

Mr. Gosling Writes on the Ward System.

Editor Evening Telegram.

Dear Sir:—On Tuesday of next week a plebiscite vote of the citizens of St. John's is to be taken on the question, whether or not in future, elections for the City Council shall be by wards.

It is useless now to discuss the question of the advisability of having such a vote taken, but it is I think very important that so far as possible the electors should know what they are voting about.

It is not by any means such a simple proposition as it may appear for, as a matter of fact, it is a fundamental principle of City Government and has a bearing upon every phase of city life.

The Municipal Board, which was appointed for the purpose of framing a Charter for the better government of the city, gave this matter its closest study. Again and again it came up for discussion and always it was decided, almost unanimously, that the Ward System was an evil influence in municipal government and consequently the Charter now before the Legislature is built upon the supposition that the elections will be "at large" and not "by wards."

The idea at the base of the Ward System is that the representative of the ward is to look after the interests of one particular locality, and one can be sure that the electorate will see to it that their representative does look after his ward. The interests of the city as a whole will be continued to be found at variance with the interest of a particular locality, and a Councillor under the Ward System must continually find that if he wishes to be elected in his ward he is unable to do what he knows to be best for the city.

Each Councillor under the Ward System will be called upon to get all sorts of petty jobs attended to, a drain, a sidewalk, a crossing, a gully, a section of road, with the result that all large constructive work for the city will be neglected, the time and energies of the staff and the funds of the city will be wasted on unimportant matters, and the city will never be improved.

I beg the electors of St. John's to take a large view of the city. Do not worry so much about your own particular street, but give your representatives a chance to deal with each

problem in turn as it may affect the whole and not the little portion. In the course of time it will all be attended to and effectively and economically improved. We will never get anywhere if every Councillor has to depend for his re-election upon getting the little jobs of his ward attended to.

Another pressure that will be brought to bear upon the ward representative is to induce him to connive at all sorts of wrong doing. To permit houses to be built where they ought not to be built, to allow persons to owe water rates, or to stay prosecution of those who defy the laws of the city. It is not easy to withstand appeals of this sort when one represents the whole city, and it must be plain to everybody that the smaller the electoral district the greater will be the pressure.

Another evil resulting from the Ward System is what the Americans call "log rolling." The "you-scratch-my-back-and-I'll-scratch-yours" policy. The bargaining of a vote for a new sidewalk in Hoytestown, producing waste and extravagance.

In a great big city, wards are a necessity but in cities of under, say, 150,000 inhabitants the Ward System is an evil without any redeeming feature. I have seen the argument advanced that men of a better stamp would be more likely to offer themselves for election under the Ward System. But surely this is the most upside down argument, for it is obvious that a man may get the support of a small section who would stand no chance with the city as a whole, and therefore it has become an axiom of politics that the larger the district the more prominent will be the representative. There are thousands of men who can worthily represent a district of Newfoundland, but if someone to represent Newfoundland as a Colony is required, the choice will be narrowed to perhaps half a dozen.

There is another important matter to be considered. The Charter provides for a continuous Council, one half of the members retiring every two years, thus securing for the city the services of men with some experience all the time. I believe this to be a very important section and one likely to be of great benefit to the city, but this system cannot be worked scientifically under the Ward System unless there are at least two representatives for each ward, which would necessitate a Council of twelve which would be cumbersome and unnecessary. The reason for this is obvious; for if there were 6 wards, with one representative for each ward, and three retired every two years, the result would be that one half of the city would be represented by members with experience and the other half by inexperienced men, which would be lop-sided and unscientific.

The English Act for the appointment of Local Boards recognizes this principle. The clause reads: "One-third of the number of members elected for the district, or if the district is divided into wards, one-third of the number elected for each ward (being those who have been longest in office) shall go out of office on the 15th April in each year."

But as a matter of fact, I do not believe any of these questions influence the majority of those who are advocating the Ward System. The sole reason for the agitation is the belief of a certain section that they would be more apt to secure representation if the city were divided into wards.

