

## The Side that Can't be Seen.

Editor "The Farmer's Advocate":

I feel it would be a great injustice to "Farmer's Son" and many other young men of Canada to let his letter go unchallenged. I think there must be something out of place or radically wrong for any boy, especially an only son, to feel as he does, but I well remember the time when, as a young man, I figured out this same problem, and came to just the same conclusion as "Farmer's Son" has come to.

Now, I am writing this because I have been over the same road that "Farmer's Son" is thinking of going on. I was born on a farm in the County of Oxford, Ontario; but, not being satisfied with my prospects, I left the farm early in life, at nineteen years of age, and went to the city. I worked hard, trying to get something ahead for a rainy day, but, after I paid my board and other expenses, I had very little left. Not being satisfied with work in the city, I took up railroading, thinking I was then on the right road to success. Well, after working from the foot of the ladder up to conductor, I still was very little ahead financially of what I possessed when I commenced, and I have on several occasions drawn one hundred dollars and over for a month; but a railroad man's money is very easily spent.

Now, "Farmer's Son" may say that was my lookout. Not always; I never spent a cent in my life for whiskey or tobacco, but I found that, by the time I equipped myself with the different articles required of me by the company, and clothed myself so as to be up to the standard expected, and paid my board at both ends of the division over which I was running, I had very little left in comparison to what I had earned.

Then, you must remember, on the railroad a trainman is paid by the number of miles he runs. If you hear of one making one hundred dollars, you must understand he has worked very long hours, because a man can't make big mileage in short hours—not ten to twelve hours per day, as on the farm, but sometimes twenty and thirty, and even forty hours, on duty continually. I have seen times when it would be the next thing to impossible to keep my eyes open on duty; I have felt more dead than alive, and all for trying to make the almighty dollar. You may say it is not necessary to work like that. Well, if you want to hold your job, you must not refuse to go at the call of duty. Remember, even when you book off, and are enjoying yourself at your home, you are still under the hand of the company, and are their servant. Not one hour of the twenty-four can you call your own. Go to a railroad man who has given the railroad company the best of his life, and ask him whether he would advise you to go railroading. In nine cases out of ten he would warn you faithfully to steer clear of railroading. He would tell you that it was a dog's life, at best.

Now, seeing I was still making progress very slowly along money lines, I began to get homesick for the good old days on the farm, so, after considering the matter, I decided to quit the railroad and go to farming. I bought 200 acres of land near a large town, and had to borrow the money to make my first payment on it, but I was beginning to feel that I must do something desperate, or I would be a servant for others all my life. I started in the retail milk trade. I had enough money of my own to buy four cows, but for my rig and horses I had to go on credit. But, by the help of a good wife and a kind Providence, we pulled through, paid for our outfit, paid back the money we had borrowed, and increased our business, until now we have twenty-five cows, besides our horses and other stock, and implements. We are meeting our payments on our farm, which amount to over four hundred dollars per year. Now, this has all been done in the short space of four years, and we attribute our success to being diligent in business. We have worked hard, but we see the fruit of our labors, and are working for a better firm than a railroad company, and I am working shorter hours.

I would say, in conclusion, it is not all gold that glitters. Far-away fields look green. But, for me, give me the farm. And I am proving every day what Paul meant when he said, "Godliness with contentment is great gain." Hardly a day goes by that I am not told by some of my old work-mates that I did a good act when I quit railroading. Hoping these few lines of my experience will reveal to "Farmer's Son" and others who are thinking of leaving the land the side of railroad life that can't be seen, but must be experienced to be realized.

"ONE WHO KNOWS."

There is a revival of interest in the question of paying by test at cheese factories, and many will adopt the system this year for the first time, while others will resume this method of declaring dividends. J. A. Ruddick, Dairy and Cold-storage Commissioner.

