## Dairy Matters.

A Belleville, Ontario, dealer has made a shipment of cheese to Japan, via British Columbia.

The Manitou factory claims the second largest output of cheese in the province so far this season.

The Lorette cheese factory i turning out about 150 pounds per day. The butter factory is kept busy.

The first shipment of butter by Prof. Barre, to British Columbia, turned out in such good order that it brought 25c a lb. A new consignment of 5,000 lbs. was made on Wednesday.

Prof. Barre is inspecting the cheese and butter factories of the province. He has with him the standard instruments for testing the accuracy of the lactometers used in the factories. Many of these lactometers have been found to be inacurate. Several instances of watered milk have also been discovered. In one such at Rapid City, the amount of water added to the milk during three days varied from 10 to 15 per cent. In many cases milk cans were in poor condition, as acid and fomentation were found in all of them. This is due to the carrying of sour whey in the cans and carelessness on the part of the patrons. Such a state of things is detrimental to the quality of cheese, and should be remedied, by closer attention to cleaning the cans. Prof. Barre will undoubtedly be able to accomplish much for Manitoba by these visits, in the interests of scientific cheese-making in this province.

Malcolm's cheese factory near Minnedosa, Man., is a private dairy of 36 cows. From these are made about 90 lbs. of cheese daily The factory building is about 16x20; it contains two 130 gallon vats, four screw presses, curd sink, milk, etc. A spring of cold water runs through the factory and supplies the vats with plenty of pure cold water. The curing room is in a separate building; being of about the same dimensions as the other. Manufac turing was commenced about the first of April. The product of April and May were sold at 12c per pound, June 10c. Up to within the last two weeks the season has been very favorable both for the protection and quality of fine cheese, since then more or less trouble with fleating curds has been experienced. The true cause of this trouble has as yet not been ascertained by scientists; but it is generally attri buted to atmospheric causes, swampy grasses, bad water, over-heated cows, etc. Prof. S. M. Barre arrived just as the trouble commenced, and through his experience and skill, succeeded in getting over the trouble remarkably well, so that now even with a porus or floating curd, by his method, a fine cheese can be made suitable for any market.

In a letter to the press, Mr. Malcolm, of Minnedosa, speaks of cheese making in a manner which will be interesting to manufacturers in Manitoba. We reproduce parts of his letter, as follows. "The time is close at hand when we will have to look to a foreign market for our surplus; and too much pains cannot be taken to send abroad the finest article in the start. The first few shipments will, to a large extent, fix the reputation of Manioba cheese for some time. Already I can se

good results here from Professor Barre's lessons. I am fully convinced that dairying is going to be one of the principal, if not the principal, product of this country, and any expenditure incurred in raising the standard of the product will be repaid one thousand fold. I do not advocate private factories as a rule, for the following reasons: First, it costs nearly as much to manufacture the milk of 50 cows as it does 500; second, it is seldom that a practical cheese maker can be had at a salary a private factory could afford to pay; third, a much more uniform and suitable article can be made at a pub lie factory where a practical maker is in charge than could possibly be made if the same milk was made up in twenty different dairies with probably not a single competent maker in the whole outfit. The latter is probably the strongest argument in favor of public factories, but the great drawback in this country at the present time is the sparseness of settlers, thereby making the cost of drawing the milk to the factory expensive; but this difficulty will be got over in time, as the very thing that is at present a drawback will be an advantage byand-by as the sparseness of settlers leaves room for the few settlers to keep much larger herds of cows than they could if the country was settled up close. I would rather conduct a factory patronized by twenty patrons, each having from 20 to 30 cows each, than I would another patronized by 100 patrons with 5 to 8 cows each. Thus sparse settlement will not be a drawback as soon as people are in a position to keep large herds. I have unbounded confidence in the country for dairying; the milk here is of a much better quality; a pound of cheese can be made out of a pound less milk than in Untario; and the same can be said of butter, this being the case, and the skill employed equal to Ontario the product must be richer. With these advantages I see no reason for doubting the success of the business in the

