

Fair Dates for 1905.

Arthur	Oct. 4-5
Alliston	Oct. 5-6
Beachburg	Oct. 4-6
Bradford	Oct. 17-18
Boeton	Oct. 10-11
Blenheim	Oct. 12-13
Brussels	Oct. 5-6
Binbrook	Oct. 9-10
Chatsworth	Oct. 12-13
Caledonia	Oct. 12-13
Caledon	Oct. 12-13
Cresden	Oct. 5-6
Dundalk	Oct. 12-13
Dundas	Oct. 6-7
Erin	Oct. 19-20
Forest	Oct. 5-6
Fenwick	Oct. 5-6
Florence	Oct. 5-6
Fort Erie	Oct. 3-4
Fenelon Falls	Oct. 11-12
Freelton	Oct. 17-18
Feversham	Oct. 5-6
Goderich	Oct. 26-27
Gorrie	Oct. 7-8
Galt	Oct. 5-6
Gore Bay	Oct. 4-5
Highgate	Oct. 13-14
Harrow	Oct. 10-11
Jarvis	Oct. 10-11
Kemble	Oct. 10-11
Kirkton	Oct. 5-6
Kilsyth	Oct. 5-6
Locknow	Oct. 4-5
Lion's Head	Oct. 1
Langton	Oct. 1
Muncey	Oct. 10-11
Milton	Oct. 12-13
Markham	Oct. 4-5
Mt. Brydges	Oct. 4-5
Marshville	Oct. 6-7
Norwood	Oct. 10-11
Otterville	Oct. 6-7
Odessa	Oct. 10-11
Pricville	Oct. 4-5
Powassan	Oct. 4-5
Ridgetown	Oct. 16-17
Rodney	Oct. 6-7
Rockton	Oct. 10-11
Rockwood	Oct. 4-5
Stayner	Oct. 11-12
Sarnia	Oct. 6-7
Simcoe	Oct. 17-18
Thamesford	Oct. 10-11
Underwood	Oct. 10-11
Udora	Oct. 10-11
Wooler	Oct. 10-11
Weston	Oct. 11-12
Welland	Oct. 11-12
Warkworth	Oct. 11-12
Welland	Oct. 11-12
Woodbridge	Oct. 18-19
Sussex, N. B.	Dec. 1
International, Chicago	Dec. 1
Maritime Winter Fair, Amherst	Dec. 1
Ontario Provincial Winter Fair, Guelph	Dec. 11

Temiskaming District.

At the third annual fall fair of the Temiskaming Agricultural Society, at New Liskeard, the attendance on the first day was extremely small, partly owing to a tremendous storm and gale which swept across the country. The second-day attendance was little better in the morning, but in the afternoon a goodly crowd turned up. The interest in the fair seems to be declining, whether because of something lacking in the fair itself, or the interest taken by so many settlers in the mining boom, is hard to say.

ing boom, is hard to say. A hail storm—referred to above—swept over the district on the 21st. It appeared to confine itself to a narrow belt, but it left smashed-off and uprooted trees wholesale in its wake. On the 25th a feeble effort at a snow storm was made. However, there was a severe frost that cut down much growing stuff. Most of the crops are now in, and many are clearing ready for next spring. Some have already obtained work for the winter, to earn the needful for next year's expenses. Others are prospecting, the mining craze having mastered them. G. W. W.

The Government R. R. Elephant.

"The White Elephant" is the title of a rather striking brochure by Cy. Warman, the popular Canadianized-American writer, who makes his home in Canada because he loves it, and can produce his best literature in its wholesome atmosphere. He was originally a railway engineer, and then found his place on the engine of literature. He has made a study of the Government owned or operated railway, and he has no use for it. Government ownership in railways he regards as a synonym for mismanagement, failure, and political corruption. Mr. Warman's idea is that if the privately owned and operated roads fail to treat the travelling and shipping public decently through competition, they should be compelled to do so by law. "The White Elephant" is published by the Canada Publishing Co., Montreal, and contains a lot of data collected by the author, and dressed in his own terse and graphic style.

Farmers' Meetings in Rainy River District.

