

The Catholic Journal

THE LEADING DIOCESAN NEWSPAPER

Twenty-fourth Year, No. 27.

Rochester, N. Y., Friday, April 4, 1914.

The End of the Road

Continued from last week

"You'll humor an old man, Miss," he said, turning his eyes toward Miss Wetherbee. "in his last hour, for your face has kindness in it. And you, Ellen, might listen to me now—it's seldom, in all the years, I've bothered you with all that has been in my heart. But it's always been there, old wife! Sometimes, I've scarce been able to walk off to my work in a becoming manner, so tempted was I to do as I see the Yankees doing—kissing each other good-bye every morning of their lives, as if they were parting for life."

"Oh, Tom, heed your talk, man," warned the old woman; then turning to Miss Wetherbee—"It must be the medicine's gone to his head, Miss—you'll pardon him, please."

Miss Wetherbee seized the wrinkled hand held out to emphasize her words and patted it gently, reassuringly, saying no word, and the old woman settled back in her chair with a sigh.

"Every one was against us in the beginning," went on the man addressing himself to the girl. "Her brother had about promised her to another lad. So there was nothing for it, but steal a march on 'em. That's why Ellen and myself were quietly married one morning and each went our way as usual, no one the wiser. Then the girls in the house where she worked got up a picnic, and Liz Casey would have no one to attend to her save me. 'Do you mind, Ellen,' he said to his wife, 'how she elbowed you off to Jim Lavery, and you went, quiet as a lamb? Ah, but we came back together—we did so,' he laughed softly.

"Deed an' that was a funny day, Miss, said the wife, smiling through tears. "Not one of them suspicioned how it was with us, and I was made to give way to that Liz Casey till you'd think I had no mind of my own. It amused us both, to be sure. Ah well, well."

"After a while we told them, and here to this house we came to make our home. It was too much happiness we had in them days. And then the boy came—the dearest little fellow, with his loving ways, so bright so strong!—we watched him growing every day more winsome; and the days and the weeks ran into years. Then when he was ready to go to school we'd study out things to question him on, and soon neither of us knew as much as he did. Great days they were. God be thanked!" He paused. The old woman was rocking backward and forward in her chair, carried off by his words in spite of herself, perhaps realizing more than she evinced the loss of the happy days, never to return.

"I'm willing to go, Miss," resumed the voice, failing a little; "I have tried to live an honest Christian life, and I think I never injured a fellow-man. I do not fear my Maker—but my poor old woman!" For the first time he broke down.

"Sure God can look out for me," she hastened to say to me; "It's not long after you'll be in it! Oh, dear, dear!"

A sound, loud, crashing, came from below. It startled the two women, but the old man seemed not to heed it. The wife shot a sidelong searching glance at their visitor, as if to see what construction had been put upon the noise.

"I had to get a colored girl to help me, she said, rising, evidently finding nothing in Miss Wetherbee's face betokening knowledge akin to her own. "I wonder what has she done now? If you'll kindly stay with him—"

When she had gone down the old man said sorrowfully:

"This no girl. He's been on one of his sprees since morning—our own boy. That's why I feel among the Germans and Irish in leaving Ellen as I do. She thinks I don't know—God help her! We, 19.12 and 30.65 per thousand for the general birth rate come near us since he got so for the United States dwindled foolish, and his mother discour- aged them, anyway; maybe to shield him, like enough. Will you for the Italians!"

look after her a bit when I'm gone. Cheer her up, and see she doesn't let her son drive her to the poor house. That's the only care I have now."

When he got the promise he lay quite a long time, then with a smile he said in a whisper: "Don't let on that you know—it would wound her greatly, Miss."

"I shall be careful," assured Miss Wetherbee. Yet she half feared that her assistance might be needed down stairs even while she spoke.

After a lapse of half an hour the old woman returned. The invalid was in a quiet sleep and the visitor was thinking it would be safe to leave them a while and return later, when suddenly the old man sat up.

"A long road," he said, very distinctly, "parts of it rough and toilsome, but always in the light—in the light to the end!"

He stretched out his hands as if to some one unseen to the others.

"Tom," cried his wife, and knelt beside him. His eyes turned to her, he tried to stroke her bowed head.

"God keep my old woman!" he said softly.

Down stairs, the woman who had been beautiful in her husband's eyes was pouring forth lamentations.

"And it was only yesterday," she sobbed, "I had the stove took down and the new mattin' laid! Sure what's the use at all! Ah me, ah me!"

