

DARLINGTON UNION CHEESE FACTORY.

Milk delivered for

By Mr.....

1899.	1st week.	2nd week.	3rd week.	4th week.	5th week.
Monday					
Tuesday.. ..					
Wednesday.					
Thursday					
Friday.....					
Saturday					
Totals					

Any mistakes or dissatisfaction you may have report the same to the cheesemaker in writing immediately and they will be attended to.

The patrons will confer a favor on the cheesemaker by noting the rules on this card.

THE CARE OF MILK.

The flavor of the cheese or butter largely determines the price. The flavor of these depends upon the flavor of the milk. Therefore the price of cheese or butter depends upon the care the milk receives before reaching the factory.

By aerating the milk when fresh most of the bad odors from feed, etc., are easily got rid of. Straining should begin before commencing to milk by brushing off all hair, dirt, straws, etc., from the cow's udder. Do not wet the teats; milk with dry, clean hands.

Stir the milk often to keep the cream from rising after aerating or dipping till cool. It is not necessary to put can in water to keep over night except in very hot weather. Divide the milk into two cans to keep over night and empty into one to send to the factory (when using two cans).

Empty the whey at once, wash the cans with lukewarm water first, next with hot water, and then scald, after which put them to dry in a clean, airy place. Do not use a dish cloth; all dairy utensils should be washed with a brush.

Do not cover can with lid or boards; use a screen and protect the can from sun and rain. Have your milk left where the air is pure, away from swill barrels and hog yards at least one hundred feet.

Neglect of any of these rules causes more milk to be required to make a pound of cheese, injuring the quality as well. Feed nothing but clean, wholesome food, rape and turnips are strictly prohibited. Allow cows access to plenty of pure water and salt at all times.

An Encouraging Outlook

Prof. Robertson Says Some Good Things About Canadian Agriculture

The Dundee (Scotland) *Courier* of July 13th last gives a very full account of the launching of the new steamer *Minto*, being built in that city for the Canadian Government. The vessel was christened by Mrs. Robertson, wife of Prof. J. W. Robertson, Agricultural and Dairy Commissioner, Ottawa, who with the latter was on a visit to that city. Prof. Robertson, in an address delivered on the occasion of the launching, spoke very hopefully of the outlook for Canadian agriculture and the prosperity of Canadian farmers, as the following, taken from the *Courier*, will show:

"The shipments of butter from the port of Montreal alone to the 1st July last year were \$180,000, while up to the 1st July this year these had been \$345,000, and he expected this rate of increase to go on for many years to come. Canada at the present time was certainly the most prosperous country in the world. They were on the inflowing tide in every respect. Agriculture was prospering, while

every other nation was lamenting the decay of its farming, and, as a proof of this, Professor Robertson mentioned that in country districts the deposits in the Savings Banks were a third more than a few years ago. After supplying her own people, Canada in 1896 exported over \$51,250,000 worth of farm produce, and in 1898 the exports had risen to \$78,750,000, and there was every indication that they would keep at that rate of increase for some years to come. Indeed, ten more ships would be required every year to carry the increased exports. This meant extra shipbuilding, extra carrying and more exchange, and in this way both countries would prosper. If Great Britain gave them a good market for their produce they would give in return a good market for British-manufactured goods."

The new steamer *Minto* is for service between Prince Edward Island and the mainland, especially during the winter months. She is built specially for cutting through the ice, and when it is stated that she will be expected to cut through ice twenty to twenty-five feet thick, some idea may be gathered of what this new steamer will be able to do. The following description of the *Minto* from the journal referred to will be interesting:

"The principal dimensions are—Length, 225 feet; breadth, 32 feet 6 inches; depth, 20 feet 6 inches; and gross tonnage, 1,100 tons. As she will encounter immense quantities of ice, the ship's form and scantling have been specially arranged to meet this, the stem being boldly cut away from the water-line, and the shape of the stern designed to prevent jamming in the icefields. The hull is flush-plated and heavily belted all fore and aft in wake of the water-line, and there are seven transverse bulkheads. Water ballast is carried in a cellular double-bottom and large trimming tanks aft for the purpose of sinking the stern and lifting the fore foot to get on top of the ice."

Clydes at the Highland Society Show

By Stockman

This year the Highland and Agricultural Society of Scotland held their show for 1899 in Edinburgh. There was a splendid show of Clydes both in numbers and quality and a feature of the year was the size of the animals specially in the younger classes. Some years ago a great outcry was made that the Scotch breeders were sacrificing everything for quality of feet, pasterns and feather—that this was spoiling a good draft horse and much was said about the superiority in size of the English Shires and some urged crossing of the breeds to bring up the size of the Clydes. This year there was no lack of quality of feet and legs and with it there was also good scaling quality. There came to the Northern Show four of the best Shire geldings that could be found in all England with them the first prize yearling Shire colt at the Royal, owned and exhibited by the Prince of Wales. This colt did not get a place in the prize list, was not even in the short leet of the yearling class. The Shire geldings, a grand lot as to size and appearance, had hardly as good feet and legs as their Clyde rivals, while the latter on the scales were close up in weight. The Clydes were put first and second and the Shires third and fourth in the class. The Clydes had more quality and decidedly better action than their southern rivals. Hiawatha (10067) was the winner of the Aged Class and the Championship. He has been a prominent winner in Scotch rings for some time and has twice carried off the Cawdor Cup at the Glasgow Show. He is not a very big horse but has grand quality of feet and legs and moves very well. He was closely pressed for the Championship by a two-year-old son of MacGregor (1487), bred at Drumflower. He won last year at the Royal and at several Scotch shows and has grown to be a massive horse for his age, with good quality.

The champion female was the 3-year-old filly, Lady Victoria, by Baron's Pride, owned by H. Webster, and was