

THE DAIRY

MILK IN HOT WEATHER.

Best Way For Farmer and Shipper to Take Care of It.

Give in a few simple rules the best way of handling milk in hot weather: 1. To keep it sweet for shipping to town. 2. To get the best results for butter making. Describe the plan to be followed where one has ice and modern conveniences and also where these are lacking.

When milk is to be shipped for city consumption, it should be most carefully and thoroughly strained immediately after milking. It should next be aerated thoroughly by any process at command, but some method is essential if we are to have it in the best possible condition. As soon as it is aerated it should be cooled. Most milk shippers have a supply of ice and a large tank into which the cans of milk are set. Ice is put in the tank, and the milk is rapidly cooled, being stirred at frequent intervals to prevent the cream from rising. Where ice is not at hand, a spring of cold water, standing at 48 or 50 degrees, will answer, though it is not so reliable.

Many Orange county (N. Y.) milkmen rely on springs, especially where they can have a stream of the spring water running steadily into the tank, but even then in very hot weather their milk will, on occasion, spoil en route to the city. Thorough aeration will do much toward keeping milk sweet. When milk is to be made into butter, aeration is not desirable, unless in cases where vegetation imparting disagreeable odors to the milk has crept into the pastures.

In such a case, a slight aeration would improve the flavor of the butter with only a very small loss of cream. Where a creamery is at hand, the milk is at once put into it and thoroughly iced. This brings the cream rapidly up. Ordinarily it will be ready for skimming, if desirable, in eight hours. No butter maker today is in a situation to compete with the best trade if he is obliged to do without ice, though there are many dairies where no ice is used that turn out excellent butter.

Springs can be used with deep cans as in the case of milk or it may be set in shallow pans on racks in the coolest cellar at command. In neither case will success be as complete as if ice had been used. The milk will coagulate before the cream is separated, and there is consequent loss. It is important when cream is raised in the old fashioned pans that the cellar be as well ventilated as is compatible with coolness. It should be used only for a milk cellar—nothing else.—Rural New Yorker

Butter Yields at Hayslope Farm.

Following are some of our best yields by the Babcock test:

No. of months in milk.	Per cent fat.
June 10, Tephin..... 15	7.9
Nov. 4, Annie..... 2	7.4
Nov. 4, Pet..... 3	7.3
Nov. 4, Lucy Long..... 11	7.3
Nov. 4, Imogene..... 8	7.4
Dec. 15, Imogene..... 9	8.6
Dec. 15, Imogene..... 9	8.6
Nov. 4, Virginia..... 13	8.2
Dec. 15, Virginia..... 11	8.1

The cows are all thoroughbred Jerseys. I consider my work correct, as I have had ample experience in sampling and analyzing.

The following are the results of the fat determination on skim and buttermilk made March 2, 1893: Skim milk—cream gathered by DeLaval No. 2 separator; temperature 85 degrees. Jersey milk: fat, a bead about the size of a pinhead, too small for reading. Buttermilk—ripened cream, churned at 64 degrees; time of churning, 20 minutes; churned in Davis No. 2 churn. About six quarts of water were used for rinsing down the churn. Amount of butter, 22 pounds; fat, a bead about the size of a mustard seed, too small for reading.—E. Tarbell in Rural New Yorker

The Columbian Cheese Test.

It is known that the Guernseys will have to meet the lightest charge of food consumed. The Jerseys are 214 pounds ahead of the Guernseys in yield of green cheese, which is a very comfortable margin to hold against the credit which the latter will have in the less cost of food eaten. After the cheese is cured, scored and valued, and account taken of increase or decrease in live weight, the relative standing of the breeds in the cheese test will be accurately determined.

Dairy Notes.

Great heavens! A keen eyed visitor in a certain cheese factory reports that he counted six men around the weighing cans all smoking cigars or vile pipes. Ashes from the manager's own cigar fell into the milk. This is the worst one we have heard in many a day. It is enough to curdle the blood as well as the milk that is made into cheese by those unspcakably dirty men!

There is one fact that seems established in regard to Guernsey butter. Its natural color is the deepest and richest of that of any of the dairy breeds, and it requires less butter color, usually none at all.

In the great dairy test at the World's fair butter, cheese, cream, skim milk, buttermilk, cost of butter color and increase or decrease in weight of the cows during the test will all be taken into consideration as well as the cost of food.

Red Rose, an English Dexter cow weighing only 762 pounds, gave in one year 10,672 pounds of milk, thus producing nearly 13 times her own weight of lactical fluid.

Bull power saves the cost of an engine for cream separating and feed cutting. Chinamen are being rapidly broken in to do the dairy work of California.

The New York dairyman pronounces the name of his favorite animal "keow."

If the World's fair judges can decide the question, we shall know by next fall which state in this Union makes the best butter or cheese. East will come into competition with west in a most interesting way.

