me Suggestions of Practical Value for

the Coming Year, I have just marketed my turkeys, and with a well-filled pocketbook as the result, feel quite satisfied with my inbor of raising them. They are much more profitable than chickens, as far as my experience goes, although many persons assert that they eat enough nore than chickens to make up the difference in weight, a statement which I very much doubt.

These turkeys were of the Bronze variety, and the young toms of last year's rais og weighed on an average-wenty pounds each. Their food has seen quite an item of late, when the flock of lifty received a bushel of ears of corn a day, but it is selling at a pretty good figure made into turkey meat at a shilling a pound. The over supply of poultry of all kinds this year kept the prices low. Last year my turkers brought sixteen cents a powad, dressed—that is, with the feathers off, leaving the heads on, and en-trails undrawn. Surely this is better than almost any other fowls will bring. Brotlers may surpass it, but the weight per head is so small it would take nearly a dozen to bring as

much as one of the turkeys.

But many will say: "It is such a task to raise turkeys." Yes; so it is, for the first few weeks, but after that they are no more trouble than an equal number of chickens. Give them what wheat or screenings they will cat and a chance to get plenty of fresh water to drink, and they are very little trou-ble. They like to roam over the fields, and as their food is mostly bugs, grass hoppers and other insects, they are a benefit rather than a detriment to the crops. In California vineyards large flocks of turkeys, often numbering hundreds, are kept among the vines to destroy the worms which feed upon them. One man who formerly lived in this county now owns a large vine of this county how owns a large vine yard in that State, and keeps a flock of 500 turkeys for this purpose. When his own vines are rid of the pest his neighbors hire the flock, and sometimes the birds go miles away for this purpose. They are herded like a flock of sheep, and driven along the highway in the same manner.

Turkeys sometimes do considerable

Turkeys sometimes do considerable damage to gardens, but by taking a damage to gardens, but by taking a little trouble to have the garden away from the place where the turkeys are kept, this is easily overcome. We raised all kinds of yegetables hast summer in our garden, with very little bother from the turkeys. They do no more harm than chickens; either will undoubtedly eat cabgage, tomatoes, creumbers, etc., if they come in concucumbers, etc., if they come in con-

tact with them.

I certainly know of no better way for farmers' wives to get the much talked-of "pin-money" any easier, or in larger quantity, than by raising turkeys. Now is the time to get your breeding stock for the coming year. Make your selections early, and let the fowls get accustomed to their new surfowls get accustomed to their new surroundings before the laying season begins. If you prefer it, buy eggs and latch them under common hens. This costs less than buying the fowls, and is fully as good a way to get a start.

In selecting a hen to hatch turkey eggs, choose one that is not fidgety and nervous-if a hen can be called nervous, and I've seen some that could.

A steady-going hen, that is not so heavy as to be clumsy, is best. She should be tame enough to allow one to pick up the little turkeys without getting excited, and to allow herself to be picked up poults and all, to be car-

ried to shelter should a storm threaten. It requires vigilance for the first few weeks if one would raise a goodly percentage of the hatching. Kept free from lice, and fed brend squeezed out of hot milk, or sour milk curds, with a little pepper to prevent diarrhea, and a plentiful supply of fresh water in shallow dishes, and the little things will thrive and grow in a very satisfactory manner.

It is really a pleasure to care for a flock of young turkeys. They are much more interesting, and I actually get so attached to them that I dislike to have them killed. But such is the fate of turkeys.-Ella Rockwood, in the Country Gentleman.

Apples Wrepped in Paper.

We have tried the experiment in past years of wrapping apples for long seeping in thin and compact paper, each specimen being wrapped separ-The object was to preserve nearly uniform temperature, and to exclude all tendency to decay. The experiment was successful, and speci-mens thus treated kept decidedly longer than those of the same size and quality without weapping. Similar ex-periments are reported with apples thus prepared a year ago for exhibition at the World's Fair with like success-ful results. Reported accounts state that these were wrapped in paper and packed in barrels, and they had the alvantage of cold storage, the uniform comperature being 33 degrees. They ill came out in splendid order in May and June, with their characteristic layer, though some of them were fall carieties hard to keep. They kept well wo to four weeks after opening." The advantage of cold storage is shown by be fact that other specimens kept at fluctuating temperature-from 33 to 3 degrees-were more or less decayed and lost,-Cultivator,

Shying Horses.

