

THE CATHOLIC JOURNAL

PUBLISHED EVERY FRIDAY AT

North Street, Rochester, N. Y.

BY THE
CATHOLIC JOURNAL PUBLISHING
COMPANY

If paper is not received Saturday notify the office

Report with any delay change of address giving both old and new

Communications solicited from all Catholics accompanied in every instance by the name of the author Name of contributor withheld if desired

Pay no money to agents unless they have credential signed by us up to date

Remittances may be made at our own risk either by draft express money order, post office money order or registered letter, addressed to J. Ryan, Business Manager. Money sent in any other way is at the risk of the person sending it

Discontinuance—The JOURNAL will be sent every subscriber until ordered stopped and all arrears are paid up. The only legal method of stopping a paper is by paying up all arrears

SUBSCRIPTION RATES

Per Year, In Advance..... \$1.00

Mailed at second class mail matter.

ROCHESTER TELEPHONE 3253

BELL TELEPHONE MAIN 1567

Friday, Aug. 17, 1917.

Just Deserts.

It is a source of gratification to us as Catholics and also as American citizens that the War Department has listened to the protest against the announced quota of Catholic chaplains in the Army and Navy would be considerably less than the Catholic population of the United States would entitle us.

There was another angle to the question. Until Congress repealed part of the national defense act of 1916, there was slight chance that many Catholic chaplains would be appointed because in that act it was provided that in appointment of chaplains in Army and Navy veterans would be given preference. There were not many Catholic priests alive who could qualify as war veterans so this looked like preference of non-Catholic clergymen. Happily, this injustice was remedied by Congress.

It is now announced that Catholic chaplains will be allotted on the basis of about 11,000 for the Catholic population as shown in the "World Almanac." While this is undoubtedly a small figure, still the membership of the other denominations is understood.

Secretary of War Baker announces that there will be 53 Catholic chaplains out of 114 in the regular army and 128 out of 350 in the new National Army or a total of 181. There are at present 16 Catholic chaplains in the service, leaving 165 vacancies to be filled which, undoubtedly, will not take long.

It is pleasant to be assured that our Catholic soldier boys and there are many of them will be ministered to spiritually by chaplains of their own faith. To be sure, this is the condition that should prevail but for awhile it looked as if it would not.

Just Think!

According to the "Catholic Transcript," the first man arrested in Ohio on the charge of treason was Harry E. Townley, of Columbus.

"Brother" Townsley is master custodian of Lincoln Court, Guardians of Liberty.

"Nufficed!

Be On Time.

Punctuality is a virtue in many ways and few there be who possess it voluntarily. Time clocks, rigid rules, fear of docking if late to office or factory, compel punctuality on the part of those who would otherwise be late and behind their fellows.

But how many men and women school themselves to be always on time to keep an engagement, to be at the theater before the curtain goes up, not to keep the party waiting for dinner and so on? On the contrary, are there

not those who think it smart to be always a minute or so late? Is it because they wish to be the center of attraction, the cynosure of all eyes, as the enthusiastic reporter thinks he must ex-

press it? Possibly and probably. But these never stop to think of the inconvenience they cause others or that it is an unenviable notoriety to be known as always late?

And then how many there are who do not esteem it even a sin to be habitually late for Mass or other religious services? Aside from the annoyance they cause the priest and the rest of the congregation who were in church on time, they are a deliberate insult to Almighty God as it is His service they are slighting and thereby missing part of the grace which assistance at all the mass brings to their own souls.

It is bad to be tardy anywhere but it is doubly so to be late at Mass, when such tardiness can be avoided as can be done by most Catholics who dwell within the cities and thickly populated communities.

Started Right.

Undoubtedly, many Americans felt just like the New York Journal of Commerce when it published the following editorial paragraph:

It is not to the interest of this country that its federal government be placed upon a Prussian pedestal or that its State governments be discredited, except in so far as they may discredit themselves. It is to the interest of the American people and of the State governments that these local-exemption boards—representing as they do the principle of self government dear to the American heart—should show themselves capable and efficient bodies, as capable and as efficient as similar bodies chosen by the federal government could be. By performing their duty fearlessly and impartially the exemption boards will justify self-government and the States. Their duty is to furnish men.

But we believe that, in New York State at least, and in the neighborhood of Rochester both local and district boards have accepted their commissions in the right spirit and intend to do fairly and impartially the task assigned of examining and passing upon men who their country needs to defend her honor. This is what these boards are for and, in great measure, it depends upon them to place the men called in the selective draft where they will serve their country best in the field or at home, in the crafts or agricultural pursuit.