In the dim morning light a man in the kitchen began to walk moodily about, now that his drunken stupor was slept off, his nerves strained and tense.

Miss Wetherbee, preparing to go at last, hesitated when she saw him. Then with a sudden hope she beckoned him to come with her up the stairs. He went, awkwardly, sheepishly, yet with a touch of defiance about him.

"Look," she softly said, pointing to the still figure on the white bed. "Almost the last words he said were about you—how happy he and your mother had been when you were a tiny boy. That was how he thought of you—at the end of the road."

The rough fellow covered his face with his hands and she left him there to fight a bitter, hard battle, while she went into the fresh, waking world outside, praying for his victory. —By M. A. Gannon, in the *Rosary Magazine*.

NAVIGATION OPEN

The Waterway, the Enjoyable Way

Daily service between Detroit and Cleveland, leaving at 10.45 p.m., arrive destination following morning 6 a. m.

Week end excursions every Saturday \$2.50 Round Trip.

Service between Detroit and Buffalo and Detroit and Mackinac begins about April 20th.

Railroad tickets honored for transportation between Detroit and Cleveland, Detroit and Buffalo either direction.

Send two-cent stamp for illustrated pamphlet and Great Lakes Map.

Detroit & Cleveland Nav. Co.

Figures To Be Pondered

From the *Ecclesiastical Review*

The footnote on page 274 of this number, in the second of two interesting and important articles on the Church's care of Italian children in the United States, gives the birth rate of the Italians in New York city as 59.62 per thousand. The actual figures for 1911, however, vouchered for by the Department of Health of the city of New York, and ascertained since the article in question was sent to press, show the far higher rate of 83.17 per thousand. The same authority gives the far lower birth rate among the Germans and Irish in leaving Ellen as I do. She thinks I don't know—God help her! We, 19.12 and 30.65 per thousand for the general birth rate come near us since he got so for the United States dwindled foolish, and his mother discour- aged them, anyway; maybe to shield him, like enough. Will you for the Italians!

News From Ireland

Antrim.

A verdict of accidental death was returned by a Belfast coroner's jury in the case of James Connolly, aged 63, who had been seriously burned at his home in Edward street recently.

Carlow.

Dr. Reade, Grange, Tullow, has been elected medical officer of Borris dispensary district.

Cavan.

The Most Rev. Dr. Finnegan, in sending his subscription to the U. I. L. said he was giving it to a society that could never be interfered with by Castle Hacks.

Cavan.

The Ennis Guardians have decided to abolish the office of assistant teacher in the Union and pension the present incumbent of the position, Miss Garvey.

Cavan.

Rev. R. H. Carroll, of Goleen, was thrown from his car over the cliffside near Crookhaven on the night of February 22, when his horse bolted. He died next day from his terrible injuries.

Down.

Dr. Mitchell O'Kane, a well-known Nationalist, has been elected coroner for Derry.

The death has taken place at Colehill, Maghera, of Mrs. Elizabeth McWilliams, who was stated to be 114 years of age.

Dougal.

Peter Campbell, a popular resident of Ballyshannon, died on February 17.

The Tyrconnell Feis, which is an event of great importance throughout Ulster, will be held on July 2 at Glenties.

Down.

P. J. Neary, Newry, has been appointed architect to Newry No. 1 rural council.

Fermanagh.

An inquiry has been held in Belleek into the scheme under the Fabian Act, in which the Belleek Rural council propose to erect a large number of cottages.

Kerry.

The Dowager Countess of Kenmare died in London on February 23.

Charles Dromgoole has been appointed county court judge for Kerry.

Kildare.

A resolution thanking the Irish party, the Prime minister and the Liberal party on the passage of the Home Rule bill through the Commons was, on the motion of Mr. Conlan, seconded by Mr. Sunderland, unanimously adopted by the Kildare County Council on February 24.

Kings.

Addressing the Grand Jury at the King's County Assizes, Justice Wright said the county was free from all organized and agrarian crime, and might be generally described as quiet and orderly.

Leitrim.

Leitrim assizes were opened on March 3. The civil and criminal calendar were light.

The seven-day leasehold licensed premises of F. Flynn at Ballinamore has been sold by auction by J. L. Mulvihill, auctioneer, for the high price of £1,050.

Limerick.

Died.—Recently, John Hayes, Munster Terrace, Limerick, February 24, John Ambrose, Rathkeale.

Louth.

