The Messenger Almanac.

DECEMBER.

New Moon, Dec. 1st, 10h. 42m. A.
First Quarter, " 8th, 2h. 24m. A.
Full Moon, " 16th, 11h. 22m. M.
Last Quarter, " 24th, 2h. 42m. A.
New Moon, " 31st, 9h. 42m. M.

D. M.	Day W.	SUN. Rise.	Sets.	MOON. Rises.	South.	Sets.	High Tide at Halifax
1	W.	7 22	4 17	6 57	11 19	3 41	6 46
2	Th.	7 23	4 16	8 6	A. 23	4 40	7 34
3	Fr.	7 24	4 16	9 5	1 27	5 49	8 22
4	Sa.	7 25	4 16	8 54	2 30	7 6	9 12
5	Su.	7 26	4 16	10 42	3 28	8 34	10 2
6	M.	7 27	4 15	11 4	4 21	9 58	10 53
7	Tu.	7 28	4 15	11 33	5 12	10 51	11 43
8	W.	7 29	4 15	11 56	5 58	M	M
9	Th.	7 30	4 15	A. 21	6 44	0 1	0 36
10	Fr.	7 31	4 15	0 47	7 30	1 7	1 33
11	Sa.	7 32	4 15	1 14	8 16	2 13	2 34
12	Su.	7 33	4 15	1 45	9 4	3 18	3 46
13	M.	7 34	4 15	2 20	9 52	4 23	4 52
14	Tu.	7 34	4 15	3 2	10 42	5 24	5 52
15	W.	7 35	4 16	3 48	11 31	6 22	6 43
16	Th.	7 36	4 16	4 42	M.	7 14	7 27
17	Fr.	7 37	4 16	5 39	0 21	8 0	8 3
18	Sa.	7 37	4 16	6 38	1 9	8 59	8 38
19	SU.	7 38	4 17	7 41	1 55	9 12	9 14
20	M.	7 38	4 17	8 41	2 41	9 41	9 44
21	Tu.	7 39	4 18	9 43	3 24	10 7	10 22
22	W.	7 39	4 18	10 45	4 7	10 31	10 57
23	Th.	7 40	4 19	11 49	4 49	10 53	11 33
24	Fr.	7 40	4 19	M	5 32	11 15	A. 13
25	Sa.	7 41	4 20	0 56	6 18	11 40	0 59
26	SU.	7 41	4 21	2 5	7 7	A. 9	1 53
27	M.	7 41	4 22	3 16	7 59	0 42	2 58
28	Tu.	7 42	4 23	4 30	8 57	1 24	4 12
29	W.	7 42	4 23	5 40	9 59	2 18	5 20
30	Th.	7 42	4 24	6 44	11 3	3 22	6 24
31	Fr.	7 42	4 25	7 40	A. 8	4 36	7 20

THE TIDES.—The column of the Moon's 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. A Westport, 2 hours 54 minutes LATER. A Yarmouth, 2 hours 20 minutes LATER.

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.

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*Sept. 29, 1880.

SCIENCE.

BURNING OF A SUPPOSED FIREPROOF BUILDING.—In the recent burning of the Manhattan Market, one of the most conspicuous and costly buildings in New York, we have another illustration of the fatal mistake of putting into a would-be fireproof building just enough wood to cause its destruction.

In this case the blunder was not so apparent, as the common one of setting a wooden spire over a stone church, or a tinder box, in the shape of a mansard roof, over a granite warehouse; yet the blunder was there, and ruin of a building which cost $1,400,000 is the result.

The building was considered practically if not absolutely fireproof. The floor was of concrete, the walls were of brick and glass, the rafters were iron trusses, and the roof was covered with slate. The stall fixtures were of wood; but the stalls were so widely spaced that there would have been no great danger of injury to the main building through their burning, even when reenforced by the pile of empty barrels in which the fire began, had the roof been constructed as it should have been in a building of that character. Unfortunately the vast and lofty arch of the roof was lined with wood for convenience in fastening the slates, and, though the quanity of wood was relatively small, it was large enough to insure the destruction of the building, otherwise fireproof against fire.

The building was erected in 1871, and occupied the block bounded by Thirty-fourth and Thirty-fifth streets, and Eleventh and Twelfth avenues. It was 800 feet long, 200 feet deep, 80 feet high in the interior and was surmounted by a lofty clock tower. The building with the land and foundations, cost about $2,000,000. The loss by the fire exceeded $900,000.

