

Agriculture.

IN AN APPLE ORCHARD.

Oh, apples on the apple-tree,
How fair you look! how thick you be!

RENNET.

The dried stomach of the calf, the pig, and the lamb may be included in the definition of the term "rennet," these being the only stomachs here used in cheese-making that we are aware of.

The mode of preparing and preserving the stomach, and age of the animal from which it is taken, exert a marked influence on the characteristics of the cheese made with it.

To produce the best effect, the calf should be about five days old. It should be kept, at any rate, till its system has undergone a complete renovation, and come entirely under the influence of the good milk.

When slaughtered it should be well bled, and the rennet taken out as cleanly as possible and turned inside out and carefully cleaned. Rinse it very carefully. The strength is very easily wasted by washing or handling roughly.

After having been thoroughly dried, if the skins are occasionally moistened and then dried again, they will accumulate strength by so doing. It is a singular fact which is generally recognized by dairymen, but which has never been fully accounted for, that Rennets gain strength by the simple fact of drying.

Scientific.

CHEMICAL SUGAR.

Dealers and manufacturers of the important article of sugar have lately experienced a disturbance of the even tenor of their ways by the announcement of a new chemical discovery, by which saccharine commodities may be produced as by magic, without the troublesome and expensive methods of cane growing and grinding.

We imagine that the Stock of the company will be for sale on the market a long time in advance of the sugar and we advise sugar manufacturers not to shut up their existing establishments just at present.

FAILURE OF THE BALLOON TO EUROPE.—An article in the Scientific American of Sep. 27th on this subject says:—

"The day was most beautiful and auspicious for a balloon ascent. The air was clear, the wind gentle, the preparations complete. Early in the day it was announced by the Messrs. Goodsell, the projectors, proprietors of the Graphic, that the inflation had begun and that the balloon would start in the afternoon, from the Capitoline grounds Brooklyn.

The veteran aeronaut, Professor Wise, who in the early stages of the enterprise expressed his unlimited confidence in the use of the gigantic balloon, who was in fact the consulting engineer for the apparatus from the very beginning and who, in several public letters, announced the brave intention of going up in the machine, came to the conclusion, towards the last, that the apparatus was unsafe, and declined to risk his life in the car.

Professor Donaldson states that the Graphic people have agreed to furnish a new balloon, of smaller size to be made of silk, and that it will be ready in October, when he will again essay the voyage to Europe. Professor Wise complains of bad faith on the part of the Graphic people, who, he says, did not furnish the strong materials agreed upon, but made everything as showy, as cheap and flimsy as possible.

Narrow gauge passenger cars, as generally constructed, stand thirteen inches nearer the rail, and have about fifteen inches less overhang at the side, hence, the center of gravity is considerably lower than on the standard gauge, making the car ride very steadily, and with less oscillating motion than is usually observable upon the wide gauge.

A French writer, in estimating the future of science, points out that in fifty or a hundred years' time the English language will in all probability be spoken by eight hundred and sixty millions of individuals, while the German will be the language of one hundred and twenty millions and the French of sixty-nine millions only, and that in consequence science is likely to seek English channels of publication, scientific books having at best a limited sale and necessarily seeking the widest audience.

DEAR IRON AND BOATBUILDING.—As a fact of some significance in the present aspect of the iron trade a Birmingham paper says it may be noted that not a single iron canal boat is now building in the district, wood being substituted as the material.

CLEARING MOSS FROM FRUIT TREES.—The American Agriculturist says nothing is better than carbohc soap and lye. Make common lye of wood ashes, not strong, and add half a pound of carbohc soap to a three gallon pail of boiling lye.

TOM TIT remarked that the Ohio river had a remarkably long face. "How so?" inquired one. "Why it is twelve hundred miles from its head to its mouth."

RICE JELLY.—Boil a quarter of a pound of rice flour with half a pound of loaf sugar in a quart of water, till the whole becomes one glutinous mass, then strain off the jelly and let it stand to cool. This food is very nourishing and beneficial to invalids.

Joyful news for the Afflicted.

GATES' Life of Man Bitters.

