



Butter - Eggs  
Skim Milk Powder

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to the complete use of cream cans which made it possible to use trucks. These trucks were mostly Model T cars, stripped of their bodies and racks were added to carry over a ton of cream. (It was still necessary to use horses in the winter months.) Later lengthened Model A Fords were used. In 1963, several large cab forward type trucks have been put into service, each capable of carrying 7 tons of milk.

Getting back to 1922, another change was made, namely the pasteurization of cream. The cream was put into a water jacketed open vat and stirred by hand using a wooden hay rake. The water in the water jacket was heated by a 11 horsepower boiler. This boiler also powered a steam engine which was belted to a line shaft.

After churning the cream into butter, it was necessary to keep the butter cool. In 1922 this was being done by placing ice and salt in four metal pipes of about 18" in diameter, which ran from the floor to the ceiling of the room in which the butter was stored. The dampness caused by the ice seemed to make the storage musty and mouldy.

Then in 1928, the first cork insulated storage was built, using an ammonia compressor for refrigeration. Other cold storages were added in 1933, 1935, 1945, 1955, 1962 and another one is in the process of erection at the present time. Butter was stored during the surplus period and sold during the winter scarcity months.

Also the 11 H.p. boiler was replaced by a 25 H.P. then it was replaced by a 60 H.P. which again was replaced by a 200 H.P. and in 1955 a 500 H.P. boiler was installed, still retaining the 200 H.P. boiler.