In my opinion this is both unnecessary and unworthy, and even if the grievance were genuine, this is not the right way to remedy it. The proper way to secure the representation of all sections of a community is by the system known as "Proportional Representation," but I do not think that St. John's is at present ready to discuss this matter.

In conclusion, I would say that I have given this question most careful study, and have consulted dozens of authorities on modern municipal government in reference to it, every one of whom condemns the principle utterly, and I am convinced that for us to adopt the Ward System would be a retrograde step of a very serious nature.

I trust, therefore, that every citizen who wishes to see St. John's a healthy, happy and beautiful city to live in, will make it his business to vote against the Ward System.

Yours truly

W. G. GOSLING.

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The War Week by Week.

By OBSERVER.

A week that has had its share of hard fighting but contained little of outstanding importance allows us to look at the situation as a whole in a general review. Every military man knew, when Roumania threw down the gauntlet to Austria, that a new development had arisen that would fundamentally affect the strategic merits of the whole position, but it was also apparent that some time must elapse before the change would make itself patent. That time has not yet quite arrived, but there are signs that it is rapidly approaching.

Turning first to the West front, which is still the most important and always will be, we may remark at least two facts of much significance. One, although this is really to be seen elsewhere, is that Hindenburg has undoubtedly added in some way to the strength of all the Eastern armies and stiffened their resistance. Whether this has been done by means of reinforcements drawn from the West is not, of course, known, but it is likely to be partly true. Turkey undoubtedly has been pressed into service; we learn of Turkish troops fighting as far from home as in the Riga region. If the German line in the West has been at all thinned, it will soon enough be apparent, and cannot fail to be of value to us. The other fact—though it is only a great probability—is that both British and French are meeting with less and less effective resistance. This is not at all likely to be due to the weakening of the man power that faces their offensive; in fact, this has been proved actually to have increased of late. It may be due partly to the better position which the Allies have won after so long fighting for it, and the higher ground on which their guns are now posted. But it is most probable that it is due also to another and more gratifying cause—the piercing at last of all the most formidable and elaborately constructed German defences in many places. Aerial observation has found this to be so, or it is so reported, and it is no more than we should expect. From Maricourt, where the French started, to Bouchavesnes, where they are now established, is more than six miles, and it cannot be supposed that the same strong, deep and massively fortified trenches are found so far back as this.

If this is so, all the elements of the position point to a retirement, by the Germans before long. Combes is already virtually useless; Peronne is very seriously threatened; while the position south of the river, because of the peril of that port of the French, is in a worse case. Communication between Peronne and Bapaume is greatly interfered with, and if a short retirement is made to straighten out the line again, that is just north and east of Peronne, the line south of the river will be up in the air. That is the great value of Peronne to the French. Its capture by them will cause the Germans to fall back in the south, not to this or that position that is not so important—but from behind the protection of their great trench defences. This may not happen for some time to come, but it is plain that the joint advance cannot be carried much further without bringing it about. The

Allies are here doing splendid work in holding so many divisions of the enemy before them, but they have a far greater and more positive aim than that in view, and it may be nearer fulfilment than so long fighting for it has led us to imagine.

The struggle on all the Eastern fronts is growing in intensity, and something big is bound to happen ere long. The Italians have scored a success at the northern end of the Carso plateau, where we indicated that they would probably first resume the serious offensive when ready for it. The capture of Gorizia must have involved a huge expenditure of ammunition, which has had to be made good. General Cadorna, though we have only niggardly reports, has evidently begun the great attack upon Isonzo and already there are rumours of the abandonment of Trieste. This is of course premature, for the Austrians will fight strenuously to keep the Italians back, but they will not long be denied. Once they can break the strong Austrian centre, Trieste will be theirs, its conquest being merely a matter of time.

