Agriculture.

320

IN AN APPLE ORCHARD.

Oh, apples on the apple-tree, How fair you look ! how thick you be ! Some red, some yellow, and some gray, You ripen slowly day by day. The sun has touched you, and the rain, The calm, and then the hurricane. The drought has dried you, and the dew Has drenched ; and still you grew and grew. Oh, apples on the orchard tree, Speak to this heart, its teachers be ! Where'er I find a settled place, There I should grow with patient face. Let bud yield room to blossom's suit, And that in turn to forming fruit. Below the surface of the mind A secret sweetening I would find ; And in the heart's deep core enwrought The mystic seeds of strong love-thought. And by my neighbors I would stand, And touch them with a gentle hand. And I would not have over-care If I be high or low or where ; But I desire, as time shall pass, A gatherer coming through the grass, With keen quick eye and ready touch To pick all fruit, ere ripe too much ; With a broad basket on his arm To save me from old Winter's harm ; Then, at the last, in garner stored, An offering to the Orchard's Lord, - Chambers' Journal.

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 stomach of the calf is the main dependence for curdling milk for cheese, but that of the pig has sometimes been substituted with good effect. The stomach of the lamb makes a very fine flavored cheese, but is weak compared with the others, and is little used. 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. The rennet of the young calf makes a soft rich cheese; that of the full grown animal makes a hard and dry one, and between these extremes the effect varies according to the age of the animal. The stomach of the calf four days old makes a softer cheese than when four weeks old, and very much softer than when four months old. That age is best at which it will make the most cheese, and that is when one week old or less. It is often supposed that the rennet of a calf four to six weeks old, because it is larger, will curdle more milk than a younger one, but experience has proved otherwise. The stomach of the calf loses its power and quality very rapidly as soon as it begins to eat solid food. 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 eleanly as possible and turned inside out and carefully cleaned. Rinse it very carefully. The strength is very easily wasted by washing or handling roughly. The curing is best effected by drying. If it can be done without the use of salt it will be all the better, and with a little pains it can be done. Tie the large end tightly with a small cord; insert a tube in the small end and blow it full and tie the small end. Hang it up to dry, after salting the ends outside of the strings. The usual mode in this country is to salt them. When this is done it may be stretched over a small crotched limb, or over a bow, and salted inside and out. Then hung up where it will dry quickly. It must not, however, for the sake of drying rapidly, be put where it will get too warm. It should be kept below 120°, otherwise the strength will be injured. 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. The oftener they are wet and dried the better, provided they are not allowed to get so wet as to drip. The green vells have only about half the strength of one that has been dried and kept a year. There is more or

less of offensive s nell about the fresh

stomachs which injures the cheese if

used when new, but which mostly dis-

app a 3 when dried.

THE CHRISTIAN MESSENGER.

Scientifiz.

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. The new discovery is credited to M. Jouglet, a French engineer, and his process is alleged to-involve the mere bringing together of certain common and cheap articles, from which the best qualities of sugar are rapidly and economically produced. The process is claimed to be the subject of a patent, which is at present in the hands of a large company.

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 exististing establish. ments just at present .- Scientific Amemcan.

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

"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 appounded by the Messrs. Goodsell, the projectors, proprietors of the Grahpic, that the inflation had begun and that the balloon would start in the afternoon, from the Capitoline grounds Brooklyn. Yielding to the urgent written petition of many of our prominent but verdant citizens, the Messrs. G., reluctantly, of course, consented to admit a few select thousands of spectators to the grounds, at 50 cent per head and 50 cents extra for reserved seats, to witness the ascension. 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 K. Bent. engineer for the apparatus from the very beginning and who, in several public letters, announced the brave intention of going up in the machine, PRICE. came to the conclusion, towards the last, that the apparatus was unsafe, and declined to risk his life in the car. He left the grounds before the final catastrophe occurred. Prof. Donaldson, however, who is afraid of nothing, stuck to his post, determined to go up if such a thing were possible. The result fully justified the fears of Professor Wise. 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 filmsy as possible. The result appears to sustain these charges. On the part of the Graphic people, the whole thing was designed as a pure advertising dodge for their newspaper, and in this respect has proved an undoubted success. Let no one, therefore, suppose that the great transatlantic balloon did not accomplish what its projectors originally contemplated.-Scientific American. 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. The seats, thirty-six to a car, are arranged double on one side and sing'e on the other, with the order reversed, midway of the car, to distribute the weight equally. A French writer, io estimating the future of science, points out that in fifty or a hundred years' time the English language will in all probapility 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.

As a fact of some significance in the present aspect of the iron trade a Birmingnam 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. The tendency to return to wood is manifesting itself in other branches of the trade,in which the late high prices of iron have prohibited the use of that material.

CLEARING MOSS FROM FRUIT. TREES .- The American Agriculturist says nothing is better than carbolic scap and lye. Make common lye of wood ashes, not strong, and add half a pound of carbolic soap to a three gallon pail of boiling lye. Apply hot 13 M. 6 17 5 15 11 16 6 9 2 5 with a swab to old trees. It has been used with entire success on apple, pear, peach and cherry trees, destroying every particle of moss it touches.