The District Department of Agriculture has arranged for meetings in the interests of farmers, to be held as follows: Hour of meeting to be 2.30 p.m., unless otherwise indicated:

Utterson, C. Muskoka (afternoon and evening), Oct. 11; Port Sidney, C. Muskoka (aft.), Oct. 12; Allansville, C. Muskoka (eve.), Oct. 12; Windermere, C. Muskoka (aft.), Oct. 13; Ufford, C. Muskoka (eve.), Oct. 13; Dunchurch, W. Parry Sound (aft.), Oct. 17; McKellar, W. Parry Sound (eve.), Oct. 17; Broadbent, W. Parry Sound (aft.), Oct. 18; Orrville, W. Parry Sound, (eve.), Oct. 18; Falding, W. Parry Sound (aft.), Oct. 19; Parry Sound, W. Parry Sound (eve.), Oct. 19; Carling, W. Parry Sound (aft.), Oct. 20; McDougal, W. Parry Sound (eve.), Oct. 20.

Are you growing the crops best suited to the locality? Are your varieties of grain, roots, clover, etc., adapted to the northern districts? Are you producing the most profitable class of cattle, horses, sheep, etc.? Are you cultivating your land that its fertility will be increased rather than diminished? These and other matters will be discussed at the above meetings, to be addressed by Andrew Elliott, Galt, Ont.

Mr. Elliott has had long experience as a practical farmer, and has addressed Institute meetings in nearly every section of Ontario. He has also done Farmers Institute work in other provinces of the Dominion and several states of the Union. With his practical knowledge and extended experience in addressing meetings of farmers, Mr. Elliott is well qualified to give valuable advice and reliable information upon all farming operations. Below are given some of Mr. Elliott's special subjects: "Moisture and fertility of the soil"; "Clover Hay"; "The benefits of clover"; "The Profits of Sheep"; "Breeding, feeding, and caring for dairy cows"; "Pure seeds"; "Desirable type of steers."

The Macdonald Institute Thronged.

Another three months inter-provincial nature study class at the Macdonald Institute, Guelph, has enrolled. It is composed of specially-selected teachers, who receive scholarships amounting to \$75 for ladies, and \$100 for men, besides railway fares. P. E. I. sends four teachers this term; N. S., eight; N. B., nine; Quebec, seven; Ontario, fifteen. The classes entering for work in the domestic science department are very large, and many students have to board in the city, as Macdonald Hall cannot accommodate them all. The newly-appointed teachers, Misses Greenwood and Speller, have taken charge of their departments, normal methods and domestic art. Many students are from the Eastern Provinces. The manual training department awaits the erection of its new quarters; in the meantime the second year college students will get their instruction in the iron work in the temporarily fitted-up laboratory in the Institute basement. Mr. Kendall, the new instructor in this department, assumes his duties in a few days.

South Wentworth.

Throughout this part of the country the harvest, which was extra heavy, has been taken care of, threshing being nearly over, and the grain turning out good. Wheat is turning out about 35 bushels to the acre, and oats about 45 bushels to the acre; other grains are a good average crop, while the hay, mostly clover, was very heavy, and will, or ought to be, fed up on the farm. Farmers are short of stock, such as good steers and sheep, which seems to be so dear that they can hardly afford to buy. Fall seeding went in in good shape, as the ground worked up nicely, and while we had a shower or so it made great growth. Pasture has been excellent, and the farmers are securing very good prices for their produce. In the fruit section the crop has been a fair average; apples being scarce are commanding about from \$1.25 to \$1.50 per barrel. Pears are scarce, but peaches and other fruits have been plentiful. Grapes will be one of the finest crops for years, and all that is to be feared is the early frost.

J. W. C.

What's in a Name.

There is a great deal in a good name for a magazine, but "Everybody's" had that title long before it sprang into continental notoriety. That was after the Ridgway-Thayer Company took hold of the helm, and Mr. Thos. Lawson, of Boston, began to tell the fascinating and powerful story of "Frenzied Finance," which shook the speculative financial system of the Republic from stem to stern. Some of the aftermath of that sensation is now being disclosed, in the revelations concerning the mismanagement and malappropriation of funds by big U. S. life insurance companies, some of which actually contributed funds for political purposes, and pooled their resources to control the legislation of the country. At first the financial big wigs tried to laugh Lawson down, then bluff him, and then attack his sanity, but all to no purpose, for the people shook their heads and believed in his graphically written story, and now the official inquisition of the New York State Legislature gives strength and still more lurid color to his indictment of how the rights and money of the people have been juggled with. The genius that planned that magazine feature has been at work developing others in "Everybody's," the circulation of which has increased enormously, notwithstanding that the price has been increased from 10 to 15 cents per copy, and from \$1.00 to \$1.50 per year.