Along the whole Russian front fighting has taken place, which has on the whole been favourable to the Germans. In the Lutsk region and before Halicz they claim to have repulsed the Russians with great losses to the attackers, but have conceded a gain to them in the Carpathians. Russia has plainly aimed less at specific points, by means of concentrated attacks, than at a general pressure along the whole front with the purpose of keeping the German forces out of the place that needs them most, the Balkans. Roumania, after brilliant progress through Transylvania, has at last met with a check, but neither the progress nor its arresting need be taken at face value. Paradoxical as it may seem, the Roumanian advance is probably as much to the liking of Austria as of Roumania, for the great Transylvanian elbow that projects into Roumania and is flanked by it is much too dangerous and large a salient for exhausted Austria to hold. Hence the weak resistance she has made, a resistance which will stiffen when the proper line of defence is reached.

In the Balkans proper, the outstanding events are the progress of the Serbians against the Bulgarians south of Monastir, and the defeat of Von Mackensen in Dobruja. The former is a prelude of good augury to the Saloniki drive, which is yet to come off; the latter removes a serious menace to Rumania, a coup which very nearly came off. The most expert observers are of the opinion that Roumania will halt her advance into Transylvania when she has established a strong line that could be held against a possible counter-invasion, and then devote her energies, with Russia's, to Bulgaria. Mackensen's drive was a clever manoeuvre to take advantage of Roumania's preoccupation to deal her a stunning blow from behind, but it was seen in time and thwarted. If now Russia and Roumania together have forces enough in this region to bear back Mackensen's army, it will be the sequel for Sarraïl to move north along the whole Macedonian front.

Here and There.

Turkeys, Ducks and Chicken at ELLIS'.

NEW BRANCH BANKS.—The Royal Bank of Canada is opening branch offices at both Marystown and Placentia.

St. Ivel Cheese, small tins, at ELLIS'.

PASSED NARROWS.—A large steamer, supposedly an ore carrier from Bell Island, passed the Narrows last night, going west.

MORE ROUND-TRIPPERS.—Considering the lateness of the season, a large batch of round-trippers came by the Florizel yesterday.

WORKMEN BUSY.—Owing to the large amount of cargo brought here by shipping, men working along shore and truckmen spent an exceptionally busy week.

EXCELLENT MARKSMEN.—The volunteers were engaged at rifle practice every day this week at the South-side Range and the shooting scores were creditable.

NAVAL RESERVISTS RETURNING.—Eleven Royal Naval Reservists, nine on furlough and two invalided, left England on the 17th inst. for Quebec and are due to arrive here about the end of the present month. No further particulars have been received.

SECOND ANNIVERSARY.—Yesterday was the second anniversary of the sinking of H.M.S. Creedy by a torpedo in the North Sea, carrying to death Lieut. Bernard M. Harvey, the first Newfoundland man to give up his life for the Empire in the present war.

MR. F. J. KING will resume teaching Piano, Organ, Singing, Harmony, etc., at his new address, 235 Theatre Hill, on Monday, Sept. 18th. Reduced fees for all college students.

CONDUCTOR LEE ILL.—Conductor P. Lee, of the Carbonate train was taken suddenly ill in the city yesterday. He was attended to by Dr. Reid Co's doctor, who ordered him to be sent home. The popular official is suffering from a slight internal complaint and a heavy cold and after a few days will be around again. Conductor Noseworthy will command the train during Mr. Lee's illness.

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LUMBERGRASS SHIPBUILDING CO. LTD. SHARES AT \$10 EACH. 500 ARE \$400 Available.

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The concessionary grant under the new "Act to encourage shipbuilding," viz.: free entry of all material, machinery and implements, required for the construction and equipment of plant and building and equipment of vessels, and increase of bounties 100 per cent. considered in conjunction with the former success of the concern, makes it an uncommonly commendable proposition.

The Act referred to also guarantees a dividend of 7 per cent. on monies invested.

For information, write Monday or Tuesday to

P. J. TREMLETT,
Windsor Hotel, City.

The Drinking Troughs

Editor Evening Telegram.

