

E. Island," in which he strongly advocated the feeding of our raw products to dairy cattle, and getting better returns for our oats and potatoes than we could by shipping them in a raw state at great expense for freight. Mr. Dewar emphasized the fact that where farmers had free access to shipping ports and sold off most all of their raw material, the farms were producing less and less each year, while in dairying the land was becoming more productive.

At the evening meeting of the association, Premier Haszard and many members of the Legislature were present, and took part in the discussion.

On the second day of the meeting, Mr. Mitchell held a cheese and butter makers' class, when many of the makers present took part in the discussion of the art of cheese and butter making.

Dairymen on the Island complain of the excessive railroad rates on cheese and butter from the factories to the shipping points. They complain that in comparison with other products, especially fish, that the rates are not proportionate. This is not as it ought to be. Dairying needs all the encouragement it can get, and it does not seem just right that fishermen are paid bounties every year in their business while the dairy companies have to tax themselves pretty highly in order to have inspection and to build up a somewhat new industry that is of paramount importance to the future of our agriculture.

F. T. Morrow, who is inspector and instructor for the whole Island, gave an exhaustive report of his work for the year. He found little to be desired in the quality of the output, and reported makers to be doing their work in a careful manner; and also reported that all factories were well kept, and cleanliness the rule rather than the exception. Dairymen have had good prices of recent years for their products, and they seem now to be paying particular attention to the cow and her feed, with a view to increasing the amount of milk produced without increasing the herd. This is the lesson P. E. Island dairymen must learn if dairying here is to become a principal and permanent business.

Whey Pasteurization Gaining Favor.

Pasteurization of whey, tried in 56 factories in Western Ontario last year, is rapidly gaining favor among patrons and makers, there being a large number of additional factories adopting it in 1909, the patrons in not a few cases initiating the movement themselves, and in other cases cheerfully increasing the allowance to the makers for doing the work and supplying the steam. Only in a very few instances where it was tried in 1908 has it been voted down at the annual factory meetings, and these have been at factories where the pasteurization was not properly done in 1908, owing either to lack of adequate facilities or lack of necessary zeal and effort on the part of the maker. Generally speaking, the idea is making marked progress. The increased feeding value of the whey, due to retention of the fat and delivery of the whey in sweet, wholesome condition, appeals strongly to the intelligent patrons, also the saving in tinware, the greater ease in washing the cans, while the advantage from a manufacturing standpoint in the making of prime goods, and overcoming bitter, yeasty or goosy flavors, appeals especially to the makers. Generally speaking, pasteurization of whey appeals to patrons as a better proposition for them than the manufacture of whey butter.

Churning Difficulty Overcome.

Editor "The Farmer's Advocate":

To-day, on page 354 of "The Farmer's Advocate," I read an article on trouble in butter-making. Several years ago I had the same trouble. My son was at the O. A. C. at the time. He came home for a few days, and I told him my trouble. He advised me to keep my cream in a moderately-warm place, cool my cream before adding or putting in the crock, stirring a few minutes every time I added the fresh cream; twenty-four hours before I was ready to churn, he said, set the cream nearer the stove, add two quarts buttermilk, or the same quantity of separator milk previously soured until it was thick (the sour milk is to ripen the cream), stirring it well, often, and then churn at the temperature marked for churning on the dairy thermometer—64 degrees in winter. My butter came all right, and was as good as could be made.

R. J. L.

According to the Census and Statistics Monthly, J. A. Ruddick, Dominion Dairy and Cold-storage Commissioner, Ottawa, estimates the increase in the value of the home consumption of butter, cheese and milk for 1907 over 1900 at \$10,000,000, and points out that if this amount were added to the value of the exports for 1907 the total would be largely in excess of any previous record.

During the year 1908, 59,202 cheese were shipped from Montreal to Manchester, as compared with 45,370 in the preceding season.

Improved Transportation for Cheese.

Editor "The Farmer's Advocate":

During the past few months the usual educational campaign has been waged in the interests of the cheese industry, and a great deal of valuable information and sound advice has been presented to the cheesemakers and patrons through the medium of factory and Institute meetings, conventions, and the public press. The producing side of the business having thus been well threshed out, it should now be in order to hear from those engaged in distributing Canadian cheese in the various markets in Great Britain, so that we may learn their views and profit by their criticism, in so far as it appears disinterested and well founded. I would like, therefore, to quote a few of many letters recently received from the leading firms in the cheese and butter import trade in London, Liverpool, Bristol and Glasgow, which were written in response to an inquiry from the cargo inspectors employed, under the direction of the Dairy and Cold-storage Commissioner's Branch, at these ports, who asked for information touching the condition in which our cheese was landed during the past season, with particular reference to heated cheese. It is noteworthy that, almost without exception, these firms say that they received no heated cheese last season, or else such a small quantity as to be practically unnoticeable, this, despite the hot summer we had and the abnormal conditions which prevailed in September and October, caused by drouth and smoke from forest fires, which detained cheese cargoes in the St. Lawrence for days at a time. It is difficult to esti-

