

THE DAILY NEWS

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DAILY EDITION

Thursday, June 10, 1915.

THE CITY MARKET.

The City Council has decided to engage a salaried manager for the City Market. On a purely commission basis, the market has not been a success, and it is certain that, under the new arrangement, the Council will be better able to control matters. The change will also throw an added responsibility upon the city, as it will be directly responsible for anything done by its salaried official. The Council also proposes to sell the products of Alberta, Saskatchewan and British Columbia free of all commission, and no charge will be made to producers or their representatives, who are duly approved by the Market Committee, who sell their produce in the market.

Merchants pay a license fee every six months for the privilege of doing business in the city, and it seems illogical that business men, who already have very heavy running expenses, should have to reckon with such fees, while the city is immune. Tax-paying merchants will also have to pay their share of the salary of the market manager; therefore, they will be paying so much per annum in order to keep a competitor in the field.

This is a comparatively small matter, but it seems unfair that the consumer who buys from the shopkeeper should have to pay the trading expenses of the consumer who buys from the City Market. The consumer must always pay the cost of doing business; therefore, it seems only reasonable that the cost of doing business at the City Market should be included in the price of the goods sold in the market.

Let us have a City Market by all means, but let it be conducted along businesslike lines. Make the market a self-supporting institution, carrying its own burden of expenses, without taking one cent out of general fund. The market will be

a benefit to both producer and consumer, if it is conducted properly, but the only reasonable method is to have the consumer pay for the benefits received, by charging a commission to all producers who offer goods for sale.

THE MANITOBA STEAL.

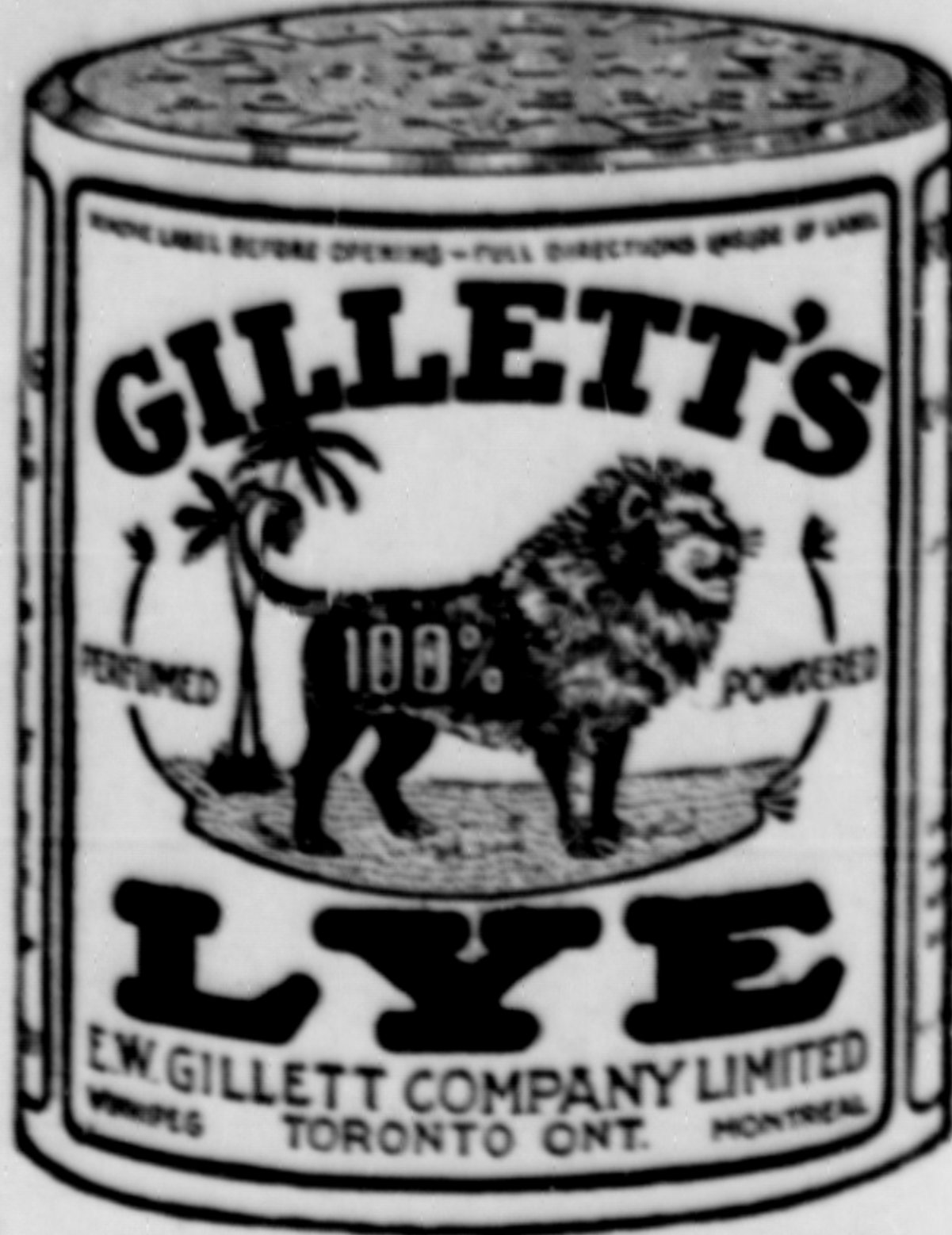
The depth of infamy on the part of the late Manitoba government which is being exposed by the judicial inquiry now being held in Winnipeg is almost unbelievable. A witness swears that he was sent to Chicago by the government architect to interview an official of the Public Works Department, who had gone there to be out of the way, for the purpose of getting this official to falsify his records and then return to Winnipeg to swear to that falsification. The official was willing to consider the proposal providing he was financed to the extent of two or three thousand dollars. A code wire was sent to Winnipeg asking that the guarantee of this amount of money be given, and a reply was received to the effect that the money would be provided. The stealing of the foundations of the government buildings was bad enough, but systematically suborning perjury to cover up the steal is infinitely worse. The presiding judge had to guarantee the witness personal protection from the law before he would give his evidence. This would seem to indicate that the principals implicated are entitled to go to jail.—Ex.

