

Catholic Priest Is on the Staff of a Railroad

The Rev. Gueymard of Seattle, Wash., has been appointed traveling immigration agent for a great trans-continental system, the Milwaukee railroad. The appointment was made by Mr. Hibbard of Seattle, Wash., and was dashed across the entire United States over the Associated Press wires as a novel and unique step in the history of railroad transportation. That a Catholic priest, while still holding his clerical standing, should be detached by his bishop to serve on the official staff of a railroad company and be registered as an employee on its pay roll was something quite unusual. Yet it was a simple illustration of the spirit of the great West, it was in line with the policy of this railroad and quite in accord with the missionary traditions of the church.

Relative to his new work Father Gueymard said in part:

"The Western states exemplify as no other portion of this country does the spirit of faith in its own vast possibilities; the spirit of confidence in its own unlimited opportunities for those who have the energy and talent to lay the foundations of material well-being. That faith makes of the average Westerner a typical 'booster.' Thoroughly convinced of the quality and quantity of his wares, he is an enthusiastic salesman, and viewing the vast field of operation he generously welcomes the advent of every newcomer. By nature and traditions and surroundings broad and hospitable and liberal he wishes to see others share in the proffered gifts that the country, with its wonderful resources, holds out only for the asking.

"That spirit is so alive and so common that it soon affects every one and converts the hardest pessimist into an enthusiastic optimist. It is so typical that one does not feel himself in his right element until the spirit is born in him, and when born it grows apace. In all positions in life we Westerners not only desire to see all enjoy material prosperity, but we wish to be factors—live, recognized factors—in this history of progress. A man is a stranger until this happy contagion touches him; he is not fully assimilated until he becomes palatable with the 'booster' contingent. The spirit is exemplified in a remarkable degree in Mon-

tana. As large in area as New York, Pennsylvania, Indiana, Maryland and Connecticut; in agricultural possibilities, in arable land alone, 28,000,000 acres of virgin soil awaiting anxiously for the plow; in mineral resources hundreds of billions of tons of every species of minerals from gold to cement, and the vast treasury barely touched with the little finger of development; in timber 50,000,000,000 feet in virgin forests; in manufacturing possibilities water power that would move the wheels of a hemisphere.

"When these things and many more on the same large scale are taken in consideration how can we avoid being enthusiastic and like high mettled steeds hot at bit, ready to run and proclaim the glad tidings of good news.

"I said it was in line with the policy of the Milwaukee railroad. This company is known as a great granger route. When it came to Montana industrially and commercially it was like sending a fresh army corps composed of crack regiments to solve a great problem of military tactics and sweep the field. For such a big organization in such a tremendous work it moved swiftly. It built 1400 miles of road through canyons and gorges and along rugged mountain paths, as well as across rushing rivers and through long fertile valleys in less than three years. In that time it had built twenty miles of bridges, pierced twenty miles of tunnels and laid 200,000 tons of 85-pound rail. It now runs into Seattle on an almost perfect roadbed two of the most beautiful and best equipped trains in the world, all steel. That was the spirit with which the work was begun and carried on.

"The anecdotes and tales told about the Jesuit missionaries as they pushed their way through every mining camp and trading post in Montana read like a romance of energy, patience, bravery and self-sacrifice. Many a priest in Montana is still living out of whose life many acts of heroism might be culled for the basis of interesting stories. Furthermore, a spirit of kinship, of mutual help, of harmonious action with all creeds, bred in days of hardship and danger, still lives and now aids in the development of our state.

Colonizing Idea Practiced.

"We are willing and more than anxious to do our share, and since Catholics were early recognized factors in the development of the country and now are among its most valuable citizenship, we feel that we have the moral support and approval of our fellow citizens in bringing in others. The colonizing idea is the most practical, for it gives the Catholic at once the religious and educational advantages that he had in the community which he leaves. The first question asked by a Catholic homeseeker is, 'Is there a church and a school?' to which is often added, 'Is there a resident priest?'

"It is to meet this demand that we opened the colony of St. Charles in the Smith River Valley. We have 70,000 acres of land in one body, situated in one of the best valleys in the state. This land is well within the range of the man of moderate means on terms that are enticing. It is handled by honest and conscientious owners that have made every provision to help and interest the homeseeker. We selected this particular territory in order to have something tangible and definite to offer to the Catholic homeseeker, who, like others, is apt to roam aimlessly, spend his money and return dissatisfied to settle in some isolated district.