Running a Traction Engine.

[e.g., see Maetoba and Western edition.]

There are two classes of such duties to be performed, there are two classes of men which a traction engine may be run successfully with. Many imagine that all that has to do is to step upon the foot-plate, throw over the reversing lever, open the throttle valve, put in the friction clutch, blow the whistle, and off they go. These men may, however, learn—and possibly too late—that such is not the case; the cylinder end may have gone careering over the plume, a bolt or wrench may have been left upon the gears, and out fly the teeth; a bearing may run hot, and the shaft seizes or the safety plug suddenly melts out and the fire has to be drawn—and a dozen other such accidents may happen, in some cases causing considerable damage to the engine, serious expense and loss of work to the owner, and disappointment to the farmer anxiously waiting to have his threshing or plowing done. When questioned as to how the accident happened, the answer often given is "Search me," or, "These engines are no good; the gear is not strong enough," etc. No mention is made of the fact that the engineer forgot to open his drain cock, the cause of the cylinder end blowing out; that he forgot to see that there were no loose tools, bolts or nuts lying about; that he did not fill his grease cups, and that he took it for granted that there was plenty of water in the boiler and tank until the safety plug informed him otherwise. Few men realize, many do not care, that they have under their control machines valuing from \$2,000 to \$3,000, and that it rests with them as to whether the engine proves a good investment or not to the owner. The latter, however, may to a certain extent be to blame for the breakdowns, etc., in trying to save a little extra expense in wages, he engages an inexperienced and careless engineer—a policy that proves to be "penny wise and pound foolish." A careful engineer, before lighting the fire, sees that all clinkers and dirt are taken out of the fire-box and ash pan, brushes out the flues, makes certain that he has plenty of water in the boiler and tank, then lights his fire and opens his damper. Whilst steam is being raised he goes carefully over his engine, filling all grease cups, sight oil-feeder for lubricating the cylinder, tightens up all loose nuts, examines the bearings, and sees that the gauge on the end of the suction pipe is not covered with mud, etc. After this he should clean down his engine, and may find in doing so some little defects covered over with dust and grease. The blower valve may be opened as soon as the fire is lighted, so that as the heat increases and the water swells the air in the boiler may escape, and in doing so cause a draught in the chimney, thus livening up the fire.

Before commencing to run the engine all drain cocks should be opened, and a few turns of the fly wheel by hand will ensure everything being clear. The stop-valve on the boiler is next opened, then the reversing lever moved over from the center, where it should always be placed when the engine is stopped. The throttle valve should then be gently opened and the engine allowed to run slowly for some time, during which the engineer should see that the sight-feed lubricator is working, that the bearings are running cool, test his pump and injector, and then make up the fire for work.

A competent engineer, during the time steam is being raised, will see that his coal bunkers are filled, that the team with tank is ready, and have collected all his tools and stowed them where they will be easily available when required, thereby avoiding much loss of time and waste of fuel.

Before commencing to run the engine on the road the engineer should have ascertained whether the reversing lever should be in the forward or backward position, as some engines move backwards when the reversing lever is forward, and vice versa.

In coupling up to the separator or to wagons, the friction clutch should first be put into gear with the fly wheel, then the reversing lever moved over in the direction required and steam slowly admitted to the cylinder. Always see that the throttle valve is shut before reversing; otherwise the engine may start off suddenly, and before you have time to stop it may have bumped into the separator and caused some damage, meaning loss of time and expense. The steering gear should have been carefully gone over and the chains properly adjusted, for these do not require to be either too tight or too slack; if the latter, the engine will be more difficult to steer, and on rough ground the constant jerking caused by the axle suddenly locking from side to side, may either break the chains or injure some of the other gear.

It may appear simple to fire a boiler, but there is more in it than meets the eye. Difficulty may be found in keeping up the necessary pressure, and this may arise from quite a number of causes. A clear and not too heavy a fire should be kept. Some coals, such as "Galt," clinker very quickly. The result is that sufficient air cannot pass through the fire, the bars