ANTISEPTIC PROPERTIES OF PEROXIDE OF HYDROGEN.—Dr. Richardson, in a lecture before the Society of Arts two years ago, called attention to the value of hydrogen gas in the preservation of food, in conjunction with the oxygen. The *Lancet*, in calling attention to the claims of the inventor of the process, quotes the following experiment of Dr. Richaddson:—"I took a strong bottle with a thick neck, placed in it muscle of beef, and charged it with ordinary oxygen gas. Then I put into the bottle a measured quantity of solution of peroxide of hydrogen, introduced the fluid in such a way that it did not come into contact with the meat until a cork was inserted into the neck of the bottle and tied down, after the manner of the cork of a soda-water bottle. The bottle was then turned until a portion of the meat came in contact with the solution of peroxide. With that contact there was rapid evolution of oxygen, and a pressure of gas equal to three atmospheres was produced. In this condition small specimens of beef were preserved through the return voyage (to Rio Janeiro and back), and came in a state of excellent preservation."

—A new and apparently most valuable method of preserving raw meat, discovered by Professor Artimi, of Florence, and patented in this country promises to have a great effect upou our markets. According to a report by Professors Barff and Mills, of the Glasgow University, and Dr. Stevenson, of Guy's Hospital, meat six months old was found to be perfectly sound and good, the muscular fibre unchanged and the nutritive properties unimpaired. The material employed is said to be less expensive than salt, and not only wholesome, but pleasant to the taste.

BUILT ON A GOLD ROCK.—Considerable excitement has been caused by the discovery that the village of Las Placitas, about thirty miles from Santa Fe, New Mexico, is built on a gold rock worth from $3,000 to $6,000 a ton.

THE UTILIZATION OF SAW DUST.—The saw dust, which has become such a nuisance at Minneapolis and along the river below that growing city, offers a promising field of enterprise for whoever will utilize it. Several applications have already been made of it, and now arrangements are being made by a French manufacturing chemist for the establishment at Minneapolis, of a laboratory to make from the saw dust an acid, now imported from France, and largely used by dyers, chemists, and druggists. It is to be hoped that the enterprise will be successful.

In matters of prudence, last thoughts are best; in morality, your first thoughts are best.

THE HOUSE.

HOW LONG TO COOK POULTRY.—A chicken will require not quite an hour for roasting; 35 minutes for boiling.

A large turkey requires three hours of roasting.

A turkey will not require so much time for boiling. Put it into boiling water. A fowl will require nearly an hour's time for boiling; an hour and a half for roasting.

A goose requires two hours to roast. Boil it first.

A green goose will require only one hour for roasting.

A duck requires one hour for roasting.

Pigeons will roast in half an hour.

Quails, woodcock, snipes and plovers require fifteen or twenty minutes for roasting.

ONION SOUP AND ITS VIRTUES.—A famous French soup too little known is made on this wise:—Melt a little butter in a saucepan: next throw in some sliced onion (quality and quantity are matters of taste). When the onion begins to brown, throw in a little flour. Wait a bit; then add water, pepper, and salt. These are all the ingredients necessary.

CELERY VINEGAR.—Cut up into bits a large bunch of fresh celery; scald a quart of good vinegar, to it add a tablespoonful of sugar and a tablespoonful of salt. Pour over the celery. Keep in a large jar tightly corked. In two or three weeks strain into small bottles and seal or cork tightly.

USES FOR STALE BREAD.—1. Make dressing for meat: Crumb it up fine, turn hot broth over it, season, add butter and a well beaten egg, or more, according to quantity.

2. Make bread pudding: Soak two hours in sweet milk, then beat eggs, sugar, and spices, and bake. I sometimes add fruit.

3. Make biscuit: Soak over night in sour milk, mash fine with the hand, mix in your biscuit for breakfast, adding salt, lard, and soda. They are better than without the stale bread.

4. Make pancakes or gems: Soak over night in sour milk, add well-beaten eggs, cornmeal or graham flour to make a batter, and soda and salt, and bake on a griddle or in gem pans.

5. Crumb fine and put them in the next omelet you make.

6. Toast your bread: Set a pan of of milk on the stove, but do not remove the cream from it, add butter and salt, dip the bread in this, and send to the table for supper or breakfast.

7. Crumb fine and put in your tomatoes when you are stewing them.

8. Pound fine, season, and roll oysters or fresh fish in them, and fry in nice lard.

THE FARM.