And we believe the task will be performed impartially.

Sauce For The Goose.

The New York World does well to call attention to the fact that when some poor East side foreigner in New York tries to escape the draft or marries to avoid conscription the newspaper's hold him up to scorn as "a cowardly slacker" and his associates ridicule him.

If, then, a wealthy son of a wealthy family, who is noted for his athletic prowess and whose fortune is ample to provide for a wife and family while he is at the front even if his sources of financial profit were shut off entirely, marries and then claims exemption on the plea that he has a dependent wife, after acceptance as physically fit, should he not be held up to scorn as well as his less fortunate brother?

For our part we class Kingdome as just as much of a slacker as Abram Jacowski, who marries the girl of his choice just to escape going to war, if he can. We see no difference between the two. If anything, Gould should come in for the more severe criticism because he has had so much more from the United States that

THE STREET CAR NICKEL
Will No Longer Provide
Street Car Service
(No. 1--The Public Protected)

When we petitioned the Public Service Commission to change the street car fare in Rochester, from five cents to six cents, we knew well that no such increase would be allowed until the necessity for it had been proved.

We knew that the Public Service Commission in this as in other states, would demand a complete show-down, or better, a searching investigation into the economic facts and would put the burden of proof absolutely on the street railway company.

What does that mean--the burden of proof on the company? It means that nothing be taken for granted in their favor. They must prove everything.

To secure an increase in fares, the company must prove positively:

1. That it is not getting a fair return on the capital "honestly and prudently" invested, as the law puts it.
2. It must prove that its financial situation is not due to a temporary or a sudden change in conditions.
3. It must prove that the management is honest and that the operation of the business is efficient.
4. It must prove that the increase is just and reasonable, and that no other plan of getting it is better.
5. It must prove that the increase in fare asked is not to make up losses of properties owned and operated in other places.

Every fair question raised concerning the increased fare, must be satisfactorily answered. This company wants to show exact facts and get a fair hearing and a just verdict. The rights and interests of the public are thoroughly safeguarded by the Public Service Commission.

We are fully aware that a raise in street car fares is not popular. We are asking it because we are compelled to, in order to get money to keep the service which the city must have or suffer, and to pay our investors a return that will prevent their going into investments that pay better. That is all there is to it.

No business can be permanently run at a loss, and investors must get a fair return or they will not invest.

Improvements must be made, new lines must be built, and the old ones maintained and renewed. We shall show that in Rochester, investors are not getting a fair return and have no prospect (unless fares are increased) of such a return. This is due to great increase of cost in materials, operation and taxes. THE STREET CAR NICKEL WILL NO LONGER PROVIDE THE BEST STREET CAR SERVICE.

J. F. HAMILTON, General Manager

New York State Railways
ROCHESTER LINES

W. A. Wilson Machine Co.
Engineers, Boiler Makers,
Machinists Repairs and
Supplies
217 North Water Street
Both Phones 922

L. W. Maier's Sons
UNDERTAKERS
166 Clinton Avenue N.
Phones 609

Ryan & McIntee
UNDERTAKERS
196 Main Street West
Home Phone 1464 Bell Phone 3929

Robertson & Sons
Sho. Repairers, Inc.
38 N. Water Street
EST. 1884
Work Called For and Delivered

Yellow Taxicabs
For Short Trips
Main 491 Stone 791

ORDER FRIEDLER'S
Pure Soft Drinks
Delivered to any part of City
80 Lowell St.

REPAIRED WHILE YOU WAIT
TRADE MARK
Don't Cobble Shoes We REPAIR Them

Burke & McHugh
GARTING CO.
Are now located at 163 North St.
Large and small covered vans and general carting. Both Phones.

MENEELY BELL CO.
TROY, N.Y.
177 BROADWAY, N.Y. CITY
BELLS

T
15
G
R
S
v
s
p
M
29
C
44
G
an
J
B
TH
A
A
Aut
It
cc
so
tl
the
fi
en
to
\$4
0
mod
Eco
80
N
B
EYE
Al
Le
At
Pr
Gl
ad
E
Bo
W
Op
pa
E. I
O
8 N
Buy
M
Y
Hum
Both P
J.D.S
S
C
Consul
EIM-
F
Phones.
BI
for pai
D
64
Both Ph
Geo
P
306