

PROFIT IN TURKEYS.

Some 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 labor of raising them.

These turkeys were of the Bronze variety, and the young toms of last year's raising weighed on an average twenty pounds each.

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.

Turkeys sometimes do considerable 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.

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.

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.

Apples Wrapped in Paper.

We have tried the experiment in past years of wrapping apples for long keeping in thin and compact paper, each specimen being wrapped separately.

HEAD TO THE ENGINE.

A Sleeping-Car Porter Tells How Old Travelers Sleep.

"How will you have your feet?" the porter asked in a Wagner car coming from Buffalo.

"Feet to the engine," said the passenger. "If you travel much you'll 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 chuckled.

"I beg pardon, boss," said he, "but I notice that all de railroad men has their heads put toward de engine—and all de commercial travelers also.

"There ain'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 insist on looking out for 'em from behind—I'm a-telling you."

"Any 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.

"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 getting 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 locomotive. The most serious thing of all is the circulation of the blood in 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 rest 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, 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 addresses the porter.) "Solomon; 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, Cleopatra!"—New York Sun.

A Critical Period.



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 Tennessee 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.

"Walking up to the attendant he said: 'Gimme three fingers of red-eye.' 'No liquor sold here, sir,' was the answer.

"Wal, then, pull me a glass of beer, an' don't put so much foam on it as ye did for the two gals that jest left."

"See here, stranger, if this ain't a distillery or a brewery, what in thunder mou't it be, anyhow?"—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, senor? "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 Valparaiso.

THE NATIONAL CAPITAL.

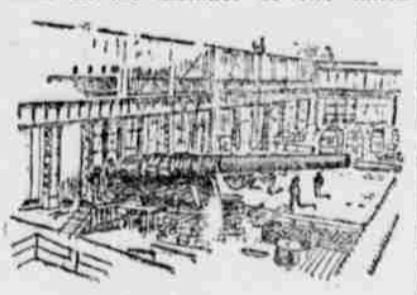
WORK AT THE GREAT NAVAL GUN FACTORY.

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

Special Washington Letter. The visitor to Washington, who wishes to imbibed an impression of the weapons of modern warfare, should make a visit to the great gunshop at the Washington navy yard.

Each of these great guns, in its finished state, weighs 135,000 pounds, and cost the government about \$70,000. The steel shell to be used weighs 1,100 pounds, and, with a powder charge of 500 pounds, attains a velocity upon leaving the muzzle of 2,100 feet per second.

It needs a visit to this great gunshop to afford a proper idea of the enormous work required for the arming of our new ships. The works consist of several large shops, devoted to the manufacture of guns, carriages, shells, etc., for the navy.



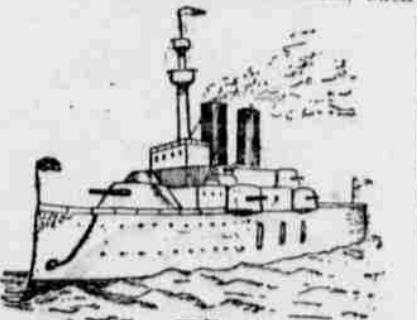
In the Gun Shop.

Such weapons of war constitute a terrible and effective argument for peace.

It needs a visit to this great gunshop to afford a proper idea of the enormous work required for the arming of our new ships. The works consist of several large shops, devoted to the manufacture of guns, carriages, shells, etc., for the navy.

It is the opinion of naval experts that the real defense of our seaports in the future must be by battleships. The ease with which Admiral Mello's ships have run the gauntlet of the forts at Rio Janeiro has excited the attention of all interested in the subject of sea coast defense.

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 destined to have, with their high speed, comparatively easy draft, and heavy armaments, could readily concentrate at any point on our coast that an enemy could possibly menace.



The Indiana.

As could be readily constructed where ever needed in time of danger, a large fleet of such ships would render our seacoast 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 attack.

As a matter of fact, we have advanced in the past ten years from a non aggressive to a very aggressive condition of national defense.

THE HARRIS REMEDY CO., Mfg. Chemists 69 Beekman St., NEW YORK CITY, N. Y.

Advertisement for BROWNING, KING & CO. featuring an illustration of a man with a rifle and a bear. Text includes 'IT'S SURPRISING how far a dollar will go in the buying of Men's and Boys' SPRING CLOTHES.'

Advertisement for D. W. KITCHEN, BLOOMSBURG, Penna. listing agricultural machinery: 'Plows! Harrows! Corn Planters! Cultivators. CLOVER SEED, TIMOTHY SEED, AGRICULTURAL SALT, ETC., ETC. ETC.'

Advertisement for FREE TRIALS of PROF. HARRIS' PASTILLE, featuring an illustration of the product box and text describing its benefits for nervous debility.

Advertisement for THOMAS GORREY, CONTRACTOR AND BUILDER, listing services like 'Plans and Estimates on all kinds of buildings. Repairing and carpenter work promptly attended to.'

Advertisement for PATENTS, listing services like 'Inventors and Trade Marks obtained, and all Patent business conducted for MODERATE FEES.'

Advertisement for ELY'S CATARRH CREAM BALM, featuring an illustration of the product and text describing its use for nasal passages and inflammation.

Advertisement for PATENTS, listing services like 'CAN I OBTAIN A PATENT? For a prompt answer and an honest opinion, write to M. N. & Co., who have had nearly fifty years' experience in the patent business.'

Advertisement for ELECTRIC TELEPHONE, listing services like 'Sole agent for the sale of the latest improved electric telephones, adapted for home, store and office.'

Advertisement for The Bloomsburg Steam Dye Works, listing services like 'Mens' Suits, Ladies' Dresses and Coats, Shawls, and every description of wearing apparel.'

Advertisement for J. R. SMITH & Co. LIMITED, MILTON, Pa., featuring 'PIANOS' and listing various piano brands like 'Chickering, Knabe, Weber, Hallet & Davis.'

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Advertisement for CROWN ACME, featuring 'The Best Burning Oil That Can be Made From Petroleum' and listing its benefits for chimneys and lamps.

Advertisement for PATENTS, listing services like 'Inventors and Trade Marks obtained, and all Patent business conducted for MODERATE FEES.'

Advertisement for The Atlantic Refining Co., BLOOMSBURG, PA., featuring 'CROWN - ACME' oil.