SHEEP-SHEARING.—When they shear sheep in Australia, they mean business, as may be imagined when the flocks aggregate over two hundred thousand. There are some men there, proprietors of more than half a million sheep. Edoes & Co., of New South Wales, upon one of their sheep farms at Burrawang, had a sheep-shearing which lasted ten weeks and was concluded early in December, during which time no less than 206,123 sheep were shorn! To do this work, 100 shearers, in addition to the "station hands," were employed, and in a single day 8,316 sheep were deprived of their fleeces. The aggregate yield was 2,515 bales, the gross weight of which was 466 tons. On previous occasions the same parties have shorn over 214,000 sheep; but the present has been the largest amount of wool ever produced at a single shearing.

BEES.—The *American Agricultural* strongly recommends bee-keepers to cultivate melilot or sweet clover for their bees. Except the mammoth mignionette, it says, no plant is so well adapted to serve every turn, and it advises apairists to see to it, in October or November, that all waste places are seeded in melilot, and early in spring scatter mammoth mignionette in every place overlooked this fall with melilot. The happy, contented hum of the bees, and the generous return of beautiful, rich honey, will well repay the little trouble involved.

A six-year-old boy came home from Sunday school boasting that he could beat his class singing. "How do you make that out?" said his father. "Why pa, I got done, way before any of the rest."

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INTERCOLONIAL RAILWAY.

SUMMER ARRANGEMENT.

TRAINS leave Halifax daily (Sunday excepted) as follows:—

(Halifax time.)

At 8.25 a. m.—Express for St. John, Pictou, and intermediate places.
At 12.15 p.m.—Accommodation for Pictou.
At 5.30 p. m.—Accommodation for Truro.
At 6.45 p. m.—Express for St. John and Quebec.

WILL ARRIVE:—

At 9.45. a. m.—Accommodation from Truro.
At 10 45 a. m.,—Express from Quebec and from St. John.
At 2.50 p. m.—Accommodation from Pictou.
At 7.45 p. m.—Express from St. John.
June 8, 1880.



Windsor and Annapolis Railway.

Fall Arrangement—Commencing Monday, 8th Nov., 1880.

Miles.	GOING WEST		Express Daily.	Passengers and Freight, Mon., Wed. and Friday only.	Pass. & Frgt. Daily.
			A. M.	A.M.	P. M.
	Halifax.....	Leave	7 45	8 45	3 00
				P.M.	
46	Windsor.		9 40	12 30	6 25
64	Wolfville.		10 34	1 36	7 27
71	Kentville,	Arrive	10 55	2 00	7 50
	Do.	Leave	11 10	2 30	
83	Berwick.		11 44	3 18	
			P. M.		
102	Middleton.		12 32	4 57	
130	Annapolis.	Arrive	1 55	6 40	
	St. John,	do	7 30		

Miles.	GOING EAST.		Pass. and Freight Daily.	Pass. and Freight Tuesday, Thursday and Saturdays only.	Express Daily.
			A.M.	A. M.	A.M.
	St. John,	Leave			8 00
					P. M.
	Annapolis,	Leave		6 30	2 10
28	Middleton.			8 20	3 35
47	Berwick.			9 46	4 26
59	Kentville,	Arrive		10 40	5 00
	do	Leave	6 30	11 15	5 10
66	Wolfville.		6 57	11 45	5 31
				P.M.	
84	Windsor,	Arrive	8 15	1 15	6 30
130	Halifax	Arrive	11 00	4 30	8 25

Steamer "Empress" leaves St. John at 8 a. m. every Monday, Wednesday and Saturday for Digby and Annapolis, and returns the same days, on arrival of 7.45 a. m. Express Train from Halifax.

HALIFAX and CAPE BRETON RAILWAY.

Leaves Antigonish at 9 a.m., and New Glasgow at 1.45 p. m.
Arrives at New Glasgow at 11.30 a. m., and at Antigonish at 4.15 p. m.

Western Counties Railway.

Train leaves Yarmouth daily at 7.45 a. m., and arrives at Digby at 11.15 a. m. on Monday, Wednesday and Friday; and at 11.45 a. m., on Tuesday, Thursday and Saturday.

Leaves Digby on Tuesday, Thursday, and Saturday at 3.30 p. m., and at 12.15 p. m. on Monday, Wednesday and Friday.

Arrives at Yarmouth Tuesday &c., at 7 p. m., and on Monday &c., at 4.15 p. m.

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