"The colonizing idea, when properly carried out, is the most desirable because the man in a new country, no matter how favorable the conditions may be, needs encouragement, support, counsel and advice. This he can get more easily in congregated groups than in isolated conditions.

"We are convinced that the associations, the intercourse, the society, the combination that helps in attaining this end is more quickly realized in a colony than in segregated modes of settlement. These are the reasons why I have been temporarily detached from actual parochial duties by a far-seeing and patriotic bishop; why a great, enterprising railroad company is co-operating heartily with us, and why all Montana has said, 'God speed this new venture!'"—Chicago Inter-Ocean.

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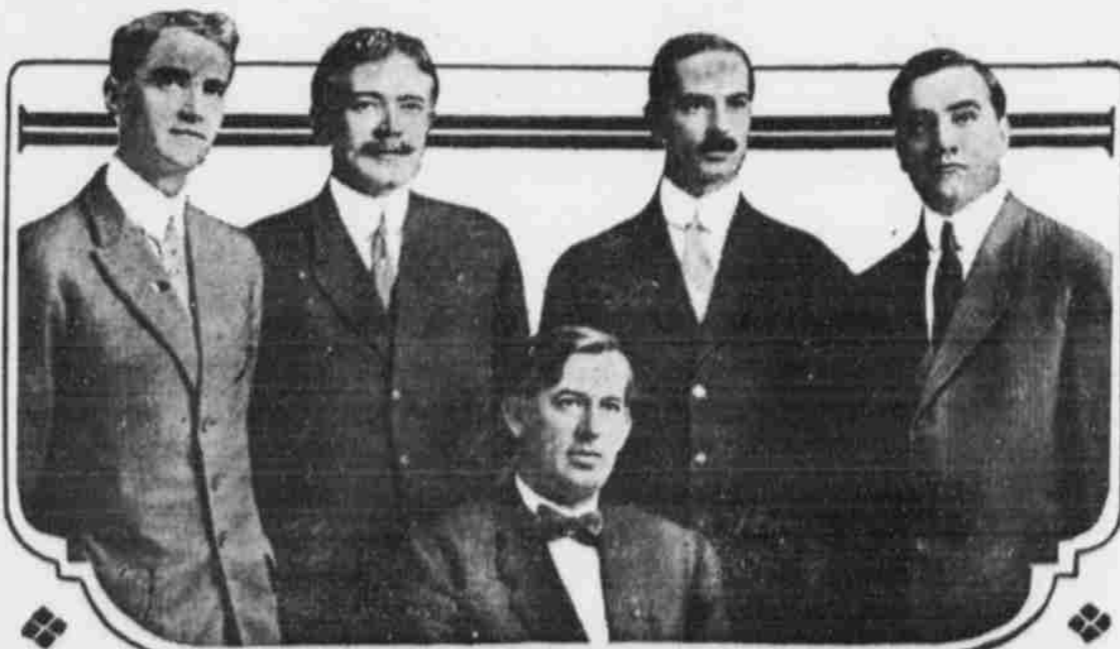
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U. S. Parcels Post a Popular Institution

The consummation of a desire on the part of the American public, particularly in the country districts, for legislative action in transportation matters that would bring them in closer touch with the large business centers bore its first fruit on the first day of the new year. The parcels post is now a thing of reality, and in the few days of its existence has already demonstrated that it is here to stay as one of the most popular institutions ever established by Uncle Sam. The fight for the establishment of the parcels post system has extended over a period of forty years. Opposition to it on the part of the large express corporations has been very marked, while the public in general throughout that period has been slow to realize the vast advantage that would result from active competition by the government with the express companies. Yet now that the parcels post is a reality there exists a tendency among its opponents to take the matter philosophically, while its advocates hasten to declare its success.

It has been charged by opponents of the measure that the inauguration of the parcels post would kill the smaller towns. The argument advanced to support this charge is that the farmer would purchase his supplies from the large department stores of the cities in greater quantities than heretofore. That the farmer will be brought into closer touch with the large dealer in the city cannot be denied, but it must also be remembered that the merchant in the country town has at his command the same splendid system of rural delivery that the department store has, while the new system permits of the carrying of many farm products. The masses of the people will of course receive the greatest amount of good from the system, which is as it should be.