## Railroading and Farming as They Are.

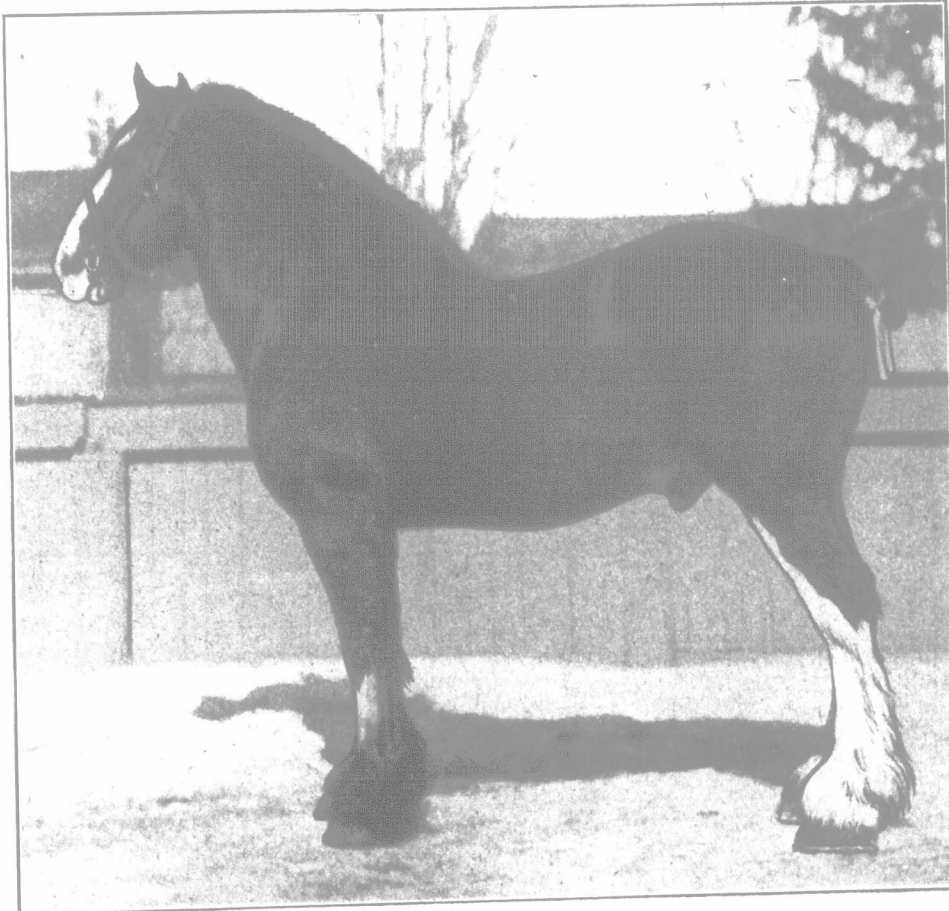
Editor "The Farmer's Advocate":

After reading and considering "Farmer's Son's" letter, "The Boy on the Farm vs. Railroad Life," I must say his opinion is very biased; he is under a delusion. "Far-away hills look green." The pith of his dissatisfaction lies in the summing up of his argument, viz., that your paper, its editorials, its experiments, and its correspondents' opinions, also all other literature pertaining to farm matters, are written for cheering the toilers who toil without hope.

Now, allow me to say that what has caused your correspondent to err is because he is too well done for. If any young man can reach the age of 25 years, and not make his personality felt on a farm of 140 acres of good Ontario land to a greater extent than \$200 a year, then, possibly he had better go railroading, as there must be something radically wrong with his calibre.

Has your correspondent studied this question from the standpoint of the average, or has he formed his opinions from the hilltop, as it were, from the despatcher's pivot chair, or some road boss's private car, or some vice-president's carpeted office? Where does the average railroad man end, with all his salary, whether he be an engineer in a pumping station, or an engineer on some mogul locomotive? I say they all end, with but a few exceptions—those who fill the aforementioned points of vantage—dependent upon their pensions. It has been so in the past, and will continue to be so in the future.

If railroading is no more hazardous an occupation than farming, then why do insurance companies place them as the most hazardous of all risks? Statistics do not equivocate.



Celtic Guard (imp.) (12897).