How to Make Buttonholes.

To make a good buttonhole, one should have a rather short, sharp pointed needle and thread about as coarse again as the fabric on which the work is to be done. Run a line of small stitches on each side of the place where the buttonhole is to be, and of the same length as the finished hole. This will hold the lining and outside together so that one will not slip away from the other when being worked. Next catch the thread at each end in a tiny stitch and carry it down each side, leaving it loose over the row of stitches just taken. This makes the buttonhole stronger, prevents its tearing out sideways and also adds to the looks of the work when complete. With sharp pointed scissors cut smoothly and straight between the rows of stitching, and then overcast the raw edges, taking small stitches close to the edge. This is to prevent the fraying out of the edges, but if goods are firm it is not always necessary, though it will make a stronger and neater buttonhole.

Commence at the back edge of the buttonhole, holding the work firmly with the thumb and forefinger of the left hand. Put the needle up through the cloth, take the thread next the eye of the needle in the right hand, bring it up and around the point of the needle from you, then draw the needle through the cloth, being careful not to snarl the thread or tangle the loop, which should be drawn snug and smooth, but not tight enough to draw the cloth. If properly done, this leaves a twist or roll of the thread on the edge of the buttonhole to withstand the wear.

Take each stitch back the same distance from the edge and the same distance apart. When finished, each stitch should just touch, but not crowd its neighbor. Do not take a very deep stitch.—Housekeeper.

A Long Cruise on a Little Yacht.

The little steam yacht Niobe made fast to the dock in a slip at the foot of the Randolph street viaduct recently and completed a cruise of over 6,000 miles. She was built in St. Louis and is owned by Will D. Campbell. On board are Charles A. MacKnight, engineer; O. H. Harpham, pilot; F. L. Mowder, Allie Cullinane and Frank Booth, steward. The Niobe is a small boat to start on a cruise like the one she has just completed, being only 88 feet long and 10 feet beam. She is run by kerosene, having a water tube boiler and compound engines.

The Niobe left St. Louis last October and started for New Orleans. Arriving there early in the winter, the party spent the entire time cruising around the coast and visiting the smaller lakes which abound in Louisiana. They lived aboard their boat all the time and dined sumptuously on the game, oysters and fish which southern Louisiana affords so plentifully. Arriving in New Orleans again early in May, the Niobe was headed up the Mississippi on May 11. The trip up the Father of Waters was a leisurely one. Every town and city on the route was visited and thoroughly inspected. The members of the party have four pneumatic bicycles aboard, and at each stop these were brought out and the sightseeing done with comfort. When the mouth of the Illinois river was reached, the Niobe was headed up this tributary, as the party wished to visit the World's fair.—Chicago Times.

Engines Run by Compressed Air.

Visitors to the Transportation building yesterday had an opportunity of seeing a novel sight in the exhibition of several great locomotives running at full speed, yet not moving an inch from their positions.

This exhibition, the first of its kind, was got up by the Baldwin Locomotive works. The engines are raised so that the drivers will safely clear the tracks, and as they fly around with lightning express speed the sightseer has an opportunity to stand in one spot and see a locomotive run 60 miles per hour for a whole hour if he desires to do so.

The motive power is compressed air, which is furnished from a compressor in Machinery hall through iron pipes.

One curious feature of the exhibition is the steamlike appearance of the exhaust out of the smokestack while the engine's cylinders are almost at the freezing point. This phenomenon is due to the fact that the compressed air as it expands rapidly in going through the compound cylinders absorbs heat rapidly, or, what is an equivalent, generates cold. Consequently, when the air is finally exhausted, it is so much colder than the surrounding atmosphere that it precipitates the moisture in the latter and forms a mist, just as in the case of exhaust steam, only the conditions under which it is formed are exactly reversed in the case of the cold air.—Chicago Inter Ocean.

"Splendid" Was Made For America.

I asked Commander Dickens what observations the Duke de Veragua made at the World's fair. He informed me that during the tour of the exposition buildings both the duke and duchess frequently exclaimed, "Magnificence, precious!" "Everything they saw on the grounds," said the commander, "was magnificent and precious. They were almost speechless when they saw Niagara. All through the state, and especially during our journey along the Hudson at sunset, the ducal party was lost in wonder. The duchess, who had been gazing upon the landscape for some time, turned to me and said, 'The word "splendid" must have been made to describe America.'"—New York Press.

Marriage of Lilliputians.

A curious marriage has recently taken place in France. The groom, M. Edouard Lornet, was born at Arbois June 9, 1872. He is 95 centimeters in height. The bride, Miss Elise Georges, was born at Amplepuis July 3, 1871. She is 83 centimeters in height. The best man was a brother of the groom, 15 years of age and 84 centimeters in height, and the maid of honor a sister of the bride and 78 centimeters in height.—New York Herald.

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