

### To Creamery Managers.

The following circular addressed to the managers of creameries in Manitoba has been issued by the dairy branch of the department of agriculture:

Dear Sir:—The creamery butter making season for 1897 is now at hand and the following suggestions are offered with a view to having our creamery butter reach the best possible markets in the best possible condition during the whole season; so that our reputation, already gained, as a butter producing province will reach a still higher level in the best markets of the world. The requirement of the European markets is, butter of a mild, sweet flavor, salted not more than 3 per cent of salt or half ounce per pound of butter (best brand of salt.) The color should be pale, two ounces of good quality butter color to the cream required to make 100 pounds of butter should be used in making folder butter, and no coloring need be used during the summer when the cows are on the pasture. The color of the butter must be uniform and free from any white specks or streaks. Body firm and free from any air-cells. The requirements of the western trade are identical to that of the European, with the exception that a little more salt is required. For all British Columbia points I would advise using three-quarters to one ounce of salt per pound of butter.

### PACKAGES.

The packages most desired by the European trade is the square box holding 56 pounds nett; lined throughout with good quality of parchment paper; the paper to weigh not less than 50 pounds to the ream; buy no other. Upon making extensive inquiries of dealers in England, I find that there is a difference of opinion on the part of the European butter dealers as to the kind of butter box that is most suitable for their trade. Some dealers favor the ordinary nailed box, and some the "dove-tailed" box. The dove-tailed box, however, suits our purpose best here, and I would strongly advise all creameries that are packing butter for the European trade to use the dove-tailed box. For the western trade, the packages required are varied in size; such as, tubs holding 10, 20 and 30 pounds respectively; also boxes holding 14 and 28 pounds respectively. All packages must be properly lined with good parchment paper.

### BRANDING.

The boxes should be branded on the end only, in letters not more than three-quarters of an inch in length. Usually the box comes from the manufacturers branded "Manitoba Fine Creamery Butter—Canadian;" this is as it should be. With this brand the net weight and the name of the creamery is all that should appear on the package. When tubs are used the brand should be placed on the side of the tub, under the second hoop; and not on the cover, as the brand on the cover becomes more or less obliterated and gives the packages an untidy appearance.

### BUTTER BOX COVERINGS.

A demand has come from the different markets to have the butter boxes and tubs enclosed in a "jute bag covering" when shipping the butter. These bags are used for protecting the butter packages from becoming soiled

from dust and wet, which injures the appearance of the package and consequently retards the sale of its contents. This matter of covering the butter packages is of very great importance to our creamery butter trade and I hope and trust that the executive of every creamery in Manitoba will study their own interests and respond to the call from the dealers and put a covering on every package of creamery butter that is exported out of the province. These bags are made to fit any sized package from a 10, 20, 30, 50 and 70 pound tub, and 14, 28 and 56 pound box. The prices I find are very reasonable and within reach of every creamery in Manitoba.

Prices, all f.o.b. in Winnipeg, are as follows: Brand A, 17 1-2x20, first quality for covering, 14 lb. box, 3 7-8c; brand CX, 17 1-2 x20, second quality for covering, 14 lb. box 3 7-10c; brand A, 22x20, first quality for covering, 28 lb. box, 5c; brand CX, 22x20, second quality for covering, 28 lb. box, 4 7-10c; brand A, 28 1-2 x24, first quality for covering, 56 lb. box, 6c; brand A, 24x24, first quality for covering, 50 lb. tub, 5 1-8c; brand CX, 24x24 second quality for covering, 50 lb. tub, 4 7-8c; brand A, 26x26, first quality for covering, 70 lb. tub, 6c; brand CX 26x26, second quality for covering, 70 lb. tub., 5 3-4c.

It will be seen that the cost of covering a 56 lb. box will be one-ninth of a cent per pound of butter, and all other packages at a correspondingly low figure. These coverings will enable the creameries to place the butter on the market in a clean, tidy condition, which is very desirable, as the butter will sell more readily, and would be worth fully one cent per lb. more money with the coverings than without them. By giving strict attention to the packing and shipping, our creamery butter we can do much towards not only retaining the markets that we have already established, but will be enabled to open up new fields for our excellent quality of butter, and thereby bring more revenue to the pockets of the farmers of our province.

C. C. MACDONALD,

Dairy Superintendent,

Winnipeg, May 18, 1897.

### Value of Waterways.

The Commercial has frequently pointed out the great advantages which would be gained to Western Canada by the development of our inland waterways, in providing cheap transportation for products. In Europe the value of waterways as compared with railways is fully appreciated. The waterways of that continent are being rapidly improved and extended, and it is in a measure due to the lowness of the rates charged for the transmission of freight that its foreign export trade has been fostered. Germany has expended large sums on canalization works, and with the exception of the North Sea-Baltic canal, the German canals, on the whole, afford cheap and good commercial waterways. Their aggregate length amounts to the immense figure of some 8,700 miles. Rather strangely, the cheapness of the German canal rates has been viewed by some in the light of a danger to German home industries on account of the facilities they offer for foreign imports. Austria-Hungary, says Engineer 3, comes

close after Germany, the aggregate length of the navigable waterways being, according to recent statistics, about 7,150 miles. Important canals are, however, under contemplation and in course of construction, viz., the Danube-Order and the Oder-Moldau-Elbe canals. This connection between the Danube and the Elbe will be about 2,000 miles long, and will, in a manner, connect the black sea with the Baltic and the North sea. In France the system of canals, which was originally commenced some 300 years ago, has an aggregate length of some 3,800 miles, and is of vast importance. In addition to the existing canals one or two very large and important schemes are under consideration, involving immense expenditure.

### The Iron Trade.

The Philadelphia Ledger says: In the iron trade the unseemly rivalry of some of the very large concerns for business increases the disturbance in prices and affords buyers renewed arguments for bearish predictions. Aside from this disturbing element, there is evidence of a daily increase in the volume of business offering, with indications of a continuous movement in that direction. Twenty thousand tons of bridge material has just been placed in this country for a Canadian bridge, and one of our Pennsylvania mills has just begun on an order for 30,000 tons of rails for Canada. Inquiries for export business are numerous.

### No. 2 Spring Thrown Out.

Chicago, May 19.—By a vote of 488 to 436 the Chicago board of trade to-day voted to discontinue the use of No. 2 spring wheat as a contract grade, thus placing this market on an equal footing with the other big grain centers of the country. This leaves only two contract grades of wheat for future delivery, No. 1 northern spring and No. 2 red winter. The elimination of the No. 2 spring grade, it was claimed, would markedly restrict the speculative element, thus rendering much easier the creation of "corners." On the other hand, it was contended by the supporters of the amendment, it would tend to elevate the standard of speculative trade. The elevator men were generally credited with being against the amendment. The rule is to go into effect on Oct. 1. There are in round numbers 5,000,000 bushels of No. 2 spring wheat in Chicago elevators and only about 3,000,000 bushels of the other grades. All this former large amount will be thrown entirely out of the regular wheat market.

### BOOTS AND SHOES.

The spring orders are now pretty well all executed, and a few sorting orders are arriving both from travelers and customers direct. Travellers in British Columbia are doing fairly well with their fall samples, quite a number of orders having already been received. Fall samples for this province and Ontario, however, are late in getting out, and manufacturers are now busy in preparing them. Remittances are fair.—Montreal Trade Bulletin.

It is reported that a combination has been formed by the California honey men, the object being to control production.