, is anxious to make some absolutely necessary repairs to his little church, but lacks the wherewithal, so the men of "generous Cork" will contribute something to so worthy an object, and relieve the anxieties of the good "Soggarth" of Doneraile.

ANTRIM. A remarkable and most important development in the shipbuilding world—namely, the amalgamation of the great firm of Messrs. Harland & Wolff, of the Queen's Island, Belfast, with the firm of Messrs. John Brown & Co., of Clydebank, Scotland, and Sheffield, Eng.—there are

thus brought together two of the largest firms in the world forming the greatest ship-building combine in existence. This announcement is likely to be sad news for Antrim's great industrial center.

KING'S. A remarkably skillful surgical operation was recently performed in the workhouse hospital, Edenderry, by Dr. J. J. Kinsella, the medical officer, on a little child who was suffering from intussusception, or in-lapping of the intestines. The child, a girl of about eight years old, was brought to the workhouse in a state of collapse, and very little hopes were entertained of her recovery. Dr. Kinsella removed the obstruction, located the place where the obstruction was, and brought the bowel to

its normal state, with the result that the patient is now completely recovered. Cases of this sort are very rare, and the success of Dr. Kinsella is a high tribute to his abilities as a medical practitioner.

MUNSTER. The Queenstown Urban Council at their meeting last Saturday, appointed a deputation to wait on Admiral King-Hall with a view to getting a supplementary grant for employment for a number of men who have been lately dismissed, and it was also decided to communicate with Captain Donelan, M.P. The Cork Evicted Tenants' Association, at a meeting on Saturday last, passed a resolution reiterating

their protests against the methods by which their cases have been investigated and reported upon, and demanding an impartial investigation before a public tribunal. They also recognized Mr. Birrell's good intentions, and suggested that he would give careful consideration to recommendations by Mr. D. D. Sheehan, M.P.

LOUTH. The Hon. John J. Magee, of the Privy Council, Canada, a brother to the late Thomas D'Arcy Magee, has kindly given a generous contribution to provide a treat for the children of the parish of Taroat, County Wexford. Thomas D'Arcy Magee, who was a former editor of the Pilot, was born near Carlingford,

and he served several months as curate in his native parish, when he became Professor in St. Columba's College, Derry. Five years later his health somewhat failing, he applied for the curacy in every church in the diocese, and the paper is mailed to all who contribute to this collection. Many pastors see to it that the paper is sent to every family in the parish. If this plan were adopted in every diocese there would be no such thing as a straggling Catholic weekly.—Extension Magazine.

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Mr. Justice Boyd Monday made an order that service of writs for the recovery of rent on five tenants on the Kierman estate, County Leitrim, should be discontinued.