

The result of the elections throughout the Dominion, on Tuesday last, so far as heard from, can be briefly summed up as follows:

Prince Edward Island—Opposition members elected, 6.

Nova Scotia—Opposition, 10; Government, 8; and 3 in doubt.

New Brunswick—Opposition, 4; Government, 11; 1 to hear from.

Quebec—Opposition, 33; Government, 16; 17 to hear from.

Ontario—Opposition, 45; Government, 26; 17 to hear from.

Total—Opposition, 101; Government, 51; with Manitoba, British Columbia, and 38 other constituencies to hear from. Allowing the Government all the doubtful ones, the Conservatives will still have a good majority.

In our own Riding, North Victoria, Mr. Hector Cameron, Opposition, was elected by a majority of about 140. In the South Riding Mr. A. McQuade, Opposition, was elected by a majority of about 400.

The Ontarios both returned Government supporters, Mr. Wheeler in the North and Mr. Glen in the South Riding.

THE SOUTHERN PLAGUE.

The plague's ravages still continue unabated. Dr. Ramsey, who went to Memphis with the Washington nurses, has returned and says:—"When five miles from Memphis the air was laden with fever poison. As we approached the stench was sickening. Dr. Pease and myself went to the Peabody Hotel, the only one open, and were shown into a room from which a dead body had just been removed. A vessel of black vomit was standing about and the bedclothes were unchanged. The hotel is a perfect pest house. Hundreds of poor people are going about the streets, especially coloured women, with hardly anything on. The city is in the hands of the coloured police altogether, and while they behave very well, there is still a lurking fear on the part of the whites of some additional evil."

THE GREAT RAINSTORM.

Last week one of the heaviest storms that ever visited this continent passed over the greater part of the United States and Canada. It originated in the Gulf of Mexico, where the barometer was low on the 6th Sept. During the latter part of that day there were high north-easterly winds and heavy rains in Florida. The disturbance hovered over Cuba and Southern Florida until the night of the 10th. It then began to travel in a northerly direction and by the morning of the 12th it was over South Carolina, accompanied by heavy rain. During the 12th it moved at the rate of over thirty miles an hour and by Friday morning was over the western end of Lake Ontario.

The *Globe* says never before in the history of Toronto has the Don presented such an appearance as it did on Friday, and at no previous time has its waters occasioned so much damage. From early morning the residents on its banks observed the gradual uprising of its current, but they did not anticipate any such disastrous flood as that which in a few hours coursed between its banks with the speed of a race horse, carrying destruction wherever it went, and in four instances at least, causing loss of life. At one time the water had risen eight feet above its normal level, a fact which will convince those acquainted with the river's banks that the damage occasioned must be great. And it is great: it will take fifty thousand dollars to replace the property and pay for the goods it has destroyed, irrespective of the bridges, five of which have been swept away.

On the village of Thornhill a mill race 150 feet long, and a bridge were swept away. At Smithville 16 bridges were shown to have been carried away

by the freshet. A great deal of damage was done on the Welland Canal and navigation was suspended. At Markham two large bridges crossing the Rouge were swept away, and a man named Andrew Saul drowned. The railway embankment on the Toronto and Nipissing Railway was also washed out. The damage cannot be estimated.

STATUTE LABOR ON OUR COUNTRY ROADS.

Under the above caption *The Farmer's Advocate* for September makes some very sensible remarks, which we heartily commend to our readers. This is a matter which should receive great attention in the Township of Eldon. From the effects of the recent rains, the roads in some places are now impassable, and if we have a winter anything like the last it will be impossible for the farmers to get their grain out to market. A good deal of time and labor were spent on the roads throughout the Township this year, but the practice of scraping the sand and clay out of the ditches and piling it on the roads is little more than useless, as the first heavy rain storm leaves it as bad as before. We think if the suggestions thrown out by the *Advocate* were carried into effect in this Township it would prove a great saving in the long run. It says:

