refute a message which the latter is said to have prepared. but never sent to the Con fadeCongress. It must be admitted thatGen. Johnston states the charges against himself fairly and frankly throughout the Narrative. butit 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. ad 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 mon, both in this country and abroad. It is is also notably and inexcusably deficient in maps and plins 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 jart of the work is well done, that is, well done for a military writer. It reade much like an official report in parts, and is therefore dry ; and yet it is doubtrul if it does much to elucidate any questions of the war except those touching the personal relations of Davis and the rela. tive metits of his lieutenants. It will help to sonvince those who study the history of the struggle hereafter that it would have ended much sooner if all the Confederate geuerals had conducted it as Johnston seems to have done from the first, with the shadow of feilure 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 Ind the author fought the Uaited 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. Johuston should have included in his defence a certi. ficate of character from Gen. Hooker. $-N . Y$. Sun, April 4.

A remarkable article in the Milituir. Woch enblatt, dealing with the Bizuine trial, declares that its effects will only be fully felt by France after thenext lost battle. The common soldier will then fee! himself freod from any share in the humiliation of his country, and will, as matter of course, ascribe it to treason. Indeed he will for the future be constantly on his guard agaiost the treason not only of his commander-in chief but of all his oficers. Moreover, a now 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 hatrod and mistrust, disturbed the good relations of the chiefs of the Army, damaged the c mradeship throughout the whole boly of the officers, and confused all ideas of justice, daty, and honor. Looking only at the evidently hostile feeling cherished in France, a German may well wish success to the results of the trial. But baving regard to the higher 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. 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, soma 100 million pounds sterling.

## THE ALLAN STEAMSHIP LINE.

A rPLENDID fleckt.
Wo 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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| Polynesinn. | 4,00 |
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| Circmasian. | 4.200 |
| Sarmatian | 36010 |
| Hibernian | 3.433 |
| Novn Scotim. | 4.000 |
| Soandinuvian. | 3,010 |
| Prussian. | 3.000 |
| Assyrian (building) | 4,000 |
| Caspian........ | 3,600 |
| extra steamers. |  |
| Canadian | 4,000 |
| Newfoundland | 2.000 |
| North American. | 1,800 |

baltimore, halffax and livehpool hine.

| Austrian. | 2,700 |
| :---: | :---: |
| Nestoria | 2.700 |
| Moravian | 2.659 |
| Peruvian | 2,690 |
|  |  |
| Corinthian. | 2,400 |
| Manitoban. | 3,000 |
| Waldasian. | 3,000 |
| St. Patrick | 1.650 |
| Phomician. | 3,000 |

The inail steamons 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 tortnightly line is also run between Baltimore, Queenston and Liverpool, calling at Halifax. Special steamersare also despatched tromQuebec for Liverpool, cailing at St. John, N.F. The advantage oflered by this line are economy. best accommonation, greatest amount of comfort, security and safety attainable, and shortest sea passage. The averrge passage of the Allin line steam 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.

Wonderpol intelliaenck.-A writer in the Ottawa Voluntecr Review of February 10th, who signs himself "Franc-Trieur," says:
"Let it be remembered also that British Columbians detestcan ida only a degree 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 uncom. plimentary about "Franc.-1'rieur," as be miy have been misled by false reports which appeared to bim trustworthy ; but we can assure him, whoever he is, that ho never wrote a more ridiculous sentence in his litt. 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 claque in Victoria cunstitute "the people of British Colu:nbia-P Pacific Herald.

## D. BATTERSBY

Accountant Acent \&c
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Collections personally attended to; also every. thing appertaining to the duties of a thorougl Acconntant of Twents Years experience All tranakctions pr'papt and business-like


GOVERNMENT HOUSE, OTTAWA.
Monday; 30th Ifarch, 1874.

## Present:

## HIS EXCELLENCY THEGOVERNOR GENERAL IN COUNCIL.

0N the recommendation of the ILQuorable the Minister of Customs and under the provisions of the 4th Section of the Act passed in the 318t year of Her Majesty'g Reign, aid intituled : "An Act respecting the Customs." His Excellency by 'and with the advice of the Queeri's Privy Counctl for Canada has been pleasod to order and declare, and it is hereby oráered and declared, that the article known as 6 spetm wheti impor ted into Canada in its raw or natural state, may be so imported free from the payment of Customs duty, but that ground or caloined Gypsuy be, and the same is hereby declared to be charge able with a duty of fifteen cents ad valorem what over the uses may be for which it is so imported.
W. A. HIMSWORTH,

15-3
Clerk, Privy Council.


GOVERNMENT HOUSE, OTTAWA.

$$
\text { Thursday, } 2 \_d \text { April, } 1874 .
$$

## Present:

## HIS EXCELLENCY TIE GOVERNOR general in council.

0N the recommendation of the Honoraable the Minister of Customs, and under and in purflip ance of the provisions of "the Merchant $\mathrm{ghip}^{\boldsymbol{0}}$ ping Act, $1854 ; "$ and the Acts amending the samp and of the Act passed in the suth year of Hier ${ }^{2}$ jesty's Reign, intituled: "An Aet rolating Shippling, and for the Regitration, inspec and Classificalion thereof."
His Excellency by and :With the advice of the Queen's Privy Conncil for Cainads, has wo pleased to appoint the Port of Cobours, Province of Ontario, a pprt for the registrati ghipping and such pow in. hereby constita and appointed accordingly.

His Excellency, under the authority afores has further been pleased to constitute and
point the Collector of Customs at the sald $P 0$ point the Collector of Customs at the satd Catourg to be Registrar of Shipping, Landing Waiter at the sald port to superi
the survey and mensurement of ships the under tho provisions of the said Act.
15.
W. A. HIMSWORTH,

Clerts, Privy Con