Patrick Ballin, aged 73, of Townparks, Ardee, dropped dead on the roadside, recently, while on his way to draw his old age pension.

Mayo.

E. W. Flynn, for thirty-two years clerk of Belmullet Board of Guardians, has resigned his position on pension.

Meath.

There being no criminal cases to be disposed of at the Meath Spring Assizes, Justice Cherry congratulated the Grand Jury on the peaceful state of the county.

Catholic News Notes

Commodore Perry's old flagship, the *Niagara*, which for almost a century has rested at the bottom of Misery Bay, an arm of Lake Erie, was raised to the surface last Thursday. The timbers were found to be in a good state of preservation and it is expected that no difficulty will be encountered in its reconstruction.

The editor of the *Catholic Advance* voices for the truth of the story that the late Joaquim Miller, the so-called "post of the Sierras," turned his daughter out of doors because she became a Catholic.

Instructions in English are to be given to all foreigners in Dayton, O., under the auspices of the Federation of Catholic Societies.

A few days ago Supreme court of Louisiana celebrated the hundredth anniversary of its foundation. The invocation was delivered by the Very Rev. J. D. Foulkes, who represented Archbishop Bleek. Since the days of the Spanish regime in Louisiana the decorations were never more elaborate than on this occasion.

Crossed electric wires in the vicinity caused a fire a few nights ago, which damaged St. Brigid church, Pittsburg, to the amount of \$15,000. There were some singular incidents related in connection with the disaster. Although the altar of the Blessed Virgin was practically destroyed, the statue of Our Lady remained intact.

Mayor Keller of St. Paul, Minn., has appointed Attorney Daniel J. O'Keefe a member of the St. Paul School Board. He is the only Catholic on the Board as it is now constituted. Two of the retiring members, William Egan and Miss Cunningham, are Catholics.

Bishop Richter of Grand Rapids, Mich., has been at St. Mary's Hospital in that city for a couple of weeks on account of an injury to his leg, the result of a fall on an icy sidewalk.

Very Rev. A. M. Burgmer, S. V. D., has been elected provincial of the North American Province of the Society of the Divine Word. The provincial house is at Teahney, Ill.

The destructive hail storm which visited San Antonio, Texas, wrought damage to property amounting to \$75,000. The Catholic institutions of the city were among the heaviest sufferers.

At his golden celebration, a few days ago, Mgr. Koch, V. G., of the Philadelphia Archdiocese was presented with a purse of \$5,000.

In a valuation of property exempt from taxes in the city of Milwaukee, church property is credited with being worth over \$14,000,000.

The increase in the English-speaking Catholic population of Montreal, Canada, was shown recently when Archbishop Bruchesi found it necessary to form another parish for them in the northeastern part of the city. The new parish has been dedicated to St. Dominick. The Rev. Father Cullinan has been appointed pastor.

The tower and spire of the Cathedral of Queenstown, Ireland, will be completed, thus finishing a great edifice which has been fifty years in construction.

Played Pedro.

Mr. and Mrs. Ryan of Woodward St., entertained the E. O. W. pedro club Wednesday evening. Prizes were won by Mr. and Mrs. A. J. Buchan. They will meet next Wednesday with Mr. and Mrs. Kupfer of Melville St.

Motor Chapel 'St. Peter' is Brought

Unique Church on Wheels Built For the Extension Society

The unique feature of the annual exposition of motor truck-chapel recently in the Columbian Building, Chicago, was the motor chapel, "St. Peter," built for the Catholic Church Extension Society. This motor chapel is the first of its kind built in America. Its equipment is complete in every respect and includes all that is required for the celebration of Mass and the holding of other Catholic services. The minister or any priest who will travel in it will be able to conduct church services precisely as in the largest cathedral. Besides the regular church services there will be given, while the car is en route, illustrated lectures on Catholic doctrine and Bible subjects.

The car is eighteen and one-half feet long, six and three-quarters feet wide and eleven and one-half feet high. The general plan and details of construction and equipment were designed by the Rev. E. E. Lachlan, first vice-president and general secretary of the Church Extension Society.

The altar is located in the back portion of the car, the sides of which are of folding-door construction, and when closed forms the sanctuary walls. A drop device increases the radius of the car to thirteen feet, forming a platform surrounding the altar. Besides the combination altar and vestment cabinet, the car carries a folding confessional, a folding organ and chimes and all other accessories for Catholic services. When the altar is not in use it can be pushed to the rear and the space in front occupied as living quarters.