"This question is one claiming our serious attention. It affects the interest of all. Its importance is felt in the town as well as in the country. The merchant depends on the state of the roads no less than the farmer. Our mud roads are, in some seasons of the year, impassable. The requirements of all demand a free intercourse between farmers and merchants, but a mud blockade prevents all traffic. The producer anxiously awaits the change of weather that will enable him to carry his produce to market, and to purchase the necessaries for his family. Last winter our endurance of the evils of impassable mud roads was even worse than it generally is. Bad roads in the country have been one cause of the depression in business. The *Monetary Times* justly remarks that farmers could have got average prices for their produce if they could only have got it to market which the wet weather and the want of sleighing prevented them from doing. True the mud season passed away and the produce was finally got to market, but how much better would it be for all parties if this could have been when farmers had the most time to spare and buyers were waiting for the farm products. We have depended too much on sleighing, thinking of bygone years when sleighing was almost as certain to come as haying and harvesting. There is however, less certainty than in former times of a good sleighing time. The forests have been cleared away, and the free action of the sun in the later months of winter soon deprives us of the snow. There were great complaints last winter in many parts of the country of the absence of sleighing, and the state of the roads was a warning to farmers to devise and carry out some means whereby they may be enabled to get to market whenever they may deem it necessary. Statute labor is no doubt careless and inefficient; but objections to commuting it into a money payment would probably be thick enough. Could not this labor be better directed and made more efficient? And if so, might it not be greatly extended? Could not the use of farmers' teams, as well as of men, be got to haul the stone at a season of the year when there is little to do on the farm. Until all the principal roads in the country are well covered with stone, the farmer will be under a great disadvantage in not being able to get his produce to market except under favor of the capricious weather which he can in no other way control. In England many macadamized roads have been made in this way; each farmer, according to his means, being required to haul so many loads of gravel or other road-making material. Few persons, in this country, have yet ventured to dream of covering all the principal roads with stone or gravel, but it is a measure to which county councils should vigorously apply themselves."

We would like to hear the opinions of some of our farmers on this question, and will gladly insert any letters from them bearing on the subject. They are to a great extent the parties most interested, and their views if made public may help to improve the present state of things.

GONE TO THE SHANTIES.—About one hundred and fifty shanty men went up to the lumber woods on Friday, on the Midland.

LETTER FROM PARIS.

HOTEL DE L'ATHENE, Paris, August 30, 1878.

There is now an air of completeness and prosperity about the Exhibition that is very pleasant to contemplate. Every sign of preparation has disappeared, every rough corner has been transformed, every path is clean swept, and every parterre garnished with brilliant blossoms. Never were lawns more perfectly green than the *tapis verts* that transform the grounds of the Champ de Mars into an oasis, exquisitely fresh in spite of the torrid August sun, and from which a pungent scent of turf arises, mixed with the perfume of many flowers.

So many things and fashions have been borrowed by western Europeans from the far East, that it is hardly surprising Parisians should imitate the Japanese in their constant use of the fan, when the sun is blazing down on the city and the temperature in the galleries of the Champ de Mars in one in which palm trees flourish and oranges ripen readily. Hitherto the fan has been considered eminently a feminine implement. The man who condescended to refresh his heated brow by fluttering a fan was put down as hopelessly effeminate; he must support the tortures of broad-cloth and the close-fitting armor of linen collar without outward evidence of weakness, and the small minority who dared of late to carry a light bamboo fan in the breast pocket of their cut-aways, to restore themselves after the fatigues of the *tois temps* and Boston, were pitied by their more intrepid brethren, and only half forgiven by the most compassionate of the other sex. All such prejudices have been overcome this summer at the Exhibition. The example of the natives of Yeddo and Peking has been followed largely. Male visitors have not feared to fan themselves as they wandered at leisure among the wonders of art and industry; exhibitors and their assistants have sought to cool themselves thus during their lengthened attendance at their respective stalls; while even the yellow-collared *surveillants* and chairmen might be seen waving fans of dried palm-leaves obtained in the Japanese and Chinese bazaars for a few *sous*. On one of the warmest of the late warm days thousands of fans tried vainly to freshen the heavy atmosphere as they were swayed impetuously to and fro by suffocating men and women alike. On such a day as that the fan became an institution worthy of every attention and I very naturally bent my steps towards the department where fans are to be found in every degree of art and excellence. This is beyond the second transept to the right of Gallery Group IV. in the French Division. There are fans in other parts of the building besides the Japanese and Chinese; lace fans in the Belgian, and some pretty feather and natural wood fan in the Austrian section; but the Paris makers carry away the palm, and almost every style finds its representative among the twenty cases, or so, wherein they are exhibited.

