

No doubt General White has for a long time been contemplating the possibility of being invested, and has taken such precautions against it as lay in his power. If he has plenty of ammunition and is well supplied with provisions he

the Radersburg branch, the British command arrived in chief in South Africa, is still Cape Town, the news of his having been for Dornan being a mistake. That was that he has confidence in White's policy to maintain his position. He has been making some changes in the management of his forces which are of great importance. The British command in the Cape Colony which was at Stormberg, in the Cape Colony, some distance north of the borders of Orange Free State, has been removed fifty miles further south, to Queenstown. Sir Redvers Buller has probably good reasons for this change. Queenstown is about 100 miles from the Orange River, and is situated on the line of railway from East London to Bethune, on the southern border of the Orange Free State. But Queenstown is also a railway junction, and a branch line goes from there to

yet more notable commander than his friend and comrade, Sir Redvers Buller. Buller was one of Lord Wolseley's men. He took service first during that able and successful Egyptian campaign, and was his chief-of-staff in the Egyptian position. When I first visited Wood's camp in Zululand, I found Buller there in command of some of the British troops, irregulars, foremen, and porters, heterogeneous infantry; a strange world, rather monstrous band, whom Buller led with a firm and unflinching hand. I do not wonder at his going and marching, by sheer force of character. A stern-tampered, ruthless, satirical man, with a keen eye and a ready tongue, he was a gift of curt, forcible expression on occasion. He was ~~not~~ ^{not} a despot, but he was a man of iron will. He showed him, they had a sort of dog-like love for him. Buller's advancement has been exceptionally rapid; he has been promoted to the rank of Major in the face of the enemy, just as he won the Victoria cross by a sequence of deeds both able and unique heroism. Routine men would have been content to let him go to the eastern Sudan to command a brigade in Sir Gerald Graham's first short expedition. But Buller did not choose to be choiced to a region so much too vast that by his cool, skillful handling of his brigade in the crisis of the battle of Tloko, he was a man of a leader that but for his conduct was inevitable, retrieved the all but desperate situation, and distressed the following British troops, and he was a man of a leader in the Nile, it was he who with characteristic abruptness snatched the discovery of the Nile from the hands of the British at Gubat out of the very jaws of imminent peril, and re-conducted it, with a cool promptness, to the Nile. He was a man of a leader, comparative ease. He shares with the Duke of Devonshire the by no means unenviable attribute of a region of "military men." I have watched Sir Redvers Buller's career with the closest attention and the profoundest admiration. He has been a man of a leader, a soldier of the British army today; and he remains in the service and there he will work again in the time I predict. General Buller will now have an opportunity of justifying the good opinion I regard to him which is thus so well expressed by Mr. Forbes, and vindicating the choice of the British government in sending him to South Africa. If he does not, he will have to resign his commission, on will have won for himself a name, for the conquest of the Transvaal and the Orange Free State will be the first step in the creation of a great South African dominion under the British flag.

C. R. TERMINUS.—The heaviest and most important section of cribwork for the new pier built by Mr. G. S. Mayes was towed from the West End Friday by tugboats and placed in position. It is

NEW COMPANY—Messrs. Frederick L. Newelling, W. L. Hamm, Benjamin W. Thorne and A. P. Barnhill, of St. John, and George Slipp, of Hamptstead, apply for incorporation as the Maritime Ice and Coffee Company, Limited, with capital stock of \$20,000, in \$100 shares. The principal places of business will be at St. John.

is expected. They also ask that platform five feet wide be built from warehouse floor to the edge of the pier, so that the work of discharging loading cargo can be more easily handled.