

THE CATHOLIC JOURNAL

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Friday, July 21, 1916.

Vacations.

Vacations seem to be a settled American institution but what to do in the way of vacationing is not so settled an institution.

One would naturally suppose that vacation means rest, change of scene and recreation. But how many are there who pass their vacations at a fashionable summer resort where they have to dress for dinner and other functions and act exactly opposite to what they do at home and return at the end of two weeks or a month, tired out, "worn to a frazzle" as the slang parlance has it and anything but rested up in preparation to resume the endless grind of every day routine existence.

Others there are who travel at breakneck speed over this and other countries and return home at the summer end equally worn in health, nerves and spirits.

Then again, there are others who stay right at home and really rest. More there are who fish and hunt and relax body and mind.

These latter one would think really have the true vacation idea as do those who only change their occupation. For the office man to go out in the country and do real farm work constitutes a real vacation because he has a complete change in scenery and occupation.

We all have heard of the laborer whose idea of vacation was to be called at the usual hour so that he might waken to the realization that he could turn over again and sleep as long as he choose. Or the chap who found his ideal vacation stunt in going to his accustomed office to watch his associates labor while he loafed in peace and contentment.

After all vacation ideals are subject to the viewpoint of him who is vacationing.

That Submarine.

Whether one is enamored of the German cause or not, he cannot but be impressed by the resourcefulness of the German people.

Several times since the European war broke out in 1914, this resourcefulness has been emphasized in vivid and illuminative manner but on no occasion more so than in the case of the Deutschland, the merchant submarine that slipped into Baltimore, unexpectedly if not wholly unheralded. For an unarmed vessel, freighted with contraband of war, bitterly needed in the United States, to slip out of the Kiel canal under the noses of waiting British warships, through the English Channel dodging the searchlights of several hundred more British craft and then crossing the Atlantic without mishap and again eluding the scout ships of the Allies is no mean exploit. In execution it surpasses Jules Verne's masterpiece of fiction "Twenty Thousand Leagues Under

der the Sea" and adds another point in the game of "Truth is stranger than fiction."

While the Allies would have been pleased to forestall the entrance into the United States of the Deutschland's cargo of dye-stuffs, nevertheless they had to concede that the German boat came within the definition of a merchant vessel as laid down by Secretary Lansing and hence entitled to equal protection from this neutral country with other merchant vessels which enter our harbors.

Of course, the Allies will not concede that the Deutschland's voyage across the Atlantic demonstrates the ineffectiveness of the British-French blockade of Germany, but it will not need more than a few such voyages to convince the world at large of that fact.

Whether submarine passenger travel will ever become popular with the tourist public in general remains to be seen but even that is possible.

Perhaps the Fact.

Perhaps the Albany "Journal" has sensed the true Mexican situation when it says:

Heavy fighting between forces of the Mexican de facto government and armed followers of Villa, which is reported from Chihuahua City, is presumptive evidence of several things, and it may explain some other recent developments.

It indicates that Villa is very much alive. It disproves the assertion of the defacto government that the bandits had been routed and therefore there was no further reason for the presence of American troops in Mexico. It may explain Carranza's sudden change of attitude on the ground that he had hoped that Villa would join him against the aggressive action which would not undertake in cooperation with the American forces, that calls for common sense and discretion as well as professional attainments and caution; and we had made raids over the American border has evidently given Villa and his followers new courage. They have evidently regard his inactivity as evidence of fear of them.

For the present at least, it would seem that he has trouble enough on his hands to make him entirely willing to come to the terms of the United States in order to avoid much worse trouble. Speaking before the International Association of Railway Special Agents and Police in session at New Orleans, Mr. W. L. Park, vice-president of the Illinois Central Railway Company, dwelt upon the advantages to the working efficiency of our transportation system in time of peace which must come from intelligent efforts to get the lines ready for actual military operations. Mr. Park said: "Very many of the measures which it would be imperative for the railways to take preparatory to the performance of their functions as a military adjunct are precisely the measures they ought to be put into condition to take in fulfillment of their functions as the agents of peaceful prosperity."

Commenting upon this declaration of Mr. Park, the New York "Sun and Press" said: "This is true not only of the railroads but also of every other industry which in time of war would become directly or indirectly an auxiliary of the nation's regular defensive forces. The principle here stated is so broad in its application that in scrutinizing the minutiae of the situation it is likely to be overlooked, like the name in big type running all across the page of an atlas map.

Preparedness.

The Court of Appeals of New York has declared the bathing beach at Coney Island open to the public but neglected to issue an injunction against the man eating sharks.

The death of Josephine Cohan recalls one dancer who did not take up the neurotic dances.

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Preparation for effective defence in an emergency of war is not only in the case of the railroads but in countless other ways the strengthening of the nation's resources for the normal activities of peace. The no preparedness propagandists do not recognize this fact, but it is a fact all the same. Even Mr. Ford's own factory is bound to profit in efficiency by the by-products of Preparedness.