boxes are reported as 'scale-boards greasy and appearance and flavor spoilt, overdeveloped by heat.' On August 14th, 4,429 boxes arrived; 'most of this shipment badly heated, grease coming through the boxes, and flavor completely spoilt.' On August 17th, 7,893 boxes; 'scale-boards greasy, appearance spoilt; flavor of many of them also completely spoilt.' The report is similar until September, when it says, '7,138 boxes; some of these have clean scale-boards, but many of them are greasy, and general appearance has suffered.' From August 2nd to September 26th, this firm reports on 45,358 boxes arriving in heated condition, ex 19 steamships. They add: 'In most of the above-mentioned shipments the boxes have also been very roughly handled in transit, and have arrived here in badly-broken condition.' Their report is dated September 27th. Several other reports of a similar character were received, which is bad for the trade.

Comparing the evidence of 1900, as quoted above, with that of 1908, as contained in the following letters from cheese importers in Great Britain, it is apparent that an enormous saving has been made through improved facilities and intelligent supervision at ports. Following are representative letters received from London merchants:

Copy of letter from The Co-operative Wholesale Society, dated January 7th, 1909.—"In reply to your letter and inquiry, sent on behalf of the Dairy and Cold-storage Commissioner, at Ottawa, dated January 2nd, permit me to say that, for the past few years we have, with pleasure, noted a gradual improvement in the condition, on arrival at both Liverpool and London, of Canadian cheese, which I do not doubt can be safely ascribed to the improved means of transit, both by rail and boat. We have practically had no cause for complaint of the cheese being heated, more particularly during the last two or three years. Going back prior to this period, say, ten years ago, or before, we had frequent cause for complaint of heat in the cheese. This leads me to say, answering your second paragraph, that we think the improvements during the last decade, in the matter of ocean carriage, have brought about very good results."

Copy of letter from Lovell & Christmas, Limited, London, dated January 4th, 1909.—"In reply to yours of the 2nd inst., speaking from our personal experience, the percentage of heated cheese throughout the past season has been practically nil. During the warm weather, we brought all our cheese in cool-storage, at a small additional freight, and found this precaution was of great advantage, because the cheese arrived in perfect condition, and the saving in the weight

(shrinkage) almost, if not quite, covered the extra expense incurred by having the cheese in cool, instead of ordinary storage. In our opinion, there has been a vast improvement in the carrying of cheese during the last ten years, and, as far as the past season is concerned, we do not think it could well have been improved on. We believe this is the general feeling of the trade here, especially on the part of those who have taken advantage of the cool storage on the vessels."

Copy of letter from Andrew Clement & Sons, Limited, London, dated January 6th, 1909.—"In our opinion, Canadian cheese have carried much better the last season or two than ten years ago, better attention having been given not only to the carrying, but also as regards the handling of the boxes at the other side, and the discharging of same at this end."

Copy of letter from Rowson, Hodgson & Co., Ltd., London, dated January 7th, 1909.—"Heated Cheese—Our experience is that only a limited quantity of the imports from Canada this season have shown any external or internal signs of heat. We should not think 5 per cent. of the entire quantity received into this country, whereas, ten years ago, probably fully 25 per cent. of the goods arriving suffered from the defect referred to. Regarding the ocean carriage and landing of butter and cheese, so far as London as concerned, there has been a gradual improvement during the last fifteen years, and more especially since the time that the 'cool-air' stowage has been adopted on two lines of steamers, viz., the Thomson and the Allan lines."

W. W. MOORE,
Chief, Markets Division.



Dinah of Lawnridge 127799.

Jersey cow, representative of herd of S. J. Lyons, Norval, Ont., to be sold by auction on March 31st, as advertised.

mate the additional revenue received from our sales of cheese last year, on account of the fine condition in which the cheese were delivered on the other side, but it must have reached a very large sum. Very few appreciate this fact, our present admirable transportation facilities now being taken as a matter of course; but that very different conditions existed eight years ago, is clearly shown by the evidence of Professor Jas. W. Robertson, then Commissioner of Agriculture and Dairying, given before the Parliamentary Committee on Agriculture, in March, 1901, in which he said:

"Last season our cheese trade got the worst setback from poor boxes and heated quality it ever got. It is now in a precarious condition. I do not know of a time when it was in a more doubtful position than it is at present. We got good prices in the summer, but hot weather in August and September caused the cheese to be heated, and much of it was landed in England in poor condition. It looks as if we might receive this summer of 1901 to the extent of \$2,000,000 less for our export cheese trade, because of the bad impression made in England last season by the poor condition in which much of it was landed."

Further on the Commissioner gave the following details:

"I have here a memorandum, furnished by an importing firm in Great Britain, reporting on quantities of cheese delivered in a heated condition after August 2nd, 1900. On August 2nd, 2,264 boxes arrived with scale-boards greasy and appearance spoilt. On August 6th, 2,329