A horseman whose horse is even to shying, ought never p perm't himself to evince symptoms f nervousness nor punish the animal or exhibitions of timidity. Whenever horse directs the points of his ears a a certain direction, as though dis-rustful or afraid, the reins should be called in another direction, thus diering the attention of the animal from the object causing the perturba-tion. If, on the other hand, force of circh means are used to compel an equalitative with the object feared he horse will be doubly exicited, if not unmanageable. We have found in ases of siging or halting at real or finded old ets of disquiet, that stopring the horse and using soothing lanis stationary, the horse fiter a chart time, will most usually sixuace in the direction of it, approaching contiously till satisfied no language to be apprehended, when he danger ha his way in a quiet mood. fur it closelsed for shying, he will have be objects of fear instead of the, and become more confirmed in the habit of distrustfulness.

HEAD TO THE ENGINE.

A Sleeping-Car Porter Tells How Old

Travelers Steep.

"How will you have your feet?" the porter asked in a Wagner car coming from Buffalo. "Feet to the engine," said the pas

senger.
"If you travel much you'l have your head put next to the engine," said the

colored man.

"No," said the passenger, "I am afraid there might be a collision, and then I'd be thrown with all my weight against my head." The porter chuck-

"I beg pardon, boss," said he "but I notice dat all de railroad men has their heads put toward de engine-and all the commercial travelers also. The biggest arguments is in favor of

The biggest arguments is in favor of doing that way.

"In the first place, there ain't many head-on collisions. There's more danger of a rear-end collision. The reason is every passenger train has its own right of way, and rans regularly every night, and is looked out for by all the train hands that's running ahead of it. Therefore the most danger is from it. Therefore the most danger is from something behind which don't know when we have stopped or broke some-thing and which runs into us unex-

thing and which runs into us unex-pectedly.

"There nin't any one looking out for any kind of collisions, 'cause when they come it matters mighty little which end you're putting forward— your head or your feet—but if you in-sist on looking out for 'em from be-hind—I'm a-telling you."

"Any more arguments?"

"Any more arguments?" "My more arguments?"
"Got plenty more arguments, boss.
You don't want to sleep with your feet
toward the engine, because if you do
the draught through the car blows
right ag n your head, and when it gets
cold at night your head and chest are
exposed. Put your head toward the
engine and you feel cool without gitting in no draught.
"It's just the same way in suppose."

"It's just the same way in summer. If you sleep with your feet toward the engine you can't have your windows open, with the screen in 'em, without gesting the wind and fine dust right in your face, whereas if you sleep with your head to the engine you get the cool air and no draught and dust."

"Is that all you know?"
"No, boss, I hain't told you the biggest argument yet why you should have your head made up toward the locometive. The most serious thing of all is the circulation of the blood in your head. You have become for your body. You been having your feet made up toward the engine, eh? Well, I rather reckon you don't never sleep very well in the cars, do you? Your night's res' is usually broken, ain't it? Well, sir, lemme make up your head to the engine, an' you'll sleep like you was a baby.

"It's because the motion of the train is so strong and steady that it sends all your blood toward the end that's furthest from the engine. Put your feet to the engine, and all your blood. rushes straight to your head and gives you a restless night. Put your head to the engine and the blood goes away

from your head, leaving it cool and easy so as you can rest like a child."
"Put my head toward the engine and stop talking, will you?"
"Yes, sir; all right, sir; anything you say, sir. You won't gredge me dat quarter in the morning, I'm a-telling you."

(A lapse of half an hour. Then a voice from between the curtains. It

ndresses the porter."
"Solmomon: Diogenes, porter! Any arguments as to what part of the train is the safest?"

"There aren't no use of arguments bout dat, sir. The safest place on a train is the middle car on the side furthest from the other track."
"Good night, Cicero!"-New York



Young editor (reflectively)—If I don't publish this poem Grace has writ ten she will have nothing more to do with me. And if I do publish it, I shall probably lose my position.-Life.

Not That Kind of a Bar.

A gentleman from the Tennesses mountains was waiting for a friend in the drug store near the depot. He had never seen this friend, who had written him offering to exchange a large amount of bad money for a small amount of good bills. While tarrying the mountaineer observed the sods fountain. It was a new device to him, but after a moment he satisfied him-self of its purpose. Walking up to the attendant he said:

"Gimme three fingers of red-eye."
"No liquor sold here, sir," was the

"Wal, then, pull me a glass of beer, an' don't put so much foam on it as ye did fer the two gals that jest left," "We have no beer."

"See here, stranger, if this ain't a distillery or a brewery, what in thun-der mout it be, nnyhow?"—St. Louis Post-Dispatch.

Sounds Plausible.

"I can understand why Father Time is represented as old, but why do they always picture him as lean and skinny?" "I suppose it is because everybody seems to want all the spare time he can get."—Chicago Tribune.