TOM TIT remarked that the Ohio river had a remarkably long face. "How so?" inquired one. "Why it 21 F .. 6 32 4 57 10 1 2 15 6 31 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 31 F .. 6 41 4 47 3 16 8 44 0 53 of loaf sugar in a quait 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, Pyspepsia, Bilioushou. rising n. v orning. ness, Consumption, Spitting of Blood, Bronchitis. Sick Headache, Running Sores, Erysipelas, Stoppage of Menses, Kidney and Gravel complaint, Measles, Fevers, Sea Sickness, Spina-Disease, or Affliction of the Spine, Heart Disease, Pleurisy, Piles, Coughs, Colds, and Whooping Cough, Diptheria, and Fore Throat, Pain, in the Stomach, Worms, Rheumatism, Diarrboea, 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. For Certificates, &c., taken be ore Justices of the Peace, see pamphlets which can be furuished at the Agencies. Agents at Halifax-Brown, Bros & Co; John

THE TIDES .- The column of the Moon's No.2. Southing gives the time of high water at Parrsboro', Cornwallis, Horton, Hantsport, Windsor, Newport, and Truro. High water at Pictou and Cape Tormentine, 2 hours and 11 minutes later than at Halifax. At Annapolis, St. John, N. B., and Portland Maine, 3 hours and 25 minutes later, and at

St. John's, Newfoundland 20 minutes earlier, than at Halifax. At Charlottetown, 2 hours 56 minutes later. At Westport, 2 hours 54 minutes later. At Yarmouth, 2 hours 20 minutes later.

FOR THE LENGTH OF THE DAY .- Add 12 Nos. 3 and hours to the time of the sun's setting, and from

Articles and Covenant Baptist Churches. \$2 00 per 100 copics. 50 copies sent by mail, postage paid for July 2. Boarding House, The subscriber has taken his old stand, No. 30 DOCK STREET, AND IS PREPARED TO PECEIVE TRANSIENT BOARDERS. G. M. BURNS. St. John. N. B., May 13th, 1873. 2mtbs. pd. May 28. RAILWAY. IN) ERCOLONIAL 1873-Jummer Arrangements-1873 COMMENCING ON MONDAN, 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. This train will stop (between Halifax and Truro) only at Windsor Junction and Shubenacadie; and (between Painsec and St. John) only at Booking Stations, except where it may be necessary to cross other trains or to put down passengers who may have got on board at Painsec and stations East and South of that place. (IhroughPassengerExpress) will leave St. John at 8 a.m., and be die in Halifax at 8 50 pm. This train will stop(be ween St. John and Painsec) only a. Aunpton, Su-sex, Petitcodiac and Moncton; and (between Truro and Halifax) at Shubbenacadie and

Windsor Juncton, except where it may be necessary to cross trains or to put down passengers who may have got on board at stations North and West of Truro.

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June 18.

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Nos. 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 | No. 11. (Tr Spa Springs, and about one and a half miles from the Railroad Station. Said farm contains 125 acres of very valuable land, advant- No. 12. (Par ageously divided into Hay, Pasture, and Woodland. The hay and tillage land are under a superior state of cultivation, the No. 13. (Tr pasture is of an excellent quality, and wood lot sufficient to supply a family for genera-tions to come. On the Farm is a comfortable House of Size and accomodations to suit a large family. Also 2 good Barns, with other convenient out buildings all in good state of No. 15, 17 and 19. (W. & A. R.) will leave repair. An abundant supply of water is carried into the House by pipes from a never failing Spring, and also taken for the use of No. 16. (Peticodiac Freight) will leave St. the barn. There are about 100 grafted apply trees

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Wilmot, County of Annapolis, (January 22nd, 1873. Jan. 29



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5 (Pict a Passenger Accommo- on) will leave Habifax at 6.15 a. and be due at Pictou at 12.15 p.m. 6, (Shediac Passenger Accommo- on) will leave St. John at 7 a. m., be due at point DuChene at 12.15	
9. (Freight and Passenger Ac- modation) will leave Halifax at 0 a. m., and be due at Pictou at	
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p. m., and be due at Truro at p. m.	
senger Accommodation) will e Painsec at 4.20 p. m., and be at Point DuChene at 5.00 p. m. aro Passenger Accomodation) will e Halifax at 5.15 p. m., and be due	
ro 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.

Halifax for. Windsor Junction at 8.00 and 8.45 a. m., and 3.00 p. m.

John at 2.45 p. m., and be due at Petitcodiac at 8 p. m.

No. 18. (Sussex Passsenger Accommodation) will leave St. John at 4.40 p. m., and be due at Sussex at 6 40 p. m.

No. 20. (Truro Passenger Accomodation) will leave Truro at 6.00 a. m., and be due in Halifax at 9.15 a.m.

No. 21. (Sussex Pas-enger Accommodation) will leave Sussex at 7 a. m., and be due in St. John at 9.00 a. m.

No. 22. (Traro Freight) will leave Truro at 645 a. m. and be due in Halifax at 1 20 p.m.

Nos. 23 and 25. (hediac Passenger Accommodation) will leave Point DuChene at 650 a.m., and be due in st. John at 12 noon.

No. 24 and 26. (Freight and Passenger accommodation) will leave Picton at 6.00 a. m, and be due in Halifax at 2.35

Nos.27, (Petitcodiac Freight) will leave Petitcodiac 7.00 a. m. and be due in St. John

at 1 30 p. m. Nos. 28 and 30. (Pictou Paseinger Accommodation) will leave Pictou at 1 45 p.m.

and be due in Halifax at 7 30 pm. No. 29, (Passenger Accommodation) will leave Hampton at 5.45 p m a.d be due in

St. John at 6 55 pr m. Nos. 31 and 33. (Shediac Passenger and Freight Accommodation) wi'l leave Pt. Du-Chene 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 11.00 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 Painsee at 4 p. m.

Nos. 37 and 39, (Truro and Moneton Freight

