

The Catholic Journal

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The Rosary

As our readers all know the month of October is dedicated to our Blessed Lady in the beautiful devotion known as the Rosary.

One cannot conceive of a more touching devotion than the Rosary. It recalls the life of our Lord from the birth of our Lord through His life on earth.

The prayers said in the Rosary too are suggestive of our Holy Faith. First, the Credo, then our Father, then the Hail Mary, then "Glory be to the Father."

Let those who are in the habit of reciting the Rosary practice the devotion still more in this month of October.

Real Reason.

Succinctly and convincingly the Pittsburg "Observer" discusses as follows the oft asked question as to why a Roman Catholic citizen has been debarred from the Presidency thus far:

It is interesting to read a statement, made by one of their own official organs, of the reasons which the Protestant sects of this country offer in justification of their opposition to the occupation by a Catholic of the office of President of the United States.

It is because there has been some reason for thinking that Roman Catholics have been taught to believe that public office may be employed that the State may be subordinated to a particular Church that Roman Catholics have been regarded by many as unqualified.

As there is absolutely no reason for thinking that Catholics have been "taught to believe" anything of the kind, and as there is no such Catholic doctrine as that of Papal supremacy in temporal or civil affairs, it follows that Americans of all religious creeds

land of none are "as free to vote for Roman Catholics as for Protestants."

The fact of the matter is, however, that the prevailing strong sectarian sentiment against a Catholic citizen occupying the Presidential chair springs not from the reasons given by our contemporary, but from the downright anti-Catholic bigotry—from a hatred of Catholics "on general principles."

False

A few weeks ago the sensational secular press which appears to turn to faking cable news from Rome when other items are scarce, published under glaring headlines an alleged Roman despatch to the effect that the Vatican had suppressed the "Catholic Review" published by the faculty of Dunwoodie Seminary and had also condemned the "Catholic Encyclopaedia" because of articles written by our own Rev. Dr. Hanna.

Several Catholic papers were deluded into crediting the sensational despatches and one of them went so far as to sympathize with Archbishop Farley because of the blow that had fallen upon Dunwoodie Seminary.

Mark well the sequel! The publishers of the "Catholic Encyclopaedia" Messrs. Robert Appleton & Co., have just made public the following:

"In response to a cable message from the Robert Appleton company, publishers of the Catholic Encyclopaedia, making inquiry in Rome as to the truth of the recent reports in the public press that an article or articles in the Encyclopaedia had been condemned by the Roman authorities, Most Rev. John M. Farley, archbishop of New York, under date of Sept. 23, 1908, sent a cable from Rome, copy of which is here-with enclosed:

"Robert Appleton, 39 West Thirty-eight street, New York: "Press reports concerning a papal ban on Catholic Encyclopaedia absolutely false.

"Archbishop Farley." In a letter to the publisher of the "Catholic Citizen" of Milwaukee, Rev. Dr. Driscoll president of Dunwoodie, makes this denial on behalf of the "Catholic Review":

"It is true that the New York Review will cease publication with the next issue which will complete the third volume. But it is absolutely false that this action on our part has been determined by any official censure by church authorities either here or in Rome. Some of our articles have been unfavorably criticized by a Roman professor of theology of some distinction, but the complete orthodoxy of the same articles has been warmly and ably defended by a still more eminent theologian, Cardinal Satolli, and the report that The Review or any of its contributors has fallen under the any official ban is simply a malicious rumor, one that has been categorically denied together with a similar report concerning the Catholic Encyclopaedia, by the Archbishop of New York (who was then in Rome), in a recent communication published at his request in the New York Sun.

"The reasons for suspending publication will be briefly stated in the forth coming number. It is simply and solely a case of lack of support on the part of the reading public, and several months ago the editors came to the decision of not trying to maintain the periodical beyond the close of the present volume. Three year's experience had made it manifest that the number of Catholic readers interested in the rather abstruse and somewhat technical subjects which we had chosen for our field of work, was not sufficient to afford a financial support for the undertaking, even though our contributors were far from being adequately compensated. We could hardly change

the object of The Review or make it more popular without coming into needless competition with other Catholic periodicals which are doing excellent work in their various lines of endeavor wherefore we concluded that it was best to discontinue."

These denials are the best possible proof of the necessity for a Catholic paper in the home to correct the malicious or ignorant misstatements about our faith and church.

Probably the report is correct which come from Peoria, to the effect that his priests will not hear to the resignation of Right Rev. J. L. Spalding.

Do not forget our Blessed Lady during this month of October, dedicated to the Rosary!

It is to the Catholic press one must look for correct statements about Catholic faith and Catholic ceremonies.

Railroad Accidents

The report of the Interstate Commerce Commission on railroad accidents in the United States is made the subject of comparison with similar statistics for England, which are not to the credit of American railway management.

The mileage of American railways exceeds that of the United Kingdom by about ten to one, yet there twice as many passengers are carried as here. In Great Britain in 1903 33 passengers were killed in train accidents, as against 164 in this country, and 123 killed by other causes on railroads, as contrasted with 157 here. The total number of passengers injured on railroads here was 6,973, as against 2,681 there.

In Great Britain there were 78 cases of collision of passenger trains and 61 cases of derailment. In the United States the collisions numbered 825 and the derailments 442. During the same year while we had 5,343 collisions and 4,034 derailments of freight trains, in the United Kingdom there were but 33 such collisions and only 19 derailments.

