THE CANADIAN PACIFIC RAILWAY.

The London *Spectator*, in the course of a hostile criticism of the Canadian gaurantee negotiations, which we do not here discuss, makes an estimate of the probable value and importance of our projected Pacific Railway, compared with which some of the sanguine anticipations formed on this side of the Atlantic appear cautious and hesitating. The Canadian Pacific Railway, the *Spectator* believes, is "an undertaking so important to the Empire and so valuable to mankind as to deserve not only a guarantee, but a direct and large subvention. Joining the two great oceans by a road through the most fertile of our American territories, the glorious valley of the Saskatchewan, which may one day maintain twenty millions of English speaking men, the Railroad will be the highway of the world, the alternative line between Europe and Asia, the base from which we may at will attack China or rescue India. FromSouthampton to Calcutta we shall travel by steam, and never pass through a foot of territory outside our Dominion. The only drawback to the project is that when completed the road will be so inconceivably valuable that we shall not be able to bear to give it up even to aCanadian kingdom or republic. The most enthusiastic of our Pacific Railroad advocates here can scarcely utter words of eloquence more effective for persuasion than the quiet suggestions of the *Spectator*, which are put in a matter-of-course way, as if a second opinion on the subject were out of the question. Should the *Spectator's* idea as to the road being inconceivably valuable to the Empire once fairly take possession of the public mind "at home," the anti colonial or separation party there will find the realization of its policy indefinitely postponed, as far as Canada is concerned.

ARE WE THREATENED WITH A NATIONAL WATER FAMINE?

The intelligence which reaches us from various parts of the world seems to invest this question with present and paramount importance. In a recent article we commented on the exceptional and phenomenal cold of the past Winter, and showed that it might, perhaps, be attributable to the periodic return of what eminent meteorologits have called "the cold wave" through which our planet is supposed to pass in every ten or fifteen years. The Astronomer Royal of Scotland, in common with other able and cautious physicists predicted last year such an event, and sought to explain it on broad cosmical principles. The diminution of our annaul heat supply derived from solar radiation, it is easy to see, will be marked by a diminution in the amount of water evaporated from the billows of the ocean and delivered to the winds to be transported over the great continental masses of the globe for their irrigation and refreshment. The rain fall statistics and returns for the present year, so far as received, appear to bear out the natural inference from the above facts, and give us timely warning to be prepared for great scarcity of water during the coming summer. The rains of the season have fallen short of their usual abundance this spring in the United States. The returns of England, carefuly collected by Mr. Glaisher, give a general average only twenty two inches for the past year, while the proper mean rainfall of England is thirty inches. In the tropics where the atmospheric machinery takes up the greatest amount of moisture from the sea for terrestrial distribution we find similar results. From the returns of the Windward West Indies the official figure for last December show a deficiency greater than has been known in twenty four years preceding; and the average of the year 1871 was twent eight per cent or more then one fourth below that of the preceding twenty four years. For the month of January, 1871, the returns are still more discouraging the avarage falling short of that for the same month of the twenty-five preceding years by thirty five per cent., or more than one third We see good reason for calling the attention of the whole country to the most frugal husbanding of the precious water supply distilled from the clouds. It may not now be too late to warn agriculturists to prepare for any emergency by the construction of ponds and reservoirs for the irrigation of the soil. But the warning is certainly opportune and of vital importance in all the cities and towns of the land to economize the water, that in case of blighting droughts and epidemic disease the terror of water famine may not have to be endured.

THE DISCOVERY OF LIVINGSTONE.