THE Winnipeg Brick, Tile and Pottery Company, which commenced operations last spring, has been progressing favorably in the manufacture of the various articles which will be turned out by the company. Included in the list of articles manufactured by the company are red brick, terra cotta ornaments, terra cotta lumber and portable chimneys. The brick are very firm and heavy, and are claimed to be equal to the frmous St. Louis pressed brick. Some of the terra cotta designs are very handsome, and they will undoubtedly soon come into general use here for ornamenting brick and stone build ings, etc. The terra cotta lumber is useful for lining buildings, both as a preventitive against fire, and for securing warmth. It can be nailed on joist like ordinary lumber, and does away with the use of lath, and primary coats of plaster, as the finishing plaster may be applied directly to the terra cotta. The portable chimneys will be very convenient for farm houses. It is the intention of the company to give attention to the manufacture of pottery later on. A first class clay, saitable for the best class of pottery work has been discovered. The factory of the company is situated on the C. P. R. track, Point Douglas avenue, west of of Main

# WHEN YOU ARE GOING

MINNEAPOLIS, TO ANY POINT ST. PAUL TO EAST OF SOUTH

TAKE THE

### St. Paul, Minneapolis and Manitoba Railway

The shortest, best and most desirable route 10 ALL POINTS IN ONTARIO, QUEBEC AND UNITED STATES.

If you want to save time and money purchase your tickets from starting point through to destination via the

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

For full information, maps, etc., apply to

G. H. McMICKEN, Agent, WINNIPEG.

C. H. WARREN, Gen. Pass, Agt. W. S. ALEXANDER, Traffic Mgr. A. MANVEL, Gen. Manger.

#### CHICAGO MILWAUKE & ST. PAUL RY

Is the Fast-Mail Short Line from St. Paul and Minneapolis via La Crosse and Milwaukee to Cheago and all points in the Eastern States and Canada. It is the only line under one management between St. Paul and Chicago, and is the Finest Equipped Railway in the Northwest. It is the only line running Pullman Drawing-Room Sleeping Cars with Luxurious Smoking Rooms, and the Finest Dining Cars in the World, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul. No change of Cars of any Class between St. Paul and Chicago. For through tickets, time-tables, and full information, apply to any coupon ticket agent in the Northwest. R. Miller, Gen'l Manager; J. F. Tucker, Ass't Gen'l Manager; A. V. H. Carpenter. Gen'l Pass. and Ticket Agent, Gen'l Pass. Agent, St. Paul, Minn.

# Minnelpolis and St. Louis Railway

AND THE FAMOUS

## Albert Lea Route

TINGI 0 TIGG	P TOO	uuc
hicago, Burlington, Kansas City	Le St. Paul.	Minneapolis
and Des Moines Ex	a8 20 a.m	a9.05 a.m
Louis Fast Ex	b6 30 p m	b7.15 p.m
hicago Fast Ex	d6.30 p m	d7.15 p.m 4
es Moines Passenger	a6 30 p.m	a7.15 p.m5 a8 45 a.m a4 50 p.m
xecisior and Watertown	a3 10 a m	a8 45 a.m
rlington and Excelsior	24 15 p m	a4 50 p.m.
ankato Express Accom	aS.15 p m	a3.50 p.m
a Ex Sunday b Ex Saturday	d Daily	

AST THROUGH COACHES AND PULLMAN PALACE SLEEPERS to Chicago, St. Louis and Des Moine

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CAICAGO TRAINS. .

2—THROUGH TRAINS DAILY—2
to KANSAS CITY. LEAVENWORTH, ATCHISON and
ST. JOSEPH, making connections in Union Depots for all
points west.
Fast and frequent trains between St. Paul, Minneapolit
and take Minnetonka uoints.

Fast and frequent trains between St. Paul, Minneapolit and take Minnetonka points.

For map, sleeping car borths, or other information call, upon any a colon in the Northwest or write to

S. F. BOYD,