

rate the sick from the well was a failure is shown from the fact that thousands died on the way up to Montreal, and the monument at Point St. Charles commemorates the fact that thousands died in the city. The dedication exercises at the cross took place in the presence of about six thousand persons from the United States and Canada, including many eminent churchmen and distinguished laymen. Among those present were the Apostolic Delegate to Canada, the Archbishop of Quebec, the Lieutenant Governor of Canada, Hon. Charles Murphy (Secretary of State), and Chief Justice Fitzpatrick.

The Hon. Charles Murphy addressed the gathering at some length, and after dealing with events which led up to the famine and pestilence of '47 and '48, said that the impossibly high rentals demanded by the landlords reduced the people to starvation, and famine swept the land, taking many lives in its path. Under these circumstances the people were glad to sail to a new country, and more than 100,000 crowded on board these mere hulks of ships to escape from their own land. The result was the fever and pestilence. Already broken and weakened by want, they could not withstand the rigors of the long journey, the poor food and unclean vessels, and the disease broke out. Hundreds died at sea. Hundreds of others reached land, only to find it a grave. Thousands were stricken down in quarantine at Grosse Isle and went to fill the trenches without name to mark their resting places or record of their death. Later, when the quarantine was broken in winter, the dying immigrants were scattered along the entire river and through many provinces, carrying pestilence and death with them. Every city has felt the heavy hand of that time.

Drawing a lesson from this brief summary of the historical events of the fever years, Mr. Murphy continued:

'It was not the desire to leave their country which drove out the Irish. It was loyalty to their faith and the faith of their fathers. When the oppression of the landlords had become such that relief measures were undertaken by England, soup kitchens were finally established. But this help was given only on the renouncement of the old faith, and God be praised that not one in ten thousand stooped to this. They came to America, met their terrible fate, but found kindness and charity and admiration of their loyalty to the cross, among the French.

'Perhaps the French were inclined to be friendly through memories of the battlefields of Fontenoy and other places where the Irish had fought bravely under the banner of the Fleur de Lys. Perhaps they remembered old bonds which have dated back through the ages. At and rate, they came to the aid of the stricken ones with a charity as deep as the sea, and an abounding faith and trust in God and His mercy and a love for the people who had suffered in His faith. So a new bond and an enduring bond was developed between the French and the Irish of Canada. As Monsignor Begin said: "You are children of one faith and one Father."

'The clergy of the time were devoted, brave men, and with never a thought of self or the terrible dangers of their work, administered to the sick and dying, smoothing their way on the threshold of eternity. Their names are graven more deeply than on tablets of stone or bronze. They are marked forever deep in the hearts of a great race, and a race which never forgets. But for those who come after, and as material evidence of our regard for these great men, I propose that there should be a monument erected to the clergy of that time, both Catholic and Protestant, for there were Protestant clergymen who labored side by side with the priests for the one great cause.

'Primarily this monument will commemorate Irish faith and loyalty. Next it is an enduring tribute to the charity of the French. But beyond even these two great purposes of the past it stretches a hand into the future. As the Statue of Liberty is designed at New York as evidence to the incoming stranger that he has reached a land of freedom and brotherly love, where nations live together in harmony, so the newcomer, seeing this cross and hearing its story, will be given his first great object lesson of true citizenship in this Dominion of Canada.'

Sir Charles Fitzpatrick, Chief Justice, also spoke briefly at the monument, starting a ripple of laughter with the statement that he was paid to keep still and not to speak, but checking it instantly with the depth of feeling in his remarks. Comparing the isle to the Golgotha of old, he drew a touching picture of the sufferings and privations of the Irish in the defence of their religion. The whole terrible tragedy was a manifestation of faith and loyalty, said he, which has helped and through the ages will help men to die as men should, or live as men should. Continuing, he thanked the Papal Delegate and the Lieutenant-Governor for their presence, and closed with the remark: 'Ireland has not been desecrated and persecuted for nothing. It is her pride and her glory but to point to the cross.'

The house may be erected in the latest style, and every convenience provided for, but if a good range is not put in the comfort of the housewife is not complete. A Zealandia Range will give every satisfaction—it heats well, economises the fuel, and cooks splendidly. This is the verdict of all who have tried these ranges....

