

THE DAILY EXAMINER.

DECEMBER 28, 1894.

BUTTER OR CHEESE?

TWO PHYSICAL POINTS are involved in the consideration of the important question asked by Mr. Walter Simpson:

- 1. The relative values of milk products and by-products in butter and in cheese.
2. The prospects of the market as between butter and cheese.

We shall leave for Mr. Dillon, or other gentlemen engaged or interested in practical dairying, to deal with the matter in detail. In a general way, it may be said that 100 lbs. of milk will give 10 lbs. of cheese, and 100 lbs. of milk will give 4 lbs. of butter. At 10 cents per lb. the cheese will fetch \$1.00; at 20 cents per lb. the butter will fetch 80 cents. As to by-products, we are informed by Mr. Dillon that skim milk is worth, as food for pigs, etc., four times as much as whey. In point of fact, we believe that a hundred pounds of milk, from which the butter fat has been extracted, is worth about 20 cents, and the whey from a hundred pounds of milk made into cheese, about 5 cents.

All these by-products to the producer, and upon this computation, there will be obtained \$1.00 from a hundred pounds of milk treated for butter, and \$1.85 from a hundred pounds of milk treated for cheese.

As to markets—the best market for a limited quantity of butter or cheese is, undoubtedly, the most convenient,—the home, the Provincial. But the iron and coal fields of Pictou, Colebrook, Cumberland and Cape Breton are only just beginning to be developed. Until large mining and manufacturing towns are built up in the neighboring provinces we shall have to look further abroad for the greater part of our product of both butter and cheese. Where shall we look?

We need not look to the United States, for we shall be met there, first by a high duty, and then by a hot home competition. We need not look to Europe, for Europe, like America, makes butter and cheese for export. For the greater part of our export of both butter and cheese we are compelled, and shall for years to come be compelled, to look to the English market. What are the conditions of that market in relation to cheese and butter?

From this short account of what has been done last year, it can readily be seen that Mr. Houle, the able editor of the "Herald," is not alone, as he has to oversee all the English speaking papers in the Province and throughout the Dominion. The fact that no accidents have occurred on the Road for a number of years, that trains are run with greater speed than formerly, and that the amount of traffic shows a fairly good increase—all demonstrate that the road is in good order.

The new Superintendent, Mr. McDonald has had a personal acquaintance with the requirements of the railway and its traffic for a number of years, and it now behoves him to see that the good record of the late lamented Superintendent, Mr. Unsworth, is maintained. The death of Mr. Unsworth is one of the great losses of the railway during the year; for "take him all in all we shall not see his like again."

Upon the whole, we think that there will be less risk and more profit in manufacturing cheese for the British market than in manufacturing butter; and conclude, therefore, that it is more advisable to start cheese factories than butter factories. A few butter factories will, perhaps, do well in catering to the limited demand of the local and provincial markets; but if many should be started the prospect of success is not sure.

The best course to pursue, in our opinion, is to put up buildings and supply plant for cheese making; then, watch the market and add plant for butter making if the demand for butter should develop sufficient strength to justify the companies in doing so. Cheese may be made in summer and butter in winter.

THE STATE FUNERAL.

The special rates to be granted to persons attending the funeral of Sir John Thompson are as follows: Mr. J. H. Plummer to Georgetown and return, \$1.40; Summerside to Georgetown and return, 1.00; Charlottetown to Georgetown and return, .75; St. John's to Georgetown and return, .75; Georgetown to Pictou, per Stanley and return, \$1.00; Pictou to Halifax and return, \$1.20.

THE P. E. I. RAILWAY.

And What is Being Done to Maintain It. People sometimes wonder how it is that the annual expenditure in connection with the P. E. I. Railway is so great. They do not take into consideration the fact that the road is now over twenty years in operation, or that it was built on a cheap scale by contractors who were paid so much per mile, and who did not use, in many cases, the best materials. Therefore, a short account of the work that has been necessary to put the road and stations in repair during the past year, will, doubtless, be interesting. The writer has ascertained the following facts from personal observation and from reliable information:

New platforms have been put in at Bear River and St. Peter's Stations and repairs made to the station buildings. At Dunster a new station house has been built and a large amount of work has been done to the buildings and platforms at Charlottetown, especially at the Royal House. At Port Hill the Station House has been raised and new foundations put under it and the building put in good repair. At Fredericton, DeFries, P. A.ville, Wellington, Kensington, Fredericton, and North Wiltshire, new platforms have been built and the old ones repaired.

Twenty water tanks along the line have been repaired or rebuilt. A large amount of work has been put on the railway wharf at Summerside, which has been found to be settling and requires still further expenditure before it will be completed. During the year 12 miles of new steel rails have been laid, viz. 9 miles west of Summerside, and 3 miles east of Charlottetown. Twenty-five miles of new wire fencing has replaced the old fence between that for twenty years have been doing service. Repairs have been made to fifty of the cattle guards, in many cases new timber being put in of a heavier kind than the old. Over 1000 cars of ballast have been put on the track, each car load containing about 8 cubic yards and a large number of miles of new snow fencing has been built. The new steel bridge put in at Mount Stewart last year is a splendid piece of work, and I am informed that a similar one will be built at St. Peter's next year.

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It is needless to say that THE EXAMINER is not wedded to this opinion. We shall be glad of more light upon the subject. A good, reasonable discussion of Mr. Simpson's question is invited. We hope to hear from Mr. Dillon next week.