No Hysteria.

It is unfortunate that, in times like these, the habitual hysteria of the New York City Health Department, a characteristic common to all departments of the Greater City, has rather disqualified it to be taken as seriously as it would have the world at large take it.

It is quite possible that the Greater City is threatened with a serious epidemic of infantile paralysis but the hysterical manner in which the Health Department conducted its recent crusade against alcohol and the supposedly unsanitary restaurants bordered on the grotesque in the participants' frantic efforts to secure self-advertisement.

It is this fact, coupled with all the unheard of and almost brutal restrictions which the Health Department would impose on the children of Greater New York in this humid season that is likely to defeat the very object ostensibly sought to attain. A reputable New York newspaper

commented: "We can conceive that the excitement that has been aroused in the minds of the people of New York, which has reacted to their grave disadvantage, might apply to Carranza's personal and self-seeking pursuit of a profitable business. We do not think the responsible heads of the Health Department are either frivolous or self-seeking. But we are convinced that they have an unfortunate disposition in their handling of a situation that calls for common sense and discretion as well as professional attainments and caution; and we hope to see the abandonment of those devices that contribute nothing to the effective struggle for health, but seriously impair the trust of the community in its guardians."

We are reminded that another national political campaign is upon us.

It would appear that England, like Germany, is prepared to sacrifice the flower of her manhood on the European battle field.

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LuNette SHOP For Women July Clearance Sale Reductions One-Third and More Every garment of this spring and summer that is in the way will be given a quick send off by new reduced prices. Reductions are 1-3 and more. Lot 1. Tailored Suits \$10.00 were \$25 to \$30 Lot 2. Tailored Suits \$15.00 were \$35 to \$45 Lot 3. Silverbloom Suits \$9.50 were \$15 and \$16.50 Lot 4. Golfine Skirts \$3.75 were \$6 and \$6.50 Lot 5. Silk Dresses \$7.50 were \$15 Lot 6. Silk Dresses \$15.00 were \$25 to \$35 Lot 7. Silk Dresses \$25.00 were \$35 to \$45 Lot 8. Navy Serge Coats \$10.00 were \$15 and \$18.50 Lot 9. Navy Serge Coats \$15.00 were \$22.50 to \$25 Lot 10. White Corduroy Coats \$9.50 were \$15 to \$16.50 Lot 11. Pongee Suit, striped Skirt, \$13.50 were \$18.50 LuNette Shop for Women Thirty-Five East Avenue

Opposes Changes in C. M. B. A. Policy.

The second joint meeting of the Policy Guarantee League of the C. M. B. A., held at St. Joseph's Hall last Sunday afternoon, was largely attended. These meetings are held primarily for the purpose of adding strength to the organization, which hopes to prevent the parent society from putting into effect proposed changes in the manner in which it is conducted. Among the speakers were visitors from the Buffalo branch of the league. Some of these were John Murphy, president of the league in Buffalo; Edward Newbacker and John J. O'Connor, members of the Executive Committee there, and Miss Catherine McGhee, representing the Buffalo Ladies' Auxiliary to the League, which was formed to help the league in its fight.

The next meeting will be held on the second Sunday in August at Holy Redeemer Hall. Besides all the members of the C. M. B. A., especially those who joined previous to 1904, wives of members and all other women interested in the organization will be invited.

Daylight Lake Trips.

The C. & B. Line is again maintaining daylight service between Cleveland and Buffalo. That the traveling public was not slow to recognize the delights of these trips is evidenced by the immense patronage afforded them last year.

From Cleveland, Steamer "City of Buffalo" leaves New East 9th Street Pier every Saturday during the summer season at 9:30 a. m., arriving at Buffalo 7:30 evening of same day.

From Buffalo, the Great Ship "Seandbee" leaves wharves at South Michigan Street Bridge every Saturday at 9:30 a. m., reaching Cleveland at 7:30 p. m.

The night service will be the same as heretofore, namely, steamers leave both cities daily at 9:00 p. m., reaching destination the following morning at 7:30. (All Eastern Standard Time.)

During the summer months the Great Ship "Seandbee" will leave Cleveland every Saturday night, and week-end excursion tickets, \$3.50 round trip, are good going on either day or night trips.

A reduced automobile rate of \$5.00 round trip is made for these week-end trips for cars under 128 inches wheelbase.

Rochester Priest to Preach.

Auburn, N. Y. — At the novena in honor of St. Ann, which will be held at St. Aloysius Church, beginning on Sunday, the sermon will be delivered by Rev. B. A. Quirk, of Rochester. Rev. M. A. Quirk, of Ottawa, Ill., will be the celebrant; Rev. Andrew T. Di-sett, of Clyde, the deacon, and Rev. John Hogan, of Newark Valley, the sub-deacon.

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For tickets, time of trains and all information call at New York Central Station, or at City Ticket Office, 20 State Street, Rochester. Telephone: Bell, Main 963; Home, Stone 880.

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