Clydesdale stallion; bred 1904. Imported and owned by T. H. Hassard, Markham, Ont. Sire Baronson, by Baron's Pride; dam by MacKinley.

Now, as to the savings side of this question. I have lived close to one of the largest railroad lines in Ontario, and this is the first time I have heard of railroad people being held up as examples for their thrift. On the contrary, you may place them as the least saving of all classes in our land. Possibly they have rare opportunities; but if they have, they do not, as a class, use them. In the first place, a man embarking on a railroad career carries, to begin with, whether he wills or no, a varying but large accident policy, usually five thousand dollars, which his employers pay for him, and withhold it out of his wages. Then, too, there is his union and his union fees, which, together with his accident policy, cannot be kept up for \$150 a year.

After we consider the style of life partner a railroad man is likely to take, we cannot but marvel where Farmer's Son sees the remotest possibilities of ever reaching his hoped-for goal, viz., "Easy Street." Why, the veriest girls—the fly girls who are opposed to the rigor of a farm kitchen—aspire for a banker or a railroad man. Some may here take exception, and say matches are made in heaven, but observation has taught me to believe more are made in parlors; and, after becoming firmly affixed to one of these allur-

ing and beautiful butterflies, what are his chances for his vaunted savings?

Rather let him read Prof. Zavitz's experimental reports for the past few years. The Department will be pleased to supply him with these missing links to complete agriculture; and start reading "The Farmer's Advocate," not as solace, but as an advocate, and his day-dreams of railroad life, and then the president's chair, will all disappear as a thin vapor. Then let him look around him and see the sturdy farmers who were once hired men, and he will be surprised how steep an ascent those neighbors of his have had to climb, and possibly he will appreciate his opportunity before it is too late. Young man, begin this spring with an ideal, which is one essential to success. Let it be to double the output of that 140 acres of good Ontario land. It is possible if you are now only worth \$200 a year. Better varieties of grain, thorough cultivation, drainage, more attention to detail, and an earnest study of your calling, are a few ways to attain this end. Have a pride in your home; it is pardonable. Successful farmers do not pine because their parents do not die; they have not time. Tear the beam out of your own eye, and make yourself worth while.

"FARM BOY."

York Co., Ont.

## HORSES.

### The Mare and Her Foal.

As the foaling season is approaching, a few words on the subject may be considered timely. The mare about to foal should be in fair condition, and, if she has been regularly exercised or used for light work during the winter, the prospects of producing a smart, strong foal are greater than if she has spent the winter and early spring months in complete or comparative idleness. As the period of gestation approaches the end, special care should be taken. She should be fed liberally on laxative, easily-digested food that contains a large percentage of nutritive material, such as good hay, bran, rolled or whole oats, a little linseed meal, and a few raw roots. Of course, if the grass has reached sufficient growth, it will, with the addition of a small grain ration, supply all wants, unless she is worked, in which case grain should be given in proportion to the amount of work performed. It should be remembered that she has not only herself to nourish, but a foetus nearing maturity, hence she requires more food than a non-pregnant mare living under similar conditions. Daily exercise, light work, or a run of several hours daily in the field or paddock, should be given until she foals. If she is to foal in the stable, she should be provided with a roomy box stall in which there are no mangers or boxes in which the foal might drop if she should give birth to it while standing. The stall should be well disinfected by washing with a warm, 5-per-cent. solution of carbolic acid or other disinfectant, or by giving a coat of hot lime wash. The stall should be thoroughly cleaned out daily, and the floor sprinkled with slaked lime each time before a fresh supply of dry, clean bedding is scattered. These antiseptic measures are advisable in order to destroy germs which, if present, may cause joint-ill or other troubles in the foal. When the time arrives at which she is expected to foal, she should be carefully watched. In most cases she shows certain symptoms which indicate that the act of parturition will take place in a short time. These symptoms generally are a more pendulous condition of the abdomen, an apparent shrinking or drooping of the muscles of the croup, a fullness of the mammae and of the teats, at the point of which, in many cases, a small lump of inspissated colostrum, which is called "wax," appears. There