

**BOOK SHELF**

**Secular Education**

THE CATHOLIC IN SECULAR EDUCATION, by James M. O'Neill. Foreword by George Shuster. Longman's '56. 172 pp. \$3.50. Available at Trants.

A little book of facts about the 4,000,000 Catholic students in the United States today, and the steadily growing number who must do the same in the foreseeable future, despite the equally steady expansion of Catholic facilities (on parochial, high school, and college levels).

A book to provide every pastor, assistant, and active layman with the real truth about particular institutions, state and private universities, and their plans for the Catholics in their midst, so that Catholic action in behalf of these students can be better implemented.

A book of definitely quoted and authenticated incidents and opinions—written straight from the record.

JAMES O'NEILL is from Victor, New York; attended Canandaigua Academy, Dartmouth, Harvard Law School, U. of Chicago Law School; has taught everything from country district school to seminars in university graduate schools, has been at it forty-six years.

He is the author of Catholicism and American Freedom and Religion and Education under the Constitution; he addresses this work to the same group of stockholders in American freedom, the Catholics, because they are truly stockholders in public education.

"The American public, the whole American public, owns the public education system, and is wholly responsible for what happens, and what does happen, in public education."

**Traffic Jams, Parking Woes Hit Vatican**

By LUCIANO CASIMIRRI

Vatican City — (NC) — Vatican City has its traffic problems. So its centuries-old buildings and courtyards are having their "face" lifted to cope with them.

It takes only a quick stroll through the San Damaso courtyard while any solemn ceremony is in progress to see that it cannot hold the great number of automobiles belonging to the cardinals, diplomatic representatives, prelates and pontifical dignitaries.

The San Damaso courtyard is the nerve center of Vatican City. It leads to the Secretariate of State, to the papal apartments and to some of the Vatican's administrative offices. Every one who has business in one of these must pass through it.

WHAT HAVE Vatican authorities thought of doing to

untangle traffic in the courtyard?

It must be remembered, first of all, that the Vatican is built on a hill which has several levels. This fact is not apparent to a visitor, because the cluster of buildings hides the face of the hill. But it explains the many levels of the Vatican buildings. Pilgrims who climb the endless stairs to an audience generally are not aware that they actually climbing a hill.

The San Damaso courtyard is on the top of a small hill. The more spacious Belvedere courtyard is at the bottom of the same hill. The elevators which once carried all visitors from San Damaso up into the Vatican Palace have now been extended to the Belvedere. Work on this project was begun a year ago and is expected to be concluded before the end of this year. Walls three feet

thick had to be broken through.

The old elevators from San Damaso had to be modernized. When work is completed, much of the traffic will be diverted to the Belvedere courtyard, which was designed by Bramante. The San Damaso courtyard will then become the quiet and secluded place it was in the days when Vatican law permitted entry there only to two-horse carriages.

THE FRENCH legation to the Holy See remembers well the "two-horse" rule. A French ambassador of the last century was once called to order by a guard for having ridden into the courtyard in a "car" drawn by a single horse. Plus IX ended the diplomatic incident that followed by writing into the report: "The ambassador will ride into the Vatican with as many beasts as he wishes."

Pope Plus IX was the first person to think of having elevators installed in the Apostolic Palace. Before his time the popes were carried up and down the Vatican stairs in a sedan chair. All other persons had to climb the wide stairway known as the "Floresta," which Pope Leo X had built with low steps so that horses could be ridden up them. "Floresta," by the way, refers to the office, which prepares flower arrangements for solemn functions and also has charge of the furniture for papal apartments.

Plus IX's elevator was operated by an enormous wooden drum. The inner surface was notched so that men standing in it could make it revolve by going through a walking motion. The difficulty of the system was in making the elevator stop at the desired floor. The only way this could be done was by the passenger's shouting down to the operators.

Vatican who remember Leo XIII's elevator. It remained in service until 1930. Pope Plus XI gave it the name "Valentino" — a reproachful play on words from the Italian "va," meaning "go," and "lento," meaning "slow". In those days the Secretariate of State employed about ten persons. If they arrived at the Vatican and found that "Valentino" was not operating that day, it was accepted practice for them to return to their carriages and go home again. Even with the new elevators, it is not expected that the San Damaso courtyard will ever be that quiet again.



**U. S. Surplus Fights Hunger**

Karachi, Pakistan — (NC) — Mrs. Horace A. Hildreth, wife of the U. S. Ambassador to Pakistan, pours a pile of butter into the vessel of blind man. Thousands gather each week for their butter quota. Mrs. Hildreth inaugurated the distribution of the U. S. surplus butter in Karachi. The butter, delivered by American Catholic Relief Services is distributed under "Operation Brotherhood," a project sponsored by the local Junior Chamber of Commerce.

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