

we daily or weekly read as "Mess," "Prime Mess," "Cumberland Cut," &c., are produced, let us suppose the ignoble, but docile and ultimately palatable animal to have been killed, and his carcase laid before us on a sort of gigantic butcher's block, in the position known in heraldry as *crouchant*—although, as a matter of fact, the cutting is done with the carcase prone upon its back. For making Mess Pork, dead hogs weighing from three hundred pounds upwards are chosen, the head taken off, and after the separation of the carcase into two parts lengthwise through the spine, five perpendicular cuts are made severing the body into six parts. The first cut forms the shoulder, off the upper end of which a bunch of fat or "butt" is taken by a cut at right angles from the others, and of these butts one to the barrel is permitted by Chicago rules, and two by Canadian. The next four cuts divide the middle portion of the body into pieces of reasonably uniform width, known as the shoulder cut, two middle cuts, and a flank cut, which leaves of the carcase but the ham and the rump. The ham of a hog used for Mess pork is generally made short cut, put in sugar pickle, and sold in Canada; but it may be salted for export, or canvassed for local markets as the need may arise. The fat from the interior of the carcase, called leaf lard, is carefully separated from the ribs to be rendered. It is said that some dealers are by no means careful to observe this requirement as to interior pork fat, but put beef tallow, which is much cheaper, into the boiler to be rendered into lard. The requirements of the Chicago market are that "an equal proportion of hard and soft sides must be packed"; this, means, that an equal bulk of fat and lean shall be used to constitute a barrel of mess, the cuts must be placed on edge in four layers without excessive crowding or bruising; and that the one hundred and ninety pounds of green meat which each barrel contains must consist of not over sixteen pieces, with the regular proportion of flank and shoulder cuts. The less flank and shoulder cuts there are in Mess Pork, the more valuable it is. This weight of 190 lbs. should be packed direct from the block, and never from the leach or pickling vat; as the rule is, that when mess pork is re-weighed, it should always turn out 200 lbs. Prime Mess must have one hundred and ninety pounds to the barrel, and the authorities before quoted daintily prescribe that it "shall be made from the shoulders and sides of nice smooth fat hogs, weighing from one hundred to one hundred and sixty pounds net, cut into square pieces as nearly four pounds each as possible." A further condition of its primeness is that each

barrel shall be filled in the proportion of twenty pieces of shoulder to thirty pieces of side cuts; and by way of added colour, flavour and precaution, eight ounces of saltpetre must be added to the twenty pounds of good coarse salt with which it is packed. Other descriptions not used in Canada, are designated as Clear Pork, which differs from Mess in having the backbone and half the rib next it taken out, and Extra Clear, from which all the rib and backbone must be taken out; these two are higher grades than Mess. There is also Extra Prime, made from heavy untrimmed shoulders cut into three pieces, the leg cut off close to the breast; while Mess Ordinary, or Thin Mess is made from hogs too light for Mess, the pieces in a barrel may number twenty-two, and it is subject to the same requirements with Mess in regard to weight and packing. The last two are considered lower grades.

In Cut Meats, the variety is great; there are different tastes, English, American or Canadian to cater for, and of late the dressed hog appears to have been experimentally carved until nearly as many different morsels can be made out of him, as the Parisian *garçon* can cut slices from a loaf of bread. The favourite bacon in Canada is the Cumberland Cut, which consist of the whole side of the animal, "the shoulder and side left together in one piece, leg cut off below knee joint, shoulder ribs, neckbone and backbone taken out" and a number of minor instructions observed, which, however, depend very largely upon the taste of the purchaser. Long Rib sides differ from the above only in the removal of the shoulder bone, and the cutting of the leg off close to the brisket. Long Clear sides have a market value usually ten or twelve per cent. higher than Cumberland, inasmuch as they are almost entirely boneless, and have had the leg cut off close to the brisket, and the hench bone cut down smooth and even with the face of the side. This description is sometimes made into roll bacon. Short Clear sides, Long Rib, Short Rib, Stratford, South Staffordshire, Yorkshire, Birmingham, Wiltshire and Irish are names given to other varieties which have peculiar shapes or modes of preparation to fit them for the certain markets, some of which their names indicate.

A preference is manifested here for hogs of Canadian raising, because, some say, being fed largely upon peas, their flesh is firmer than the prairie raised or common fed animal. One of our largest packers who used to prefer the Canadian carcase, now declares, however, that the "logic of facts," being stronger than his loyal predilections, drove him to use American entirely, as they

were smaller boned, more uniform in size and plumper from being fed more liberally, or perhaps we should say, more steadily. And this emphasizes what we have often urged in our market reports with respect to beef, viz., that more care is needed on the part of our farmers and graziers in the feeding and housing of stock.

STORM WARNINGS AND WEATHER PROBABILITIES.

THEIR IMPORTANCE TO COMMERCE.

The importance of an accurate knowledge of impending atmospheric changes is beginning to be appreciated, and its necessity admitted. Especially is such knowledge needed in a country like Canada, with her extensive coast line and her large mercantile marine; ranking, as she does, fifth if not fourth in the world. The practical benefits of the science of Meteorology will be apparent when we reflect that sudden changes of the weather affect health, agriculture and commerce. A knowledge of the immediate future in regard to the weather is particularly important as an auxiliary to the safety of navigation. No country, with the exception of the United States, has such facilities as the Dominion for acquiring information about the weather at distant points.

By a system inaugurated, in this country, in 1871, storm warnings are dispatched to various ports within the Dominion, upon receipt of which a Drum is hoisted, giving notice to all vessels in such harbours that a storm is expected: not necessarily at that particular spot, but within such a distance that a ship going out to sea is likely to be affected by it. We see by the report of the Minister of Marine and Fisheries that there are 38 storm signal stations within the Dominion, from Sydney, C. B. to Presq' Isle, Lake Huron. From September last to the end of the year, 351 warnings of storms were sent to the various ports. Of these seventy-eight per cent. were verified by the result. From the Reviews, published by the Meteorological Office Toronto, for January and February, it appears that forty-eight warnings have been issued this year.

When this service first began, it took some time to get into thorough working order, and in the earlier period of its existence, the warnings had fell into disrepute, and were disregarded. Now, the percentage of verification shews that more notice should be taken of them. If these warnings are correct eight times out of ten, the consideration is suggested whether some restriction should not be placed on vessels leaving port when the Drum is