

HOME SEPARATION.

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METHODS OF CONVEYANCE.

IN those districts where the home separator has been adopted there has naturally followed a radical change in the system of handling the cream. Taken up in the first instance by settlers remote from a creamery or factory, or who had bad roads to contend against, it gradually spread until in the North Auckland district it is practically the only system in vogue, and the cream-can is as common as the mail-bag. The carriage of the cream is one of the most difficult problems with which the home-separator factory has to deal. Cans arrive by packhorse, wagon, rail, oil-launch, and, in fact, by any and every means of transport available. The first system to be adopted was for every supplier to bring his own cream, and this is still the practice at a good number of factories. From the buttermaker's point of view this is the ideal system, as the weighing is done in the presence of the supplier, and an opportunity is thereby given for pointing out any defects in the cream. In some cases a system developed of one settler bringing the cream from several neighbours on the same road, which in time developed into a regular contract arranged by the factory for the collection and delivery of the cream. Indeed, in some instances the cream is two days on the road and is carried by two different contractors. This is not only expensive—costing as high as 1d. per pound of butter-fat for cartage—but is altogether against the cream reaching its destination in a good condition. Contractors for the carriage of cream are paid in various ways: at per hundredweight of cream carried, at per trip, or at per gallon of cream. In some cases the whole cost of collecting is borne by the factory, while in others the cost is allocated amongst the suppliers according to the number of pounds of butter-fat delivered by each. Figures taken from two factory balance-sheets for last year give the cost as 0.5d. and 0.895d. per pound on the whole of the butter-fat delivered to the factory, so that in comparing the net amount actually paid for butter-fat this must be taken into consideration. The first system has the advantage that the factory-manager has more direct control over the delivery of the cream, the decision resting with him as to how often the collecting shall be done. When freights are charged up individually the inclination is for