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refute a message which the latter is said to have prepared, but never sent to the Con fedeCongress. It must be admitted thatGen. Johnston states the charges against himself fairly and frankly throughout the Narrative. but it could be wished for his sake that he had been more successful in defending himself against them. His book is lacking in details concerning administration, drill and discipline, as well as in the description of his tactics and manner of handling troops in action. In this respect it will be a great dis appointment to military men, both in this country and abroad. It is is also notably and inexcusably deficient in maps and plans of battle, so much so that it is impossible for a reader not perfectly familiar with the theatres of war to follow him intelligently.

On the whole, the literary part of the work is well done, that is, well done for a military writer. It reads much like an official report in parts, and is therefore dry; and yet it is doubtful if it does much to elucidate any questions of the war except those touching the personal relations of Davis and the relative metits of his lieutenants. It will help to convince those who study the history of the struggle hereafter that it would have ended much sooner if all the Confederate generals had conducted it as Johnston seems to have done from the first, with the shadow of failure ever present to his mind. The preface of his book is its best part, and might well serve as a model of neatness, modesty and brevity. "I offer these pages," he says, " as my contribution to the materials for the use of the future historian of the war between the States. And yet he who reads the volume must conclude that had the author fought the United States as constantly and as aggressively as he did Jefferson Divis, the result must have been more favorable to his fame, however little it might have changed the final course of events. We close this notice by expressing our surprise that Gen. Johnston should have included in his defence a certificate of character from Gen. Hooker. -N.Y. Sun, April 4.

A remarkable article in the Militair Woch enblatt, dealing with the Bizine trial, declares that its effects will only be fully felt by France after the next lost battle. The by France after the next lost battle. common soldier will then feel himself freed from any share in the humiliation of his country, and will, as matter of course, as-cribe it to treason. Indeed he will for the future be constantly on his guard against the treason not only of his commander in chief but of all his officers. Moreover, a new blow has been struck at the whole principle of authority, by thus giving an impulse to the blind passions of the masses against a ser vant of the State. It has sown hatred and mistrust, disturbed the good relations of the chiefs of the Army, damaged the comrade. ship throughout the whole body of the officers, and confused all ideas of justice, duty, and honor. Looking only at the evidently hostile feeling cherished in France, a Ger man may well wish success to the results of But having regard to the higher the trial. interests of civilization, one may well view with pity the moral corruption thus revealed of a nation so highly gifted And, though the inner life of the French Army has dam And, though aged it in the eyes of Europe, the Berlin writer cannot help expressing his sympathy for the chivalrous element in which it led to a ready sacrifice of itself under the most tryng circumstances.

England has had to pay for her glory. within the last fifteen years, some 100 million pounds sterling.

THE ALLAN STEAMSHIP LINE.

· A RPLENDID FLEET.

We have much pleasure in calling the attention of the public to the magnificent fleet of steamers composing the Allan Line. They are first-class, full powered, Clyde built iron steamships, especially built for the navigation of the Atlantic as follows :-

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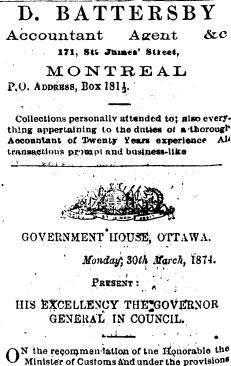
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Manitoban	3,000
Waldasian	3,000
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The mail steamers leave Quebec for Liver pool during summer months, and Portland in winter, every Saturday, 'cailing at Loch Foyle. The Glasgow steamers leave Quebec about once a week for Glasgow direct, dur ing summer only. A fortnightly line is also run between Baltimore, Queenston and Liverpool, calling at Halifax. Special steamers are also despatched fromQuebec for Liverpool, calling at St. John, N.F. The advantage offered by this line are economy, best accommonation, greatest amount of comfort, security and safety attainable, and shortest sea passage, passage of the Allan The averrge line steam passage ships between Quebec and Liverpool is un der ten days. Three of which are spent amongst the most beautiful and romantic scenery of the Gulph of St. Lawrence.

WONDERFUL INTELLIGENCE. - A writer in the Ottawa VOLUNTEER Review of February 10th, who signs himself "Franc-Trieur," says :

" Let it be remembered also that British Columbians detestCan ida only a degrée less than the idea of American domination, and with all the vigor of a smill, isolated, and exclusive community."

We do not wish to say anything uncomplimentary about "Franc-Trieur," as he muy have been misled by false reports which appeared to him trustworthy; but we can assure him, whoever he is, that he never wrote a more ridiculous sentence in his lift. We have a few Canada-haters here, it is true, but the majority of British Columbians are proud of their country. We expect " Franc Tireur" has fallen into the not uncommon mistake of supposing that the members of a certain noisy clique in Victoria constitute "the people of British Columbia – Pacific Herald. -)II



Minister of Customs and under the provisions of the 4th Section of the Act passed in the 31st year of Her Majesty's Reign, and intituled : "An Act respecting the Customs." 'His Excellency by and with the advice of the Queen's Privy Council for Canada has been pleased to order and declare, and it is hereby ordered and declared, that the article known as Gypsum when imported into Canada in its raw or natural state, may be so imported free from the payment of Customs duty, but that ground or calcined Gypsum be, and the same is hereby declared to be charge able with a duty of fifteen cents ad valorem whatever the uses may be for which it is so imported.

W. A. HIMSWORTH. Clerk, Privy Council. 15-3



GOVERNMENT HOUSE. OTTAWA.

Thursday, 2nd April, 1874.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honoraable the Minister of Customs, and under and in pursuance of the provisions of "the Merchant Ship pingAct, 185i;" and the Acts amending the anmel and of the Act passed in the 58th year of Her Me jesty's Reign, intituled: "An Act relating to Shipping, and for the Registration, inspection and Classification thereof."

His Excellency by and with the advice of the Queen's Privy Council for Canada, has been pleased to appoint the Port of Cobours, in of Province of Ontario, a port for the registration shipping, and such shipping, and such post is hereby constituted and appointed accordingly.

His Excellency, under the authority aforesal has further been pleased to constitute and point the Collector of Customs at the said Point of the collector of Customs at the said Point of the said Point Cotourg to be Registrar of Shipping, and Landing Wellow of the Shipping, and Landing Waiter at the said port to superinter the survey and measurement of ships thereas under the provisions of the said Act.

W. A. HIMSWORTH, Clerk, Privy Council

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