

## THE FARMER'S ADVOCATE &amp; HOME MAGAZINE

THE LEADING AGRICULTURAL JOURNAL IN THE DOMINION.

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At this time of year, and especially if cows have been milking for a long time, butter almost refuses to come for some people, even from twenty hours' churning at a high temperature. A particular case has come to our notice. The cows, which had been fed almost exclusively on hay, gave milk of a very viscous character, which is one cause of long churning. Such cream requires extra ripening and a higher temperature for churning. The addition of a little water to the cream will sometimes be of service; and occasionally it is found that a handful or more of salt thrown into the churn has proven efficacious in driving out the "witches." Undoubtedly a change in the feed would be advantageous. Sometimes more succulent food, as silage or roots, is needed. In the absence of these, try a little bran-slop. Bran is probably as cheap as hay. A little oil meal added to the bran would not be objectionable.

Everyone interested in dairying should not only read, but study that instructive little book, "Dairying for Profit, or the Poor Man's Cow," which may be obtained from the authoress, Mrs. E. M. Jones, Brockville, Ont. Price, 30 cents. Over 62,000 copies have been sold, and in order to further stimulate its circulation, we will give two copies to every old subscriber sending in his own name (renewal), and that of one new yearly subscriber, accompanied by two dollars.

## Good Roads Association.

The 9th of February saw the birth of a society which is unique among the associations which have for their objects the benefit of the country. The Good Roads Association is now an accomplished fact. About sixty earnest, practical men met in the lecture room of the Canadian Institute and discussed the subject of the betterment of our roads from all the different standpoints. The farmers will derive the chief benefit from this agitation, and in contradiction to the statement so often heard, that the farmers, as a class, are opposed to the improvement of our public highways, it was gratifying to see that the gathering was for the most part composed of representative farmers—men who occupy influential positions in farmers' institutes, municipal bodies, dairy and creamery associations and other agricultural societies. There were several engineers present and a sprinkling of others, but the main body of men were farmers, while the class who have been blamed for their interference with the question—the cyclists—were conspicuous by their absence.

At the start the organization was, of course, absolutely unorganized, so Mr. Allan McDougall, as representing the Canadian Institute, called the delegates to order, when Mr. Andrew Pattullo, of Woodstock, was unanimously chosen as chairman—an honor which his long-continued advocacy of the subject fully deserves, while Mr. Allan McDougall was elected secretary. Mr. Pattullo then read a very instructive and intensely interesting paper on the history of road building, and thoroughly impressed upon those present the great saving which would come to the country through an improved system of roads. He would not at present advocate a greater expenditure of money in the entire abolition of statute labor, but he would like to see the money, which at present is often worse than thrown away on the roads, put to a good purpose in keeping the roads in a passable condition at all seasons of the year. In conclusion, Mr. Pattullo claimed that this movement was in the interest of the farmers, and should result in an organization with clear and well defined aims. Such an organization should procure information, keep up the work of education, interest the department of agriculture and secure government aid. The question was one of the utmost importance and deserved the attention of all.

Messrs. Jas. McEwing, President of the Farmers' Institute; S. P. Zavitz, N. Monteith, Jas. Hill, Jas. Shepperd, J. F. Beum and A. P. McDougall gave their opinions on road improvement and showed by their familiarity with the subject in hand that they had all acted in that undesirable, though indispensable position of pathmaster. After these gentlemen had given their experience, Mr. A. W. Campbell, city engineer of St. Thomas, read a valuable technical paper on the improvement of country roads, which will be of great value where the complete rebuilding of a road is necessary. The paper also contained many hints on the improvement of common roads which pathmasters will do well to follow when making repairs on the roads under their control.

## PERMANENT ORGANIZATION.

The question of permanent organization then came up for discussion, with the result that the draft of the constitution previously prepared was adopted. The society is to be known as the Good Roads Association. It is to be organized in the township districts of each county. There will be no initiation fees or membership dues other than the amount required to furnish each member with the publication of the society. Toronto was adopted as the headquarters of the Association, and the following statement was made of its plans and purposes:

## OBJECTS OF THE ASSOCIATION.

1. To combine, as far as practical, the efforts of all persons engaged in the work of road reform.

2. To awaken interest in the subject among the people at large.

3. To receive, publish and discuss any well-considered plans for local, provincial or national action or legislation.

4. To aid in providing for a proper road exhibit and instruction in road-making at all farmers' institutes, county, dairy-men's, creamery or other association meetings.

5. To establish the Association on the broadest possible basis throughout the country, so that its influence may have weight in any direction in which it may ultimately be directed.

6. To obtain and publish full information regarding methods of road-building as practised in various parts of Canada, the United States and other countries.

7. To procure and furnish to local associations, at reduced prices, all valuable publications on the subject of roads and road legislation.

The immediate formation of county association is recommended as a step towards the spread of the organization into township and school districts. County secretaries will be appointed upon the recommendation of prominent citizens.

The local associations are expected to meet occasionally and discuss papers in connection with the general subject of road reform, and to forward their suggestion to the general headquarters for consideration and publication, and when the organization is sufficiently advanced to send delegates to a general assembly of the associations to choose a permanent management and to take such action as may promote the general purposes of the movement.

## OFFICERS ELECTED.

The election of officers resulted as follows:

President—Mr. Andrew Pattullo, Woodstock.

First Vice-President—J. F. Beum, Black Creek.

Second Vice-President—A. P. McDougall, West Middlesex.

Secretary-Treasurer—R. W. McKay, St. Thomas.