Dear Sir:—Will you allow me through the columns of your paper to contradict a statement that appeared in the Council's report of Thursday night's meeting. Councillor Tait is reported for saying that truckmen were too lazy to get off their vehicles to turn on the water.

Sir, I don't think this is true as the majority of the teamsters, truckmen and cabmen in this city own their horses and are not a lazy lot of men, and work from daylight till dark for a mere existence while the Doctor and others can live in luxury.

I really think, sir, that those remarks coming from a newly elected Councillor who received a strong support from the truckmen of this city, is uncalled for, and I further contend that those drinking troughs should be kept running, as it is an every day occurrence to see a horse or dog with some disease drink out of them.

Thanking you in anticipation.

I remain,

JONAS BARTER,
Sens. T. P. U.

St. John's, Sept. 22nd, 1916.

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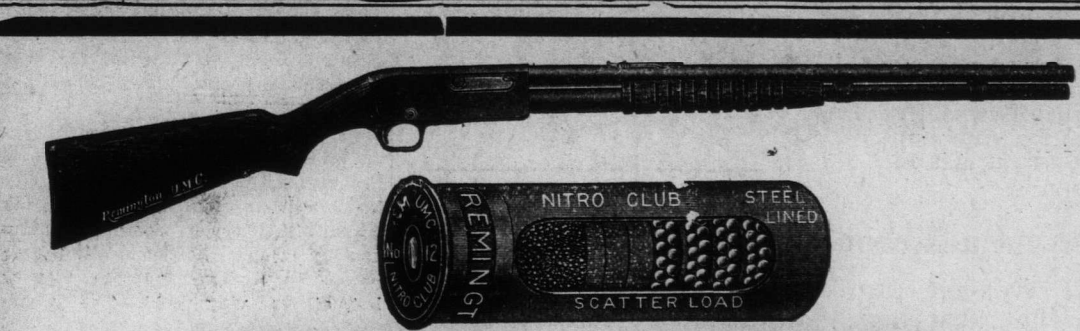
"I was the first to make an auto tire—or any type of tire—in Canada. That's why I speak positively on the tire subject. I have always maintained that you get the same quality in a tire that you get in the maker of that tire—High Sense of Values: High Record of Results. Also, in my way of thinking, Tire-Mileage is nothing else than the ability to deliver. Notice that 'Dunlop' and 'Deliver' commence with the same letter."

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Making our display of Remington-UMC Rifles and Shotguns, our assortments of Remington-UMC Shot Shells and Metallics our bid for the trade of Sportsmen in this community.

We are glad to say that we are getting that steady trade of more sportsmen every year.

Come, see for yourself how well we are prepared to serve you.

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HARDWARE DEPARTMENT.

The Sea-kings.

(Westminster Gazette.)

(To the memory of Captain Fryatt and his crew of the ship "The Sea-Kings" who were lost at sea on the 22nd of September 1916.)

Say, how shall the Sea-Kings,
Who know the white death
Of the iceberg and fog-wreath,
Yield up their last breath?

They were bred in the tempest
And steeped to salt lips
In the sea's noble perils,
The glory of ships.

They have scanned the heavens
The script of the stars,
And learned the wild music
That sings in the spars.

They have challenged the cyclones,
And, over and under,
Have sought the round world out
And fronted the thunder.

For their gods are like Vikings;
Though a harness of gold
Is less than a thread
Of the flag they uphold—

Like their fathers aforesime,
Who bred them as men,
And their mothers who gave them
And took not again.

MORLEY ROBERTS.

BE READY for the cold weather. Get in your supply of Fuel. GAS COKE is an excellent substitute for hard coal. We have COKE of best quality, made from Pennsylvania Coal, which we are selling at \$8.50 per ton at the Gas Works, or \$3.20 per ton sent home. Send in your order now. ST. JOHN'S GAS LIGHT COMPANY.

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