THE POWER OF EXORCISM

If a Catholic physician, no matter how eminent, were to advocate the treatment of certain forms of insanity by exorcism, we venture to say that he would be ridiculed by not a few Catholics themselves. However, this is being done by Dr. C. Williams, formerly physician to the Psychic Hospital and Dispensary, Liverpool (1893), president of the Cardiff Psychological Society (1890), editor of a well-known medical journal, and author of several books on insanity, etc. In an essay originally written with a view to its being read as a paper before the Royal Society of Medicine, London, he says: 'I deliberately make the suggestion that in suitable cases—that is, in those occasional cases which appear to be those of "possession"—the medical attendant should, even at the risk of being thought eccentric or a "crank," boldly advocate a resort to exorcism.' The treatment of some other forms of insanity by religious methods is also recommended. 'Such methods, by those understanding them,' declares Dr. Williams, 'have been found most valuable, many remarkable recoveries having taken place.' A celebrated English mental specialist is quoted as saying recently on this subject: 'As one, whose whole career has been concerned with the sufferings of the mind, I would state that of all the hygienic measures to counteract disturbed sleep, depression of spirits, and all the miserable sequels of a disturbed mind, I would undoubtedly give the first place to the simple habit of prayer.' Here surely is food for thought. Those who hold that certain unusual forms of madness and epilepsy are in reality demoniacal possession, will probably be strengthened in their opinion by this declaration of so distinguished a scientist as Sir Risdon Bennet, M.D., LL.D., F.R.S., ex-President of the Royal College of Physicians, London: 'There is not a little in the manifestation of many cases of lunacy that may well give rise to the question whether Satanic agency has not some part therein.'

THE ROMANCE OF THE SUBMARINE

There are probably many that look on the submarine as one of the latest of scientific marvels who will be surprised to learn that it was no great novelty to our ancestors three centuries ago, when Milton was in his cradle and Raleigh was busy writing his *History* in the Tower of London.

The seventeenth century was but an infant when Cornelius Drebell, a clever Dutchman, brought his wonderful boat, which 'could swimme under the water like a fyshe,' to the Thames, and all London flocked to the riverside to watch the antics of this new monster. James I. was among the thousands of spectators, his Royal mouth agape with wonder; and probably Shakespeare and Bacon were also among the crowd.

Drebell's boat was a weird-looking craft, carrying twelve rowers besides passengers; and she seems to have done all her designer claimed for her—sinking and rising and moving under the water like a fish. The chief marvel of this Dutch submarine was 'a liquid that would speedily restore to the air such a proportion of vital parts as would make it again for a good while fit for respiration.'

But although a learned Bishop, in 1648, published a treatise 'Concerning the Possibility of Framing an Ark for Submarine Navigation,' we read nothing more of the submarine for a century and a quarter, when, in 1774, an inventor named Day startled the world by announcing that he would descend in a boat in Plymouth Sound and remain under water for a quarter of an hour. The descent was successfully made in the presence of thousands of onlookers, but the adventurous Mr. Day was seen no more. He was the first on the long roll of victims of the submarine.

A Wonderful Vessel.

In the following year an American inventor called Bushnell produced a really wonderful vessel for submarine use. A strange-looking boat it was, it is true, resembling two upper tortoise shells joined together, the operator (there was only room for one man inside) entering through an opening in the head. It was sunk or raised by means of an oar in the form of a screw, and was propelled by another oar. Such, in rough outline, was Bushnell's boat, in which he was able to remain under the surface for half an hour at a time, moving swiftly and easily in any direction. Behind the vessel was a magazine containing 150lb of powder, for attachment, by means of a screw, to the hull of an enemy's ship.

During the War of Independence an attempt was made to destroy the British warship *Eagle*, but through the operator's bungling the magazine floated away from the ship and exploded harmlessly.

After Bushnell came Fulton, the clever Irishman, who was the first to make a success of steam navigation. In 1801 Fulton built three submarine boats, one of which, the *Nautilus*, was as far ahead of Bushnell's boat as that was in advance of her predecessors. In the *Nautilus*, which was propelled by manual power and supplied with compressed air, Fulton once stayed under water for hours,