Dropsy, in its worst form, Liver Complaints, Jaundice, Swelling of the Limbs and Face, Asthma, of whatever kind, Dyspepsia, Biliousness, Consumption, Spitting of Blood, Bronchitis, Sick Headache, Running Sores, Erysipelas, Stoppage of Measles, Kidney and Gravel complaint, Measles, Fevers, Sea Sickness, Spina Disease, or Affliction of the Spine, Heart Disease, Pleurisy, Piles, Coughs, Colds, and Whooping Cough, Diphtheria, and Sore Throat, Pain in the Stomach, Worms, Rheumatism, Diarrhoea, Dysentery, Cholera, Cholera Morbus, Tooth ache, and Ague, Sprains, Strains, Felons, Chilblains, Burns, Scalds, Bruises, Sore Eyes, Lame Back and Side, Boils, Cuts, Cracked Hands, &c.

Manufactured by C. GATES & CO., Middleton, Annapolis Co., N. S.

PRICE. Bitters \$1 per bottle; Syrup 50 cents per bottle; Liniment 25 cents per bottle and the ointment 25 cents per box.

A large number of certificates, similar to the above, have been received and will be published at times for the information of the afflicted and the people generally.

AGENTS.—George V. Rand, Wolfville, John Webb, Windsor, J. E. Newcomb, Hantsport, J. L. Cogswell, Kentville, Sheffield & Wiekwire, Canning.

GENERAL AGENT, JOHN K. BENT, 126 Granville Street, Halifax, Aug. 14.

MUSICAL. C. E. & G. O. GATES, Manufacturers of ORGANS AND PIANOS.

GENERAL Agents for the Smith American Organ Company, and Henry F. Miller's Pianos.

BRITISH AMERICAN Book and Tract Depository, 90 GRANVILLE STREET, Opposite the Province Building.

NOW OPENING: Ten Cases S. S. Books. The Publications of—The Religious Tract Society, London. The Christian Knowledge Society, London. The Book Society, London.

Hats and Caps. WE have now on hand a full Stock of all kinds, including the NEWEST STYLES, to which we invite the attention of our friends, both at Wholesale and Retail.

Our prices are as low as any in the city. Silk Hats made to order by Conformatour Measure, without extra charge. EVERETT BROTHERS, 100 Granville St., May 3.

HALIFAX, N. S., OCTOBER 1, 1873.

MESSENGER ALMANACK.

OCTOBER, 1873.

Full Moon, October 6th, 1h. 17m. morning. Last Quarter, " 13th, 2h. 11m. morning. New Moon, " 21st, 6h. 41m. morning. First Quarter, " 28th, 7h. 55m. afternoon.

Table with columns: Day, SUN. Rise, Sets, MOON. Rises, South, Sets, High Tides at Halifax. Rows for days 1 through 31.

THE TIDES.—The column of the Moon's Southing gives the time of high water at Pictou, Cornwallis, Horton, Hantsport, Windsor, Newport, and Truro.

FOR THE LENGTH OF THE DAY.—Add 12 hours to the time of the sun's setting, and from the sum subtract the time of rising.

FOR THE LENGTH OF THE NIGHT.—Subtract the time of the sun's setting from 12 hours, and to the remainder add the time of rising next morning.

NOTICE.

THE Subscriber offers for Sale his well known Farm, Situate in Wilmot, County of Annapolis, on the North back road, about one half mile east from the Wilmot Spa Springs, and about one and a half miles from the Railroad Station.

There are about 100 grafted apple trees producing from 60 to 200 barrels annually. This property is so well known that further particulars are unnecessary.

GEORGE BALLENTINE, Wilmot, County of Annapolis, January 22nd, 1873.



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IN VARIOUS STYLES UPRIGHT, OBLIQUE, SQUARE, Etc. With all the latest improvements, manufactured by the subscribers, and especially adapted to this climate.

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Articles and Covenant

Baptist Churches.

\$2 00 per 100 copies. 50 copies sent by mail, postage paid for \$1.00. July 2.

Boarding House.