The bank note circulation of Canada in November of this year, was \$33,076,865 as compared with \$35,120,561 in November, 1893, and Dominion note circulation was \$15,164,916, as compared with \$14,041,516. The current loans last month were \$195,823,973 against \$201,996,241 in November of the previous year; the call loans were \$17,722,265, compared with \$14,465,112. The deposits payable on demand last month amounted to \$69,264,669, compared with \$62,926,785 in November of last year; deposits payable after notice were \$113,842,322, as against \$104,114,955 in November, 1893. The total liabilities of our banks last month and the previous November were respectively \$228,597,876 and \$216,771,481; the assets during the same months were respectively \$314,176,123 and \$306,452,370.

MATRIMONIAL.

A quiet wedding took place on Wednesday last at the residence of Mr. Andrew McNichol, King Street East, when Mr. Samuel A. Nicholson, of Charlottetown, P. E. Island, was united in the bonds of matrimony to Miss Matilda J. Finlay, of this City. The ceremony was performed by the Rev. Dr. Bruce. Only a few intimate friends besides the immediate relatives of the bride were present. After the ceremony a pleasant social reunion was held and refreshments were served. The party then drove to the Union depot where Mr. and Mrs. Nicholson took the five o'clock train for Charlottetown, the native place of the groom.

At the station there was the usual leaving, throwing rice, etc., and Mr. and Mrs. Nicholson intended spending a few weeks on the Island, when they will proceed to St. Paul, Minn., where they will remain till spring. In the spring they will journey to the Pacific coast, their ultimate destination being Tacoma, Wash., where Mr. Nicholson spent the last seven or eight years. Mr. Nicholson is a brother of Mr. J. M. Nicholson, special agent of the New York Life Insurance Company of this city.

A QUESTION. Sir,—I read in the Guardian this morning, from the editorial,—"The issue between W. T. P. and the Guardian, as to the basis and source of all truth, is an issue which may be left to the metaphysicians to settle." Is the Guardian Christian, or what? Dec. 28th, 1894.

THE MODERN WAY TO FAME.—The Halifax Express writes to remark that despite all the Napoleonic imitations, Mr. Blacksmith who has his catarrh cured by an advertising doctor will continue to be better known to the people of this country than the first consul can ever hope to be.

POSTPONED.—By request the sale of the Y. M. C. A. building which was advertised to take place on Thursday next has been postponed until Thursday the 17th January next.

The Modern Mother Has found that her little ones are improved more by the pleasant laxative, Syrup of Figs, when in need of the laxative effect of a gentle remedy than by any other, and that it is more acceptable to them. Children enjoy it and it benefits them. The remedy, Syrup of Figs, is manufactured by the California Fig Syrup Co. only.

SPECIAL NOTICES.—Advertisements under this heading charged at the rate of ten cents per line. Fresh roasted and ground coffee at Beer & Gold's, dec 28 2i. Just opened, a nice line of ladies' misses', gents' and youths' slippers in all the latest shades. See our show window; they are just what you want for a nice present.—Weeks & Warren.

Quick out prices in furs at Paton & Co's. See their ad. in to-day's issue. We are determined to reduce our stock and will for the next three weeks give big bargains in overcoats, ulsters and refusers. Don't miss the place.—Prove Bro's, the wonderful cheap men.

Notice.—The Roarin Game—Members of the Charlottetown and Victoria Hockey Clubs will please remember that Messrs. W. A. Weeks & Co. have a full line of knickerbockers, stockings, jerseys, sweaters, etc., etc.

Great mark down sale of ladies' jackets and mantles at Stanley Bros. All new goods, this season's importation at prices regardless of cost. See advt. Dec. 26 3 in. Buy quick—Call boots \$2.85, now \$1.75. (Goff Bros. dec 27 3i.

P. E. Island Railway On and after THURSDAY, 27th December, 1894, the trains of this Railway will run daily (Sundays excepted) as follows: Trains Outward. Read up. M Leave Charlottetown. Arrive P. M. 7:00.....Royalton Junction.....2:11 7:15.....St. John's Bay.....2:26 7:30.....Hanter River.....2:41 7:45.....Brudenell.....2:56 8:00.....Kensington.....3:11 8:15.....Summerside.....3:26 8:30.....Pictou.....3:41 8:45.....Halifax.....3:56 9:00.....London.....4:11 9:15.....New York.....4:26 9:30.....Boston.....4:41 9:45.....Philadelphia.....4:56 10:00.....Washington.....5:11 10:15.....New Orleans.....5:26 10:30.....St. Louis.....5:41 10:45.....Chicago.....5:56 11:00.....St. Paul.....6:11 11:15.....Minneapolis.....6:26 11:30.....Portland.....6:41 11:45.....Seattle.....6:56 12:00.....Tacoma.....7:11 12:15.....Portland.....7:26 12:30.....Seattle.....7:41 12:45.....Portland.....7:56 1:00.....Tacoma.....8:11 1:15.....Portland.....8:26 1:30.....Seattle.....8:41 1:45.....Portland.....8:56 2:00.....Tacoma.....9:11 2:15.....Portland.....9:26 2:30.....Seattle.....9:41 2:45.....Portland.....9:56 3:00.....Tacoma.....10:11 3:15.....Portland.....10:26 3:30.....Seattle.....10:41 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