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Creamery Department

Butter makers are invited to send contributions to this department, to ask questions on matters relating to butter making and to suggest subjects for discussion. Address letters to Creamery Department.

Hot Weather Suggestions

By Chas. E. Lee

1. All milk and cream producers should collect the product as soon as possible after it has been produced, keeping it in a cool, clean place until it is delivered. Do not put warm, fresh cream with older cream until it has been cooled down, and stir at least twice a day.
2. When the cream is collected by haulers, the wagon containing the cans should be covered, or a wet blanket (kept wet) placed over the cans. The danger of overheated cream is greater when the patrons' individual cans are collected in place of using the 20 or 30-gallon jacketed cream cans, because of a greater surface being exposed in proportion to the amount of cream handled.
3. In localities where the cream

haulers are on the road eight to 12 hours, it might be well to provide in order that about 20 patrons may be placed in each can just before the cream is poured into it.

4. All cream should be strained into the receiving vat or ripener, in order that any churned fat or particles of curd may be removed.

5. When the acidity of the cream has reached .4 per cent, cool it on to a temperature of 46 degrees and hold for at least two hours before churning. If the cream is held one night after cooling and the temperature has increased above 52 degrees it must be re-cooled before churning. Always cool cream sufficiently low to allow for increase in temperature during the holding period.

6. The granular butter should be over-churned. Excessive churning or working of butter has a tendency to injure the grain and its heat resistance.

7. During the summer months the butter should not be softened by means of the wash water. A temperature of 54 degrees should not be exceeded.

8. The salt should not be stored in a room that is too warm. It is a good plan to visit the needed salt in the cream has been cooled and place it in the refrigerator until required. The temperature of the salt can be reduced by mixing it with an equal volume of ice water.

9. The butter should not be over-worked because it destroys the granular structure of uniform size, handles alike as to the size of the granules and temperature, can be worked a definite number of revolutions. If the butter is in the granular state when the salt is added and then allowed to stand for 15 minutes before working less working is necessary to uniformly distribute the salt in the butter. The mass is massed before the salt is added.

10. The butter must be bled before it is shipped and it should not be placed on the depot platform a great while before it is loaded into a refrigerator car. As an illustration, one instance that came under the writer's observation, may be cited. A shipment of butter was placed in freight house, located only 10 blocks from the creamery, between 11 a.m. and on a hot day recently. The freight train had not arrived at 4 p.m., and the temperature of the room exceeded 90 degrees. The buttermaker remarked that he had served on several occasions that the butter had softened while on the depot platform waiting for a delayed freight to such an extent that the tubs were handled in being loaded, butter would be forced out between the tub and the cover.

11. When the butter is hauled from the creamery to the railroad station, the tubs should be covered with a wet blanket (kept wet). If the distance exceeds six to eight miles, most buttermakers prefer to make the trip early in the morning; this is detrimental to the butter when the refrigerator car is not due at the station until 4 p.m.

12. While the butter tubs are standing on the depot platform they should be covered with blankets or other material protected from the sun and wind.

13. The butter industry of the country is of sufficient importance to warrant the building of refrigeration at important shipping points where butter can be placed until the arrival of the refrigerator car, and it is hoped this much needed improved method of handling perishable freight will be inaugurated in the near future.

We wonder if the good cows in any of our dairy herds do not get into the habit of being asked to take care of the losses made by the poor ones standing next them.

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