The motor car also carries a tank which may be erected and is capable of accommodating as many as two hundred persons. This will form what may be called the auditorium, the motor car serving as the sanctuary. The tank has a pump against rain and other badness of the weather. It is twenty by fifty feet, with seven and one-half foot walk. The entire cost of the car and its equipment is \$5,500.

Two years ago a car similarly equipped started on its missionary tour throughout the country districts of England and has been a great aid in the work of disseminating Catholic truth and bringing the benefits of religion to the Catholics in sparsely settled districts. The motor car "St. Peter" will serve a similar purpose in the Southern and Southwestern parts of this country. It can go into districts where the two chapel cars owned by the

Extension Society could not penetrate.

Pope Builds Tomb

The Pope has just given directions for the building of his tomb. The work has been already put in hand in the crypt of St. Peter's.

The tomb is to be formed out of a recess in the wall of the crypt, and it has been made large enough for the reception of a coffin. Every preparation has been made, and the recess has been covered up with brick so as to be ready eventually for a slab of marble on which the name of His Holiness will be engraved after the burial. The Pope has decided that the body of Leo XIII, his predecessor, shall remain in St. Peter's, instead of being moved to St. John's Lateran's.

In these crypts are the tombs of several Popes and a number of important personages. Few people have been through the crypts, which are carefully guarded. Though some of the earlier Popes were buried in the catacombs, it was not until the time of Leo I., that St. Peter's became recognized as a place of burial for the Popes. Originally they were buried in the forecourt only, but later on the tombs were made in the interior. Unfortunately, some of the oldest tombs have been destroyed.

Motor Chapel 'St. Peter' is Brought

Unique Church on Wheels Built For the Extension Society

The unique feature of the annual exposition of motor truck-chapel recently in the Columbian Building, Chicago, was the motor chapel, "St. Peter," built for the Catholic Church Extension Society. This motor chapel is the first of its kind built in America. Its equipment is complete in every respect and includes all that is required for the celebration of Mass and the holding of other Catholic services. The minister or any priest who will travel in it will be able to conduct church services precisely as in the largest cathedral. Besides the regular church services there will be given, while the car is en route, illustrated lectures on Catholic doctrine and Bible subjects.

The car is eighteen and one-half feet long, six and three-quarters feet wide and eleven and one-half feet high. The general plan and details of construction and equipment were designed by the Rev. E. E. Lachlan, first vice-president and general secretary of the Church Extension Society.

The altar is located in the back portion of the car, the sides of which are of folding-door construction, and when closed forms the sanctuary walls. A drop device increases the radius of the car to thirteen feet, forming a platform surrounding the altar. Besides the combination altar and vestment cabinet, the car carries a folding confessional, a folding organ and chimes and all other accessories for Catholic services. When the altar is not in use it can be pushed to the rear and the space in front occupied as living quarters.

The motor car also carries a tank which may be erected and is capable of accommodating as many as two hundred persons. This will form what may be called the auditorium, the motor car serving as the sanctuary. The tank has a pump against rain and other badness of the weather. It is twenty by fifty feet, with seven and one-half foot walk. The entire cost of the car and its equipment is \$5,500.

Two years ago a car similarly equipped started on its missionary tour throughout the country districts of England and has been a great aid in the work of disseminating Catholic truth and bringing the benefits of religion to the Catholics in sparsely settled districts. The motor car "St. Peter" will serve a similar purpose in the Southern and Southwestern parts of this country. It can go into districts where the two chapel cars owned by the

Extension Society could not penetrate.

Pope Builds Tomb

The Pope has just given directions for the building of his tomb. The work has been already put in hand in the crypt of St. Peter's.

The tomb is to be formed out of a recess in the wall of the crypt, and it has been made large enough for the reception of a coffin. Every preparation has been made, and the recess has been covered up with brick so as to be ready eventually for a slab of marble on which the name of His Holiness will be engraved after the burial. The Pope has decided that the body of Leo XIII, his predecessor, shall remain in St. Peter's, instead of being moved to St. John's Lateran's.

In these crypts are the tombs of several Popes and a number of important personages. Few people have been through the crypts, which are carefully guarded. Though some of the earlier Popes were buried in the catacombs, it was not until the time of Leo I., that St. Peter's became recognized as a place of burial for the Popes. Originally they were buried in the forecourt only, but later on the tombs were made in the interior. Unfortunately, some of the oldest tombs have been destroyed.