Very Exact.

Judge (to witness) - What is your age

witness—I am over twenty.

"You must tell me the exact truth."

"Between twenty and thirty."

"But when will you be thirty?"

"To-morrow, my lord."—La Union de

WORK AT THE GREAT NAVAL GUN FACTORY.

Completion of the Guns for Our Battleships-The Question of Coast Defence-Opinion of Naval Officers-Importance of the Navy.

Special Washington Letter.

The vsitor to Washington, who wishes to imbibe an impression of the wishes to imbibe an impression of the weapons of modern warfare, should make a visit to the great gunship at the Washington navy yard. Visitors are freely admitted. Few are aware that our government now possesses the largest and most complete gunship in the world, surpassing that of the great Krump at Essen, Germany. This Krupp at Essen, Germany. This great factory for arming our navy was built during Secretary Whitney's ad-ministration of the navy office, but has been greatly enlarged since. The objects of greatest interest in the navy yard at the present time are the twelve thirteen-inch guns that have been completed for the great battleships of the new navy. These guns are the largest ever built in this country, and the officers of the navy believe they will prove to be the most powerful ever built by any nation. The first of these guns went to the prov-ing grounds this week. Each of these great guns, in its

finished state, weighs 136,000 pounds, and cost the government about \$70,-000. The steel shell to be used weighs 1,100 pounds, and, with a pow-der charge of 560 pounds, attains a velocity upon leaving the muzzle of 2.100 feet per second. At the range of half a mile, this projectile would plerce twenty-five inches of solid steel and, with, proper elevation, the shell would be thrown a distance of thirteen miles. Practically, no armored ship in the world could resist the direct impact of one of these tremendous shells at the distance of two miles



In the Gun Shop.

Such weapons of war constitute a terrible and effective argument for

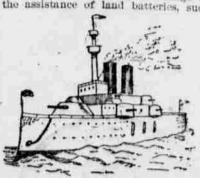
It needs a visit to this great gunshop to afford a proper idea of the enormous work required for the armenormous work required for the arming of our new ships. The works consist of several large shops, devoted to the manufacture of guns, carriagos, shells, etc., for the navy. The manufacture of guns and shells is the principal object. Guns of every size are in constant course of construction. I counted 130 in process of manufacture counted 130 in process of manufacture at one time in a single tour of the shops, ranging from the four-inch rapid-fire guns to the great thirteen-inch guns already referred to. The capacity of the shops, if pushed, is about thirty guns of all sizes per month. The value of this great gunshop together with the army gun shop at Watervillet, New York, is almost incalculable to the country in case war should break out. Alarmists are ac-customed to raise a cry very frequent-ly regarding the lack of forts at our scaports. The real need of our national defense, however, is a sufficient supply of guns, shells, and ammunition, and this the country now has or can readily supply. Forts and defenses can be easily and quickly improvised in case of americant has provised in case of emergency, but such weapons as modern warfare demands could only be provided by such perfect mechanism as can be seen at the Washington gun shop.

It is the opinion of naval experts that the real defense of our seaports in the future must be by battleships. The case with which Admiral Mello's ships have run the gauntlet of the forts at Rlo Janeiro has excited the attention of all interested in the sub-ject of sea coast defense. The Brazilian forts were well armed with Krupp guns, and the Brazilian war ships are not of the latest or best type, yet the ships have easily beaten the forts, and nothing has saved Rio Janelro from destruction by Mello except the inter-dict against bombarding the city en-forced by the foreign fleets.

The first of the new fleet of modern

battleships, the Indiana, is now ready for her trial trip, and she will mount the first of the new thirteen-inch guns. A fleet of these great ships, such as we are desined to have, with their high speed, comparatively easy draft, and heavy armaments, could rendily concentrate at any point on our const that an enemy could possibly menace.

A battleship is really a floating for-tress, and is much more formidable in defense than in altack. Hovering along our coast, taking advantage of the assistance of land batteries, such



The Indiana

es could be readily constructed wherever needed in time of danger, a large fleet of such ships would render our seacoust absolutely unassailable. It is very certain that the completion of our great gunshops, and the equipping of a respectable modern fleet has practically placed us out of the category of nations liable to foreign at nek. We are too rich and powerful to be assaulted unless netually unprovided with means of defense, and that condition of affairs has dition of affairs has now passed away.
As a matter of fact, we have advanced in the past ten years from a non aggressive to a difference dition of national defense.

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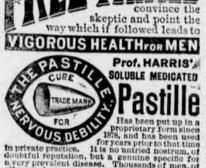
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