A few steps onwards take the visitor from the fan region to Tunis. The Moorish arcades, brightly tinted, overshadow a number of small shops, where articles of all sorts are to be bought, from strings of common brown beads with a pungent odor, worth a few *sous*, to the rich list of embroidered stuffs that command a goodly price from artists and amateurs. That they include a large admixture of pseudo-oriental things—Turkish pipes, from the Boulevard du Temple, and enamels manufactured within the shadow of the Porte St. Denis—is, I am sorry to say, indisputable. They are, however, well scented with sandal-wood, and the vendors are of unmistakable oriental origin, though of curiously varied nationality. But those who have travelled in the lands of Mohammed are well accustomed to a variety of type, and this is rather a favorable feature than otherwise.—Course stained-glass windows, set in pear-shaped apertures, temper the rays of the sun, and tint the wares with orange and crimson. A perfume of rose is wafted from the stalls, where oriental sweetmeats are sold among piles of crisp ground-nuts and green bunches of bananas. A similar construction—the Moorish bazaar—stands in its close vicinity, whence, from a room above, come the monotonous tones of oriental music, the clatter of coffee-cups, and the fumes of the amber-mouthed chibouk. An Armenian is making thick coffee in the open air, over a spirit lamp, and another is icing shorbet, while a jolly old Moor sits near, chatting, a bit of syringa blossom stuck in his dingy yellow cap. There may be a little vulgarity about all this, but there is character, too.

One of the most graceful industries illustrated in the Process Gallery is that of lace making. Lace is of two kinds: point, made entirely with the needle; pillow lace, made with the help of bobbins. In modern days, some lace is

manufactured entirely by machinery; but this is not admitted by the amateurs of lace to the love and veneration which they lavish upon a yellow piece of ancient point. The elaborate care, industry and taste which went to the composition of these intricate pieces of needle-work, make them as valuable as old pictures. Very good lace is still produced by hand in France, as well as in Belgium. In the latter country it is calculated that five per cent. of the female population are employed in the production of lace. Much of it is made in convents and *Beguines*. The fine Brussels lace soon destroys the eyesight of the workers who make it. It is put together in underground rooms, for the drier air above would make the finely-spun thread too brittle. A ray of light is directed upon the slave of fashion as she sits in her cellar. Irish lace and Honiton are the most famous sorts of lace made in the United Kingdom.—"English point" is a noted old variety, but was chiefly manufactured in Flanders. Many kinds of art needle-work are spoken of in ancient records; but of lace proper, the first undoubted mention comes from Venice, for an attempt to give it greater antiquity at Louraine, rests on a forged picture. It has been conjectured that lace was, in its origin, the imitation of a fine lace work produced by a fish still found in the Adriatic, or that it was a reduction in miniature of the accidental knots and clusters on the fishers' nets.

The great captive balloon in the courtyard of the Tuileries is attracting great attention, and no wonder, for its size is enormous, and all the arrangements show the skill of the true engineer, which M. Giffard, the inventor of that very curious apparatus, the steam injector, assuredly is. The wire rope, by means of which the steam grab draws the balloon back to the surface of the earth, has been found capable of a resistance of from 25 to 32 tons. The price charged for the ascent is 20fr. and the public is admitted into the courtyard by payment of 1fr. It is proposed to make some night ascents with an electric light in the car, which will certainly produce a curious effect. The balloon rises to the height of nearly 1000 feet. It is filled with pure hydrogen. LIONEL.

Terrible Collier Accident.

LONDON, SEPT. 12.—The full extent of the mine disaster at Abercorn is now known. This morning the flooding of the pit commenced. The fire was within a short distance of the shaft. All hope has been abandoned. When this decision was announced to the relatives of the 251 still in the pit the scene was terrible. Thirteen additional bodies were recovered before the flooding. The Abercorn collier is the property of the Abbevale Steel, Iron, and Coal Company, one of the largest in South Wales. The pit is three hundred and thirty yards deep, one of the largest and best worked in the district, yielding a thousand tons of steam coal daily. The machinery was of the best kind in use. The safety lamp law was rightly enforced. The cause of the explosion cannot be surmised. Three detonations were heard. The frame works and castings of the pit were thrown three hundred feet above the mouth of the shaft. The colliery employs upwards of a thousand hands. Three hundred and seventy-three, taking their turn, went down at eleven in the morning; twenty-one came up at noon. At twelve o'clock a loud rumbling noise was heard, followed by a flash of flame from the pit's mouth, and a column of smoke, dust, and debris ascending. The explosion damaged the winding gear and destroyed the only means of communication with the men in the pit. As soon as the gearing was repaired working parties were sent down the shaft, and eighty-two men and boys working within a few hundred yards of the shaft were rescued, but it became evident, as attempts were made to advance, that little hope could be entertained of any one surviving. About four hundred yards from the bottom are stables; here fourteen horses were found dead. Beyond this the explorers could not go on account of the choke damp. Volunteer explorers succeeded in bringing out ten or twelve men very much burnt, and also seven dead bodies. It is feared no others can be for the present got at in consequence of the fire extending, and their remains no reasonable hope that any further lives will be saved.

