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Just buy three tins to-day and use them for
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Agents for The "Meadow-Sweet" Cheese Mfg. Co., Limited, Montreal.

NOTES OF TRAVEL: The Coastal Service.

And Reminiscences of a Pleasant Tour.

L. C. MORRIS.
CHAPTER XXVI.

AT BOSTON—THE BROOKS MONUMENT.

Boston is celebrated for its history, and renowned for its history. In business it has long been known as the "Hub," and this appellation is justly due the city, for it certainly is a centre of attraction in many ways. Its Museum of Fine Arts, and its Public Library, and its State House, are foremost among its architectural structures; and the many other public buildings which adorn the city, are all in keeping with the traditions of the nation, and the enterprise of the State. Next to the Public buildings may be mentioned the statue which meets the eye at every turn, and which tells its own history in few words. To statesmen, warriors, poets and clergymen, these monuments are erected, and it is about the monument of one of the latter class that we now wish to write—The monument of the late Philip Brooks. As many of our readers are aware the Rev. Philip Brooks was an outstanding ecclesiastic during the latter part of the last century, and his church was a great factor in the religious life of Boston. Contemporaries with him was the Rev. Joseph Cook, and both their names are still fresh in the thought of the people, and their memory is fragrant with good-will.

Philip Brooks was the rector of Trinity Church, and his monument is erected close by that sacred edifice. The monument is peculiar, inasmuch as it presents the figure of two persons—one standing behind the other. The idea of this second figure is that of Inspiration; the second figure being meant to represent the Redeemer. This idea of Inspiration, is, no doubt a good one; but it seems that the attitude of the figure has never met with popular favour; hence it is that steps have been taken to have the monument replaced by a more approved one. This new statue was exhibited in one of the public squares of the city last winter for the purpose of permitting the people an opportunity of pronouncing upon its merits or otherwise. We heard different opinions expressed upon this monument, but do not know what the final views amounted to. The idea of Inspiration as expressed by the dual figures of the Brooks' Monument, has much in its favour, for it signifies that behind the life-work and preaching of that good man, there was the divine influence of the Saviour; but somehow as one stands and looks at these two figures, there arises the feeling that the servant is greater than his Master, and that the latter is hidden by the former; because both figures appear on a level, and the figure of Brooks being directly in front, that which stands behind is seemingly secondary. The position of the figures make all the difference, and it has frustrated the idea of Inspiration. Had the figure which stands behind, been placed upon a pedestal, so that it would give the appearance of standing a little over the preacher, instead of merely behind him, the monument would have been relieved of its objectionable features. To say the least of it, the monument, as placed, displays very poor judgment, as well as bad taste.

This, as far as we could learn, is the reason why a second monument has been considered necessary; but if the position of the dual figures of the first monument were altered there would not be any necessity for its removal. The whole question may not be of any importance, but it tends to show how keen, after all, is the thought of the people on these things. That Philip Brooks should be honoured by a monument of unusual design we must all agree; but that the monument should place him in a superior position to his Divine Master we do not agree; but that is what happened; though not intended.

(Continued on Saturday.)

Wedding Bells.

BUTLER-ENGLISH.

At the home of the bride's parents, Mr. and Mrs. Wm. English, a pretty wedding took place yesterday at 3.30 p.m., when the Rev. Dr. Fenwick, President of the Methodist Conference, united in holy wedlock the Rev. Wm. R. Butler and Miss Gertrude E. English, in the presence of a few intimate friends and relations. The bride, exquisitely gowned in white silk and georgette, with veil and holding a magnificent bouquet of white carnations and asparagus fern, was attended by Mrs. W. Moore, her sister as matron of honor, and Miss Gladys English, a niece, as flower girl. The groom was supported by the Rev. E. W. Forbes. Many costly and beautiful presents were tendered the bride, who has until recently been engaged in the nursing profession, and had the honor of serving 3 years in France with the Harvard nursing unit. The groom's gift to the bride was a handsome gold brooch, to the matron of honor a pearl necklace, a gold bracelet to the flower girl and a fountain pen to the best man. At 5.30 p.m. the wedding party, showered with good wishes and confetti, motored to the Sea View Hotel, Topsail, where the happy couple spend their honeymoon. The Rev. W. R. and Mrs. Butler will shortly be leaving for Change Islands, where Mr. Butler takes up his ministerial duties. It may be interesting to note the fact that Mr. and Mrs. English's family of nine daughters and one son are now all happily married.