The story of the discovery of Dr Livingstone, as related by the New York *Hearld* Commisioner, is proof enough either that there is no Mr. Stanley in Africa at all, or, if there is, that he is one of the most accomplished of the many talented romancers who have lost their regard for truth in endeavouring to discover the true source of the Nile. The first and perhaps most striking feature in the narrative is the "time" made, for Mr. Stanley is as particular in recording his rate of speed as is Bonner with Dexter. On the 23rd September he left a place with an unpronounceable name for another place similarly afflicted, distant 400 miles. On the way he captured two villages, fought three battles, was prostrated with high fever for eleven days, spent four days on an oasis which drawned on the weary traveller like Delmonico's on a thirsty loafer, and yet reached the end of his journey on the 16th October! Four hundred miles in four days across a trackless desert unpolluted by railrords and unblessed with hotels, is equal to the best efforts of Weston or Capt. Barclay, and far ahead of the famous gallop from Atlanta to the sea. A discovery was made during this lightning passage which seems to have escaped the lynx-eyed Mungo Park. At a terrible moment when the intrepid Stanley was alternately shaking asunder with ague and baking the earth with the heat of his fever, when his followers all save six, had struck work either from sympathy with the eight hour movement or from a conviction that payment of their wages was problematical, when hordes of hostile Ujijians threatened front and rear, "the *Herald* Commissioner hoisted the American flag, and the trembling savages fled in disorder.' Sacred among their primeval traditions, towering over their ancient legends like the green cyclomen over the [illegible] and Babylon, over all the virgin plains on which they pitched their kraals and enjoyed one another's society with a knife and fork, the recollection of the claims for Indirect Damages demanded from their friend Livingstone's Government must have reigned supreme; and lest they too should be dragged before the Geneva Tribunal and libelled by the Associated Press, they made a direct bee line for the Great Sahara on the elevation of the Star Spangled Banner! It was a stupendous victory of coloured calico over brute force; but the strangest feature of it all is that this reverence of the Ujijians for the American flag, should never have been discovered by the Roman Generals during the Punic wars. In the meeting of Stanley and Livingstone there was nothing very romantic, but the parting was beautifully pathetic, and has thus been immortalized by an American poet:—

From the shore of Tanganyika,
From the Lualaba waters,
From Wajwa and Miramho,
Wanyambezi and Ujiji,
Also Unyanyembe,
And the mighty Tlingumbamboo,
Come the sounds of bitter sighing,
Come a voice of utter sadness,
And "O dear-ing," and "O my-ing,"
But nary note of gladness,
For they've gone and went and parted,
Separated, broken hearted,
And they'll never meet no more
This side of fair Jordan's shore,
For those happy days are o'er,
And anent their sad adieu,
Breaks the natives' wild "Boo-hoo!
Boo-hoo Boo-hoo!"

Livingstone steadfastly refused to be led out of the wilderness; and expressed his determination to remain two years longer with the Ujijians, from which it may be inferred that Stanley, in a rash moment, either informed him of the existence of the Boston Jubilee or solicited a professional interview."—*Mail.*

The working of the German railways in war time cannot be the mechanical marvel it is sometimes supposed to be, if the following description is correct:

In no country of the world do we meet with such theorizing relative to the construction of rolling stock as in Germany; for every kind of goods to be conveyed a particular carriage has been designed, excellent in its especial domain, but of little or no use for any other purpose. The continual passing and repassing of empty waggons, with useless wear and tear of the lines and great complication of construction, is the consequence. These technicalities have greatly hampered German railways; even the most explicit order for waggons is a puzzle to the officer appointed over rolling stock, as well as to the railway officials when the waggons are required for special purposes. The above is Baron Von Weber's "Training of Railways for War, in time of peace." He likes the German stations no better, and says.—"Connected with the English system we find a greater number of platforms, in each of which the gross amount of landing capability for beasts and war *materiel* is less; but it is manifest that, with a number of short platforms, from which access to any rail is open, much more can be accomplished in this respect that would be the case if the sum of the lengths of the short stages were united into a few large ones, to which access was only possible by the shunting aside of large trains. As to signals the Germans are in the greatest confusion. The number of ideas conveyed by signals which a German railway company considers necessary to the carrying on of the service amounts to fifty eight, three times as many as are used in France and England for the same purpose, and the number of objects made use of for signalling, such as optical telegraphs, dics, flags, arrows, cages, etc., amounts to forty-eight. Add to this the fact that some of the fifty-eight ideas are conveyed in twenty different forms, and we find that the total number of signals on German lines amounts to nearly a thousand! Our western neighbors on both sides of the Channel, of whose railroad institutions we have not yet taken sufficient notice, are contented with a fourth of the ideas expressed, and a tent part of the signal forms, and that without in the least degree infringing upon the safety and punctuality of the service; for uniformity and simplicity are of such imprtance in signalling, that the expression of several possible ideas require but occasionally should be sacrificed to them.