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(Continued From Page One.)

I may say that several of those whose names appear on the petition claim they thought it was merely an application for more money for roads.

Yours obediently,

J. E. GRIFFITH.

Deputy Minister and Public Works Engineer.

Nadu River, Graham Island,
June 5, 1915.

J. E. Griffith, Esq., Deputy Minister and Public Works Engineer, Victoria, B. C.:

Dear Sir—We have received a letter from you dated 22d ult., addressed to Messrs. A. D. Burton, J. W. Shaw, C. M. Adam, et al., care of Postmaster, Nadu River, B. C. It is plain to all of us that your investigation is incomplete and the results obtained incorrect. The reason we mentioned that money was being expended on townsites was because of Wm. Manson's statement, that no money would be spent in that manner.

You state that "The settlers themselves would be the first to complain if, after the wharf was completed, they were unable to get to it." I might say that is still our main cause of complaint, viz., so-called roads are not fit for a team and wagon to travel over. I notice you do not say what

amount was expended on the two townsites; even so, it is easily understood why it was necessary for Mr. Tingley to spend his own money in order to put "considerable improvements" on the road after the "government work was finished." Possibly he wished a horse to walk over it.

With regard to Massett townsite, you will no doubt be sorry to learn that the road connecting with the wharf will again become impassable. Last winter while the "improvements" were being made there were present a road superintendent, road overseer and road foreman. A culvert was constructed on the highest part of the road, but in spite of the influence of government officials the water has persistently refused to flow uphill. The Massett end of the bridge across Delkatlah Slough was built with a downward grade to meet a high bank, making it much harder for teams to pull a load up.

As to outsiders and undesirables being employed, I can give the names of three men, two of them bachelors, who were given the preference over three married men, desirable citizens settled on the land. Maybe it is only a coincidence that the men who got the preference were Conservatives; the others were not.

There is no truth in the statement that the road overseers are thoroughly competent or that better men could not be procured on the Islands. The road building attempted up to the present time is complete proof that the road overseers are incompetent; a change of government will convince you that better men can be found.

The settlers on Graham Island have never asked for nor expected to get sufficient road work to keep them all the whole year around.

So far as I am aware, all persons signing the petition protesting against conditions on the Island had an opportunity of reading the same. It may be there are a few left among us who were born with a wishbone in place of a backbone and, being a bit scared of our Conservative road overseer, are trying to stay on both sides of the fence. At the same time I can give you the names of quite a few settlers who were not on hand in time to sign the petition who yet claim that they would have been only too willing to do, so after I had explained the contents of it. I was present at the meeting on the Nadu and wrote out the petition at the request of the settlers themselves.

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—By "Hop."