Editor Evening Telegram

Dear Sir.—As the press is the only effective medium we have of expressing ourselves on public wrongs I solicit space in your valuable paper to bring before the public what I consider gross mismanagement in one branch of our public service, namely the Coastal Service. I think it will be generally admitted no service in the past has come in for a larger share of public criticism, particularly the Prospero during the time she was under the command of Capt. A. Kean and his son W. B. In the former if the ship grazed a sand bank or touched the bottom in any shape or form the greatest exaggerations were sent broadcast through the country. Even the color of the Buttons on the Captain's coat was criticized and he was dubbed "Brass Button Abe." Although Captain Kean beat all records for quick trips yet on one occasion when through stress of weather the Prospero was a few hours late, one of our city papers said the Prospero should be named "Can't Move." When Capt. W. B. Kean on his first trip grazed a mud bank backing out from Catalina wharf the news found its way to one of our papers with such rapidity that you would fancy that the type was set up in advance for the occasion.

Long before the first of May letters would appear in our papers demanding a steamer to be sent North, and the Government of that day severely criticized for their lack of interest towards the general public. No small share of blame was laid on the Government for the class of Boats that was on the service and the Earl of Devon was particularly complained of. Why has public criticism ceased? Have we now a superior class of Boats? The answer is No! Never in the history of the coastal service was there such a poor service. The Strait's Boat is an old sailing steamer altogether unfit for passenger accommodation and while it was thought she was only put there for the first two trips to relieve the freight congestion apparently this is the Boat that is intended to run all summer to take the place of the S. S. Ethie as an improvement on the service of last year, and to carry out the promise to the people of St. Barbe to place a boat on the route that would give better facilities for freight and accommodation for passengers, and the boat in command of Capt. Bishop on Bonavista Bay has been named the "Bonavista Insult."

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26 pieces, in Dark Blue, Pea Green and Gray decoration, only \$20.00 per set.

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Pretty shades in Blue, Green, Pink and Floral decorations, 5 pieces, only \$10.50 per set.

BROWN TEAPOTS,

65c., 75c., 85c. each,

at
G. KNOWLING, Ltd.,
Crockery Dept.

Bye-bye

And the same old Earl of Devon with the same old Captain is engaged again and rumour has it that Capt. Sandy is boasting that he made a profitable contract with the Hon. W. F. Coaker for that work.

While for slowness in getting around, their present commanders will leave a record behind them which will be hard to beat, the Carmen on Bonavista Bay, it is said, is so uncertain that you can never tell when she is coming next, and the Prospero under her present commander beats all records, on her first trip 32 days, her second trip 52 days, her two trips this spring have taken over a month and notwithstanding her commander is the nominee of W. F. Coaker and the appointment confirmed by the Executive Council he is no more infallible than other people, for coming South this time, going in LaSclie, he ran the Prospero ashore in the harbor in broad noon daylight, in clear weather in a harbor easy of access and with plenty of water. And the present Captain of the ship while under command of other masters in the Prospero has been taken in and out of LaSclie scores of times without ever grazing the rocks. This is a lesson to Mr. Coaker that those who live in glass houses shouldn't throw stones.

So much for the management of these Boats outside of St. John's. We will now come nearer home and have something to say about the management after their arrival here, for which we hold the Minister of Shipping responsible.

The S. S. Prospero arrived here on Saturday morning, she berthed at Bowring's Coastal Premises, took out a portion of her cargo, and then went down to Shea's wharf and took out some more freight. Then instead of coming back to the coastal premises to discharge the balance of her cargo, she was ordered to go up to Mudge's to go on the mud to have some rivets tightened to make her sufficiently tight to go North again before going on dock. The public is kept in blissful ignorance of her been rammed on the rocks on entering LaSclie. The type that was formerly set up for the occasion with nothing wanting but the name of the place where the accident occurred has evidently been destroyed and it is not thought worth while to mention such trifles now. But sir, what about the freight that has been left on board. What about myself and others who have been waiting to dispose of that freight? A lot of men to my certain knowledge have fish, oil and herring on board of that ship which arrived here on Saturday, and could have made their sales, yet have to wait until to-morrow morning before they can get delivery of their freight. One man was heard to say to-day, I have seven casks of oil on board that boat and unless I take delivery of them this evening, I may lose the sale of that oil. Another man said the quicker Sir John Crosbie gets charge of the boats again the better for all concerned.

