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TORONTO, FRIDAY, OCTOBER 4, 1901.

THE SITUATION.

After the termination of the extended term of General O'Grady-Hally expires, December 31st, the statement is made by an Ottawa correspondent, a Canadian will be placed at the head of the militia forces. Under the present law, a Canadian is ineligible for the post of Adjutant-General of Militia, and was purposely made so for the purpose of excluding anyone but a British army officer. The restriction may have been justified, at one time; but it may now be removed with advantage. There was an old-time jealousy between the British army and the Canadian militia; and if we accept as true the picture which Major Richardson draws of their jealousies and disagreements in the war of 1812, the removal, as far as possible, of the causes will be the greatest boon that can be bestowed on both. Of late there has sprung up among Canadian militia officers a feeling that their exclusion from the chief position in the militia was unjust. Since Canada has shown what her men could do, in South Africa, our volunteers have taken higher rank in the estimation of British regulars, and for that matter of the whole world. The experiment of having a Canadian at the head of the militia will now be tried, and the result will be awaited with confidence, which, let us hope, the result may justify.

The appeal of the Boers to the Hague tribunal has definitely failed of its purpose, the Court going so far as to say that the assuming the initiative in arbitration must be definitely abandoned. Thus ends the last hope of the Boers of succeeding out of the field in which they so rashly engaged. That the war drags longer than was expected is only too true; and the Naval and Military Gazette talks about a general militia draft, as the only form of conscription the English will bear, as being desirable. In that case, the colonies would be expected to send further contingents. Canada's last offer was refused as unnecessary. But it is clear that the organ of the British army would like to see the regular force supplemented by militia, British and

Colonial. Whether this is not too desponding a view of the situation a little time will tell. The seat of the war is now in Cape Colony, where the number of rebels has of late seriously increased. There is, however, no cause to despair of the final success of the British cause.

The Duke and Duchess of Cornwall reached the Pacific Coast on Tuesday, having greatly enjoyed the fine scenery through the Rockies. The royal party were much pleased with the evidence of progress of the fine prairie country, before they entered on the Rockies; at Calgary they had a touch of winter, the ground being covered with snow. They received numerous addresses from the settled population and homage from Indian tribes.

The royal party crossed the strait to Victoria in the steamship, "Empress of India," escorted by the warships of the North Pacific squadron. The Duke was housed, not in Victoria, but at a hotel fitted up for his reception, overlooking the Gulf of Georgia and commanding a view of Mount Baker, in Washington Territory. From the tone of the replies to addresses received, it is evident that the royal visitors are deeply impressed with the magnitude and beauty of the country.

It appears as if the foundation of a Federation in South Africa would first take the form of a tariff agreement. There is to be an election soon in Natal, at which this question will be prominent. At present, there is a tariff between Natal and the Cape Colony. This may or may not be discontinued, and a tariff agreement made between Natal, Orange River Colony, the Transvaal, and Rhodesia, with a view of forcing certain terms on the Cape. The best solution would be a common tariff agreement between all the colonies, though the division of the revenue might cause some difficulty, until the time for a federal government to be established came.

Manitoba expected to be able to move under improved conditions its unprecedentedly large wheat crop; but this hope is destined not to be realized as soon as was stipulated. The Canadian Northern Railway was to have been connected with Port Arthur by the 1st of October, but Premier Roblin admits to an interviewer that this will be impossible. The condition of the labor market, which is characterized as "extraordinary," and unfavorable weather are held responsible for the backwardness. An extension of time to complete the road has been granted, but how long, the account does not say. The promised reduction of two cents per 100 lbs. which was to go into effect on October 1st, will not be realized so soon, and will have to await the completion of the road, which Premier Roblin expects to see "sometime in November." Of course, only a part of the crop will be moved by this date, so that the balance, which remains over, will get the benefit. The unfortunate incident will in no way affect the general railway policy of the Government. The mortgage to be given by the Canadian Northern Railway is being prepared.