Executive Committee—James Beatty, Campbellton, Elgin; Allan McDougall, Toronto; J. C. Judd, Morton, Leeds; James Shepperd, Lincoln; Alfred Hunter, Frontenac; P. Malon, Wellington; Frank Reid, North Grey; James McEwing, Drayton; D. Derbyshire, Brockville, and William Jelly, Shelbourne.

## RESOLUTIONS ADOPTED.

A number of resolutions which had been passed upon by the Committee on Resolutions, were then handed over to the Executive Committee for their consideration, the chief of which are the following:

That the leading roads in each county should be entitled to receive assistance from the Ontario Government.

That County Councils should be empowered to issue permanent road debentures, the proceeds to be expended in rebuilding the leading thoroughfares in a substantial and permanent manner.

That a competent commission should be created to investigate our present system of roadmaking and repairs, and to report to the Legislature.

This initial meeting of the Good Roads Association was most successful from every standpoint, and this was largely due to the work of the President, Mr. Andrew Pattullo, who was a most indefatigable worker in behalf of the inauguration of the Association.

The total western packing, from Nov. 10th to Jan. 10th, 1894, were 2,750,000 head, against 3,000,000 a year ago, a decrease of 250,000 hogs. Last week's total was 325,000, against 200 same week last year. It is the expectation of the trade that the number of hogs to be marketed yet to March 1st will exceed the total for same period last year. The estimates indicate a total of 1,950,000 hogs for the winter season—Nov. 1 to March 1—a gain of 300,000 over the corresponding period last year, and indicate a weekly average of 310,000, against 230,000 for the corresponding time last year. In provisions the estimated total falls short of any season for 18 years past, and there is now far less than the ordinary stock on hand at this time of year. Hence there will be no burdensome offerings of hogs or products for many months to come, and possibly not before the late summer.

## Ideas Gleaned from the Great Dairy Convention at Ingersoll.

We have given away our secret of cheesemaking to the Yankees, and if we are to hold our world-wide supremacy, we must not relax our vigilance, but, on the contrary, redouble our efforts to put a prime article with an attractive appearance on the market.

The chief defects in our butter are: Bad flavors due to poor salt and lack of care in handling the milk and cream, slovenly appearance of the packages, bad packing, butter not made solid enough in the packages, not uniform in color, packages not uniform in weight, and the amount of butter not up to the marked weight.

It does not pay to educate the consumer. It is better to cater to his fancies, that is, if he is willing to pay for it. Dairy products have less waste and contain a higher percentage of digestible material than other edible products. Milk, cheese and butter are capable of producing more power or energy for the dollar's worth than can be obtained from any other food.

To be successful, a dairyman must have a silo.

The wise dairymen will make provision for a time of scarcity by securing sufficient silage to last right through the dry months, and then, in a time of drought, his cows will not know the difference, but will go right on filling the pails as if they had never heard of dry weather.

Owing to a neglect of this precaution last summer the production of milk was reduced 6,000,000 pounds per month, which means a loss of at least \$10,000 to the farmers of this Province.

The composite testing of samples of milk once a month gives equally as good results as a more frequent test.

The fat of milk is for all practical purposes an indication of the amount of casein in the milk, and a fair and just basis upon which to pay for milk at the cheese factories.

The use of the Babcock test has resulted in a richer and better flavored milk being sent to the factories, with the natural consequences of a better cheese, a higher price, and more money in the pockets of the patrons.

Ministers of Agriculture, Dominion Commissioners, Tories, Grits, Patrons, Yankees, Senators, Knights, Members of Parliament, Ministers of the Gospel, Doctors and citizens generally were all one in their allegiance and loyalty to the kingdom of the cow.

According to an article by H. B. Curlier, the washing of butter materially injures the flavor. He says in some experimental work the churning was done at fifty-four degrees. After the butter had properly drained, one-third of the contents of the churn was taken out, salted and worked. From this working one tub was filled, also one ten-pound pail and a small jelly jar. The butter in the churn was washed once, and one-half of the remaining butter taken out, and that still left in the churn was washed with the second water and allowed to lie in this water two hours. Each of these were salted, worked and packed alike, filling from each one tub, one ten-pound pail and one jelly jar. When the butter was twenty-four hours old, G. H. Curlier and myself examined it for flavor, without knowing anything about which was the washed or unwashed butter. We agreed that the twice-washed butter had the least flavor of the three. I selected the unwashed and my brother the once-washed. The buttermaker, who has a fine nose for flavor, pronounced the unwashed as the highest flavored, the once washed second, and the twice-washed third. The ten-pound pails were then sent to A. Barber, of Chicago, for his judgment. He pronounced the unwashed the finest flavor and best body. He judged without knowing anything about the facts, except that it was a test of flavor. Mr. Barber is a man of national reputation as a judge of butter, and was chairman of the board of judges who scored the Columbian breed contest butter.

I believe that butter churned below fifty-five degrees, Fahr., does not need washing to remove buttermilk, and that we secure a higher flavor when it is not washed. Now remember when I say fifty-five degrees, I mean the temperature of the buttermilk when drawn from the churn, and not of the cream when the churning commences. Those two are often as far apart as success and failure are. Here is where hundreds of buttermakers stumble. Remember that when one-fifth to one-third of the whole milk is taken as cream, it cannot be gathered at a low temperature except churned sweet. To churn at a temperature below fifty-five degrees requires a rich cream, which gives less buttermilk, and the buttermilk contains a much smaller percent of fat.