John Paul Jones.

John James Paul came to this country from Scotland, where he was born in 1747, and landed when about 13 years of age. He was the son of John Paul, a Scotch gardener. The reason for his adoption of the name of Jones has never been clearly explained. That he had no wish to sink his identity is evidenced by the retention of his original name. In his early career he signed himself John Paul Jones. Afterward he changed it to J. Paul Jones, and when he became the hero of two nations and all Europe resounded with his fame, his card read simply "Paul Jones."

Russia's Eastern Wars.

The word Pobleda, the name of one of Makaroff's unlucky ships means "Victory," and the Petropovlovsk was named after the little port in eastern Siberia at which the Russians won the only victory that was theirs during the war of 1854-56. An Anglo-French expedition tried to land at Petropovlovsk and was handsomely repulsed. This event had a disproportionate effect on the Russian mind and it was not long afterward that the Russian Government came around to the hitherto ridiculed views of Gen. Mouraviev as to expansion in the Far East. Baffled in the Black Sea, the Russians turned toward the Pacific ocean.

The Man Behind the Gun Counts.

In Vienna and perhaps in other places, in Europe, it is felt very strongly that the rules of war need revision, and that the whole system of submarine mines, torpedoes and submarine boats belongs to the category of those engines of destruction, the employment of which is forbidden by the laws of war. The old knights felt much the same way about things when "villanous saltpetre" began to show the ineffectiveness of their costly armor. Now the soldier depends, not upon armor, but upon good shooting.

Production of Cork.

The production of cork in Spain is estimated at 28,550,716 pounds; that of Portugal at 32,515,104 pounds; Algeria and other cork-producing countries together about 20,331,540 pounds—making the world's total annual cork production 81,287,700 pounds. The export of raw cork from Spain in 1903 amounted to 3,684,966 pounds and for the first eleven months of 1904 to 3,723,602 pounds. The export of manufactured corks from Spain in 1902 amounted to 4,300,698 pounds, valued at \$4,445,700.

Wine Making in Missouri.

Missouri is not often thought of as a wine producing state, yet recent statistics compiled by the State Board of Agriculture show that the State produces annually more than 100,000 gallons of wine, and that more than 13,000,000 pounds of grapes are raised each year. These figures apply to the products which are shipped out, as no record can be kept of the large amount of both grapes and wine that are produced for home use.—St. Louis Republic.



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TRADE IN CANADA.

United States Outstripping England in the Dominion

Some interesting details showing the immense expansion of the Canadian market and the comparative decline of British trade in the colony were given at a special meeting of the London Chamber of Commerce by Mr. H. B. Ames, of the Montreal Board of Trade in the course of an address on "British Manufactures for Colonial Markets."

Having shown that prior to the preference given to Great Britain in 1897 British trade with Canada was declining and was threatened almost with annihilation, Mr. Ames gave a comparison of the trade of the United States and Great Britain with the colony.

"Canadian sentiment," he said, "is commercially loyal and all things being equal our people would rather buy and sell British goods. You have a friendly market and an advantage with regard to price therefore, how is it that you are not capturing a larger portion of our business?"

Great Britain's chief commercial rival, Mr. Ames continued, was the United States, whose imports were increasing while ours were declining. The American was a very enterprising business man. He came into the Canadian market and offered customers every possible advantage. He usually made his goods in advance of selling them, and was, therefore, prepared to deliver at the shortest possible moment, while British goods had to be made to order, and they had to come to England to plant their orders. American travellers called often, and were always bringing new styles and patterns.

"If you want to capture the Canadian markets," said Mr. Ames, in conclusion, "you will have to recognize the fact that the people require goods of a certain character and must have them. British manufacturers should adapt themselves more to our style and ideas and not endeavor to palm off upon us goods which we do not want at any price."

Some Common Birds.

Following are descriptions of some of our common birds, and can be used to know the ones described. Key-eyed Vireo—Upper parts olive green, under parts grayish white, a broad white line above eye, running back for a considerable distance behind it. Back and feet light brown. Bird smaller than a sparrow. Whip-Poor-Will—Mottled all over with reddish brown, gray-black and soiled white; a white collar on neck; many bristles around the mouth; tail rounded and with patches of white on its under side; length a little more than nine inches. Bank Swallow—Above gray-brown; beneath white with a brown band across the breast, wings and tail darker than body (the tail nearly square); bill dark, feet lighter; length 5.20 inches. The Kingbird—Upper parts slate-colored, with black head, wings and tail; a white band at the end of the tail, and an orange spot on the crown; under parts white, a little grayish on the breast. Phoebe—Length seven inches. Upper parts dark olive-brown, darkest on the head; bill and feet black. Under parts dull white, with a grayish tinge. American Goldfinch—Male in spring plumage, entire body clear yellow, forehead, wings and tail black, the last two with white markings. Beak horn colored; feet same color. Bird about two-thirds as large as a sparrow. Female, also male in full plumage: Upper parts olive, under parts yellowish gray; wings and tail dusky; marked with white. Blue Bird—Length seven inches. Above azure blue; throat and upper breast cinnamon; belly dull white, eyes large; tail and wings broad, the former slightly notched; bill and legs black. A Fatal Disease. Russians on the Yalu displayed great valor. It is a depressing circumstance at St. Petersburg that so many of them died of it.

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