

DALBY FOR MAYOR.

We feel sure that we only echo the sentiments of a large number of citizens and voters when we say that we are decidedly pleased to learn that Mr. William Dalby has consented to be nominated as a candidate for the Mayoralty. He is one of those men who having been put to the test in a variety of public capacities has acquitted himself with the highest credit and to the satisfaction of those whom he represented. He is no stranger to public life and he is not afraid to discharge—and that properly—public functions however onerous they may be. William Dalby is not a man to hesitate between wrong and right, and with his past experience as a public legislator and his other qualities will again prove himself to be fully deserving of the term "your Worship."

FAST ATLANTIC SERVICE.

It is announced that the much talked of fast Atlantic service between Canada and Great Britain is on the eve of attainment, an understanding having been reached between the Canadian Pacific Railway authorities and the owners of the Allan line. The combination is a very strong one and will be able to carry out anything that it takes in hand. But it will be so powerful an organization that the fear is that it may have at its mercy the Government and all the authority in the Dominion. One of the parties is already credited with being master of the situation and being able to do as it pleases with the power that is at Ottawa. We have all experienced how potent a factor it is in everything that concerns us, and unless the arrangement entered into is definite and explicit the new organization may make us really no better off than we now are.

There is, however, this much in it, that if a new Atlantic fleet be guaranteed, there are some of the vessels already on that route that are quite equal if not superior to any steamships connecting Pacific ports and Australasia, and it may be that with their assistance it is contemplated to make the connection for which negotiations have been going on so long between the Canadian Pacific Railway Company and those in power at Ottawa and at some of the Australian capitals. We may, there is no doubt, hope that whatever there may be in the alliance to which we have alluded, it is a step in the direction of securing what is so essential to the interests of Canada, the sister colonies and the Empire.

THAT FIRE INQUEST.

The recent holding of an inquiry into the circumstances attending a fire on North Park Road is an event of some interest and significance as indicating that the authorities and insurance people have no intention of allowing suspicious fires to pass without making an investigation into the circumstances. A recent fire at or in the vicinity of Vancouver has given rise to very much unfavorable comment, and Eastern insurance men are loudly declaring that it was a very suspicious piece of

business. In the North Park Road fire the jury of inquest consisted of Messrs. W. J. Dwyer, Thomas Matthews, A. S. Henskie, J. Whitfield and William White. Their deliverance was: "We are of opinion that the house was set on fire by some person unknown to the jury and we would recommend that insurance agents be more particular as to whom they employ to solicit insurance." The Police Magistrate presided over the deliberations and inquiry.

Incendiarism or arson is hardly a remove from murder, as there is no knowing what a fire once started may sweep away with it—life or property. Moreover, it is always set with deliberation and with in almost every case an object—that of robbing the insurance companies out of the amount of the policy. In Victoria there is no special machinery for hunting up criminals, as is the case in almost all other cities. There they have a detective force; but here work of this kind has to be taken up by a sergeant, who is relieved of his ordinary routine and has to be replaced by some one else, or by an officer who may or may not be taken off his beat, in the latter case having to do his ordinary work all the same. No doubt a business Board of Aldermen would recognize the city's weakness in this particular and would, as soon as possible endeavor to remedy it. We commend this subject to the attention of the City Fathers who are to be.

EDITORIAL COMMENT.

It is the opinion of not a few people who are supposed to be posted on fish and their habits that shad fishing will before long be one of the most important branches of this industry on the Pacific coast. They increase very rapidly, and since the time—four years ago—when first specimens of shad were noticed in the Straits of San Juan de Fuca, they have propagated wonderfully fast, having by this time worked their way up to Rivers Inlet and even further North—fish between two and two and a half pounds in weight having been taken in the salmon nets.

Numerous changes have been made in the personnel of the leading officials of the Canadian Pacific Railway, the principle of promotion having, we observe, been the one carried out. This speaks well for the men and the company whom they serve. We cannot endorse much that is done or left undone by that great institution, but when a company treats its leading officials with justice and consideration, it is to a certain extent a guarantee that the staff of the lower grades are not likely to be dealt with unjustly, though there are numerous instances of men who have risen becoming the greatest of oppressors.

The announcement is made that Hon. Mr. Ives, Solicitor General Curran, with Controllers Wallace and Wood, the latest additions to the personnel of the administration at Ottawa, have been re-elected by acclamation in their respective constituencies. Why such a useless, nevertheless ponderous and pretentious, piece of machinery as the member for Sherbrooke should have been taken into the Government and why, when taken in over the heads of far better men he should have

had an unopposed election, surpasses our comprehension. He is no representative of the Protestants of Quebec, who, being in such an immense minority, should have had as their one mouthpiece in the cabinet the very best man they could find. As his late lamented and respected father-in-law might have been expected to have expressed himself, "There's nothing to him."

It is to be hoped the announcement made in the morning paper that, with the exception of Aldermen Hunter and Lovell, all the present members of the Aldermanic board will seek re-election, is not true. Why should the majority of those venerable gentlemen push their claims as it were in the face of providence and ask the electors to signally rebuke them for their wilful ignorance, incapacity and self assurance. Such men as they have proved themselves to be might have filled the bill when Victoria was a different kind of place from what it now is, but they are on too narrow a gauge, and are are built of material that was long ago fossilized, while whatever little life clings to them is being slowly but surely exhausted by the moss, that in their case is not a parasite but a part and parcel of them. Surely with their past and present experiences the electors of Victoria will not hesitate in their choice of who shall serve them—men of progress and modern ideas or animated entities, who, if they had any usefulness, lost it long ago.

The Seattleites have been for some time getting up their enthusiasm in order to properly welcome the train of the Great Northern Railway what was "billed" to reach them the first day of 1893. Our neighbors of the Sound thoroughly appreciate the advantages of railway and steamboat communication and practically demonstrate that appreciation in a far more cogent manner than we do, or long ago Victoria would have been better served than she now is. It is the railway and sea-going ships which she has attracted and liberally supports that have built up the sister city of Vancouver; but really and truly what have we done in comparison with what we might have accomplished? When encouragement has been needed for public enterprises our city fathers have been unable to agree upon their policy and when they were on the eve of coming to a conclusion some one has got up and said we could not afford it. We must do more than we have hitherto done in this direction. Nothing lavish or extravagant is wanted; but something is needed if we are to hold our own. What is going to be done? We hope that whoever make up the Council Board of 1893, they will show that they are possessed of the requisite "savvy."

BUSINESS CHANGES.

Dodwell, Carrell & Co., agents of the Northern Pacific Steamship Company, are removing their offices to Bastion Square.

McCorby & Bonson, contractors, Westminster, have dissolved.

A. F. Tero & Co., watchmakers, Donald, have dissolved. W. Alexander continues