Group of Men at Washington Who Spent Many Arduous Hours Figuring Out Parcels Post Rates



Left to right: George L. Vroom, A. A. Fisher, Robert S. Sharp, C. B. Hurry, John G. Koons.

Just how much the new postal regulation will cut into the business of the express companies is hard at this time to predict. It seems to be the general feeling, however, that on small packages, say five pounds and under, the Government will do the bulk of the carrying business on account of the lower rate. A comparative table of rates within the eight zones established by the government reveals a ratio of 1 to 5 in favor of the government in the first zone and 1 to 4 in the second, the ratio diminishing to 1 to 2½ in the eighth and farthest. In the carrying of 10-pound packages the advantage is in favor of the express companies by only a few cents in the first three zones, while the government holds the cheaper rate in the farther distances. This table seems

to bear out the prediction in favor of the government in the case of smaller packages.

The zone system seems to have met with the least favor among writers throughout the country. Advocates of a uniform rate for the United States, regardless of distance, clamored loudly against the establishment of discretionary distances. But the fight for the parcels post system has been a long one, and according to the leading authorities the compromise was necessary in order to secure the passage of the measure. A natural consequence of the zone system is to give the advantage in territory to firms located in the center of the country, houses on the coasts being restricted to activity within a semicircle.

In its final significance the parcels

post means simply the extension of the fourth class of mail matter by making the weight limit in that class 11 pounds instead of 4, as at present, and the substitution of a sliding scale of rates according to distances for the flat rate of "one cent an ounce or fraction thereof." All liquors, poisons, explosives or articles having a bad odor are excluded from the list, while books now belonging to the third class will not be carried by parcels post.

With its few days of trial the system has already presented some perplexing problems, due to a misunderstanding of the rules governing it. The new regulation demands the use of the special parcels post stamps and the delivery of the package at the postoffice. Already instances are reported in the large cities where

persons have deposited packages in large mail boxes on the street corners stamped with ordinary mailing stamps and without a return address. There is but one avenue open for the postal authorities in the communities where these instances occur, namely, send the package to the dead letter office for identification. This presents the possibility of loss to the sender, since, in the absence of writing, it may eventually be destroyed. These instances, however, in comparison to the vast amount of good to result from the new system are but few, and a few months of active operation will reduce the errors to a minimum.

She Felt Duty Qualified.

Dr. Harvey W. Wiley said the other day in Washington of a well-known canning concern:

"These people, when we objected to some of the poisonous chemicals used in their canned peas and asparagus, laughed at us. They said we were ignorant and inexperienced. They pointed out that they had been many years in business, and that they turned out millions of cans a year.

"It reminded me of a woman whom I once saw in my young days feeding a babe a few months old on bits of fried fish and pickle.

"Don't do that, I said. 'Don't do that, madam! It's most unhealthy to give fish and pickle to so young a child.'

"The woman frowned upon me. 'Huh!' she said, 'don't you try to teach me how to feed babies. Why, young feller, I've buried seven!'"—Country Gentleman.

President-elect Wilson has his hands full if he satisfies both the East and the West in his selection of a Secretary of the Interior.

It cost Uncle Joe Cannon \$3012 to be fired, but the shot was heard all over the country.—Wall Street Journal.

Will Form a New Alliance

From South America comes the information that the three great states of Argentina, Brazil and Chile are to form what is styled the A B C union for their mutual self-protection. The action of these powers in forming a union is actuated by recent disputes with foreign powers in which the single country involved has found itself at a serious disadvantage. The quarrel between England and Argentina, that between the United States and Chile, and the dispute between Italy and Argentina are cited as examples of the difficulties incurred by the unconsolidated republics. Frequently in times past these states and others of Central and South America have been subjected to humiliations because of the dictation of foreign powers. It is to avoid a recurrence of these humiliations that the alliance is formed.

The principals in the formation of this union scoff at the objections of outsiders that the alliance is foolish in the absence of real perils threatening them. But the old story of the man who locked the door after the horse was stolen seems to serve as a sufficient warning, and they point out that because the thief is not now in the act of stealing, he is nevertheless ready to do so the first chance he gets.

The step taken by these republics is an indication that, at least in their own estimation, they have reached the age of political discretion and need no longer live under the protection of Uncle Sam. As to what effect it will have on their future relations with us and with foreign powers it is difficult to say. Will the alliance resent Uncle Sam's attempts to enforce the Monroe doctrine if in future it becomes necessary to do so? Or will not the union help Uncle Sam to enforce it?