Well, Mr. Editor, you can come to one of two conclusions. Either the man in charge of the management of these boats is utterly indifferent to the public welfare, or is utterly incompetent for the job. As I do not think it is the former I am forced to the conclusion it is Mr. Cave's lack of experience in matters of this kind. And still Mr. Cave has had something to do with business and surely he must know that everybody who has freight on boats wants to take delivery of it as soon as possible. However, if this letter serves no other purpose, I hope it will be a reminder to the Minister of Shipping, that in future, as soon as passengers and their luggage are landed, that the next thing is the tightening of the ship for the next trip, whether the damage was done by contact of ice or rocks or the coaling of the ship, be an after consideration. Thanking you for space, I remain,

Yours truly,

A NORTHERN MAN.

July 8, 1920.

Obituary.

MRS. HARRIET TAYLOR.

On Friday afternoon, there passed away at Carbonear, in the 84th year of her age, Harriet, wife of Richard H. Taylor (of John), after but a brief illness, mourned by a large circle of relatives and friends. Notwithstanding her advanced age, Mrs. Taylor was extremely active up to within two weeks of her demise, and but for failing sight, was physically fit for household duties, in the performance of which she took exceptional pride. Left to mourn are a husband, one son, Edward, in the United States, and one daughter, Susie, Mrs. (Capt.) C. F. Taylor, living at Carbonear. The funeral took place on Sunday, Interment being at the Methodist Cemetery, where, followed by her last resting place by a vast concourse of people, all that was mortal of Harriet Taylor, loving wife, careful mother, valued friend and good neighbor, was laid to rest in the family plot. To the sorrowing relatives the Telegram extends sympathy.

I want another bottle of "Brick's Tasteless," it is the best preparation I have ever taken to give me an appetite.—apr25,20

MINARD'S LINIMENT CURES DANDRUFF.

Knowling's Men's and Boys'

Summer Underwear

We are now showing a large selection of Men's and Boys'

Wool, Cashmere, Balbriggan, etc.

Underwear which we are selling at prices far below present-day values.

Men's Balbriggan Shirts—
90c., 95c., \$1.25, \$1.35 each

Men's Red Drab Merino Shirts—
80c. each

Men's Balbriggan Pants—
90c., 95c., \$1.25, \$1.35 pair

Men's White Merino Shirts—
Short sleeve50c. each

Men's Brown Cotton Pants, 80c. pair
Men's Net Rowing Shirts, 65c. each

Men's Mesh Conde Suits—
36" to 44" \$3.40 suit

Men's Summer Weight Vests and Pants, slightly fleeced, all sizes . . \$1.00 gar.

Men's Natural Cashmere Shirts—
\$2.80, \$3.50, \$3.80, \$4.20, \$4.50 ea.

Boys' Balbriggan Shirts—
24" to 34"60c. to 85c. each

Men's Natural Cashmere Pants—
\$2.80, \$3.50, \$3.80, \$4.20, \$4.50, \$5.75 pair.

Boys' Balbriggan Pants—
24" to 34"65c. to 85c. pair

Men's Woolsey Natural Cashmere Shirts—\$6.50, \$7.70, \$8.00, \$9.00, \$10.00, \$11.50, \$13.50.

Boys' Natural Cashmere Shirts—
24" to 34" \$2.45 to \$3.30 each

Boys' Natural Cashmere Pants—
24" to 34" \$2.45 to \$3.30 pair

Men's Woolsey Natural Cashmere Pants, \$7.20, \$9.70, \$12.00, \$13.00, \$14.50 pair.

Men's Socks, Black and Colored, in plain and fancy20c. to \$2.50 pair

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June 25, 29, July 2, 8

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