The subscriber has taken his old stand. No. 30 DOCK STREET, AND IS PREPARED TO RECEIVE TRANSIENT BOARDERS.

INTERCOLONIAL RAILWAY.

1873—Summer Arrangements—1873 COMMENCING ON MONDAY, 26th May, 1873.

No. 1. (Through Passenger Express) will leave Halifax at 7 30 a. m., and be due in St. John at 8 30 p. m.

No. 2. (Through Passenger Express) will leave St. John at 8 a. m., and be due in Halifax at 8 50 p. m.

Nos. 3 and 5. (Pictou Passenger Accommodation) will leave Halifax at 6 15 a. m., and be due at Pictou at 12 15 p. m.

Nos. 4 and 6. (Shediac Passenger Accommodation) will leave St. John at 7 a. m., and be due at point DuChene at 12 15 p. m.

Nos. 7 and 9. (Freight and Passenger Accommodation) will leave Halifax at 11 30 a. m., and be due at Pictou at 8 15 p. m.

Nos. 8 and 10. (Freight and Passenger Accommodation) will leave St. John at 10 50 a. m., and be due at Point DuChene at 7 25 p. m.

No. 11. (Truro Freight) will leave Halifax at 3 30 p. m., and be due at Truro at 9 10 p. m.

No. 12. (Passenger Accommodation) will leave Painesce at 4 30 p. m., and be due at Point DuChene at 5 00 p. m.

No. 13. (Truro Passenger Accommodation) will leave Halifax at 5 15 p. m., and be due at Truro at 8 15 p. m.

No. 14. (Passenger Accommodation) will leave St. John at 2 00 p. m., and be due at Hampton at 3 10 p. m.

No. 15, 17 and 19. (W. & A. R.) will leave Halifax for Windsor Junction at 8 00 and 8 45 a. m., and 3 00 p. m.

No. 16. (Pictou Freight) will leave St. John at 2 45 p. m., and be due at Pictou at 8 p. m.

No. 18. (Sussex Passenger Accommodation) will leave St. John at 4 40 p. m., and be due at Sussex at 6 40 p. m.

No. 20. (Truro Passenger Accommodation) will leave Truro at 6 00 a. m., and be due in Halifax at 9 15 a. m.

No. 21. (Sussex Passenger Accommodation) will leave Sussex at 7 a. m., and be due in St. John at 9 00 a. m.

No. 22. (Truro Freight) will leave Truro at 6 45 a. m., and be due in Halifax at 1 20 p. m.

Nos. 23 and 25. (Shediac Passenger Accommodation) will leave Point DuChene at 6 50 a. m., and be due in St. John at 12 noon.

No. 24 and 26. (Freight and Passenger accommodation) will leave Pictou at 6 00 a. m., and be due in Halifax at 2 35 p. m.

Nos. 27. (Pictou Freight) will leave Pictou at 7 00 a. m., and be due in St. John at 1 30 p. m.

Nos. 28 and 30. (Pictou Passenger Accommodation) will leave Pictou at 1 45 p. m., and be due in Halifax at 7 30 p. m.

No. 29. (Passenger Accommodation) will leave Hampton at 5 45 p. m., and be due in St. John at 6 55 p. m.

Nos. 31 and 33. (Shediac Passenger and Freight Accommodation) will leave Pt. DuChene at 10 30 a. m., and be due in St. John at 7 45 p. m.

Nos. 32, 34 and 36. (W. & A. R.) will be due in Halifax at 11 30 a. m., 6 45 p. m. and 8 25 p. m.

No. 35. (Passenger Accommodation) will leave Point DuChene at 3 20 p. m., and be due at Painesce at 4 p. m.

Nos. 37 and 39. (Truro and Moncton Freight Passenger Accommodation) will leave Truro at 9 30 p. m., and be due at Moncton at 8 19 a. m.

Nos. 38 and 40. (Moncton and Truro Freight and Passenger Accommodation) will leave Moncton at 6 45 p. m., and be due at Truro at 5 30 a. m.

LEWIS CARVELL, General Superintendent.

RAILWAY OFFICE, Moncton, 19th May, 1873. May 21.

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