PREPARATIONS are almost completed for the extension of the Nipissing Railway to Minden.

WHILE Mrs. Brain, wife of William Brain, who lives in the 8th concession of Thorah, was milking on Wednesday evening, the 4th inst., she was rather surprised to see four bears on the road. She immediately gave the alarm, and her husband, with the assistance of some of the neighbours, pursued them to a swamp, where they succeeded in shooting all of them.

ORILLIA.

(From our own Correspondent.)

ACCIDENT.—A most painful and fatal accident occurred on the Midland Railway, last Friday, 13th inst. The mail train due here at 1.30 p. m., conductor Richard Boundy, and engine-driver George R. Richards, through the washing away of a culvert at a place known as Silver Creek, became a total wreck. The engine detached from the tender and Richards, the driver, fell between them and was instantly killed. The deceased was a veteran railroad man being, it is said, the oldest driver on the road. He was held in high respect and esteem by the Company and all the employees, and in every town and village along the line he had made many sincere friends by his genial and kind disposition. Poor old Dad.

THE tug of war is going on briskly to-day between the two political parties. Both are sanguine of success. To-night will decide the issue.

THE Rev. Mungo Fraser, of St. Thomas preached morning and evening last Sabbath, in the Presbyterian Church in this town. At both diets of worship the discourses were good and well calculated to inspire love for a Crucified Redeemer.

[From *The Packet*.]

ON Monday all the members of the Orillia and Matchedash Council took a trip down the Severn River, to obtain some idea of the probability of being able to prevent in some measure the rising of the water in the Spring by the removal of a certain obstruction in the present course of the river, and by making an additional outlet. They were accompanied by their Clerk, Mr. Fowle, P. L. S., by the Reeve and some other members of the residents of the locality. We understand that the result of the examination was very satisfactory, and that there seems no reason to doubt, that by a certain outlay a large additional volume of water would have space to escape, thus keeping the river nearer its usual level; what would be the amount of that outlay is at present a matter of mere conjecture; some parties being of that opinion that \$1,000 would suffice, while others consider that something like three times that sum would be required; it is probably that the latter amount would not be far from the mark. In case the work is undertaken, the expense will be a charge on the lands benefitted, but their seems to be some reason to expect that the government would assist considerably were a really well defined scheme laid before it. Mr. Staunton of Sparrow Lake placed his little steamer at the service of the inspecting party, which carried them as far as navigation extends at this time of the year, and the remainder of the voyage from the Severn Bridge was accomplished in boats.

THE 35th Battalion, "The Simcoe Foresters," went into camp last Monday, for six days' drill. They are encamped on the Town Park at Barrie, and are more comfortable than on any previous occasion of the kind. For this, and also for the advantage of drilling together the present year, the "Foresters" are mainly indebted to the exertions of their indefatigable commandant Lieutenant-Colonel Mackenzie. Clothed in their bright new uniforms, the regiment presented a fine appearance. The ten companies mustered more than full regulation strength. On Monday Orillia was enlivened by a military display such as we seldom enjoy here. No. 7 Company met their comrades from Penetanguishene and Midland, and the two Companies—headed by the brass band of the volunteers—marched through the principal streets. They did not march "with the precision of regulars," but did very creditably considering the small opportunities many of the recruits had had for acquiring a knowledge of drill.

OMEMEE.

[From *The Herald*.]

BROKE ITS NECK.—Mr. Prieur's cow was found dead in the stable Wednesday morning. It was all right when tied in the stall the night before, but not being used to being tied, strove to get loose, and in its exertions broke its neck.

FALL SHOW.—The fall show under the auspices of the Emily Agricultural Society will be held in the Drill Shed in this village, on Thursday and Friday, the 26th and 27th of this month. This will be somewhat earlier than usual, but will prevent interference with other shows.

BEAR SHOT.—A bear chase took place yesterday afternoon in Johnson's swamp, about a mile and a half from this village. It was followed for a considerable distance and wounded by one of his pursuers, who were three in number. Mr. Thos. Henderson finally got a shot at brain, and wounded him again badly, when he made for Mr. Henderson, who met the animal with another charge that made it "bite the dust." It weighed somewhat over 100 lbs., which was light considering the size of the bear. It is worthy of note the proximity to which bears approach villages and larger places this year, and the attention of the "oldest inhabitant," who is generally supposed to know the reason why or anything of this kind, is directed to the fact.

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