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**TURKEY GROWING TIME.**  
 They'll Be Fine Along About Thanksgiving or Christmas Day.  
 Turkeys can be grown with less care and attention than any of the domestic fowls except geese. But unfortunately on almost all farms turkeys are allowed the range of the farm, no matter how large, and this causes trouble. In the first place, they are apt to make their nests where they are hard to find, and after the young ones are hatched they will be over too much territory to be good for the little ones before they are a month or two old. After that time unlimited range can be



A FINE SPECIMEN.

allowed unless they are disposed to go into places where they may come to harm, says a correspondent of Farm Progress.  
 To raise turkeys in the way that causes least trouble and always insures the raising of the largest flock is as follows:  
 First fence off with a small meshed high woven wire fence—say seven or even eight feet high—several acres of land. It is better if some of the land is covered with brush of almost any sort and, if possible, some open land and running water on it. In such inclosures, if there are good places for them to make their roosts, the turkey hens can make their own nests and sit on their eggs where laid.  
 And when they have hatched the hens and young ones can remain in the inclosure and roost there and be fed there till the young ones are three months old. With the same arrangements along these lines we formerly raised large numbers of turkeys at a minimum cost and sold them at a fine profit. After they got half grown and had become edible we trained them to come to the houseyard and roost in a large tree to save them from possible poultry thieves.  
 We have always fed our very young turkeys on crumbled hard boiled eggs for a few days and afterward well baked corn bread and a little wheat, then cracked corn and finally whole corn.

**THE HOME PARTNER.**  
 A seldom mentioned but most important member of an agricultural partnership is the woman. If she wasn't on the job to keep the household in order and the food supply coming regularly and plentifully, the present day serious disturbance over the high cost of living would be replaced by a starvation panic that would paralyze, for once she quit the job the hired man and the foreman and the "big boss" would all hit the pike for the nearest town or city in short order.—Long Island Agronomist.

**Gleaned From Law Books.**  
 In the great majority of the states two witnesses are necessary to the validity of the will, in a few states three witnesses are required, and in a few others, where the will is written entirely in the handwriting of the testator, no witnesses are required. Some states require the addresses of witnesses to be inserted after their names, and this is good practice even where not required.  
 The law of New York and probably of others provides that each owner of two adjoining tracts of land, except when they otherwise agree, shall make and maintain a just and equitable portion of the division fence between such

lands unless one of such owners shall choose to let his lands lie open to the use of all animals which may be lawfully upon the other's lands and does not permit any animals lawfully upon his premises to go upon lands so lying open.  
 The public holidays that have become firmly established as such by custom are Christmas, New Year's, Memorial or Decoration day, Fourth of July and Thanksgiving day. These a man working by the month may claim as holidays without affecting his salary, excepting, of course, in cases of necessity where his services are required on such days in order to avoid or prevent loss to the employer.—Breeder's Gazette.

**GOLD ON A BIG SHIP**

**How Bullion In Transit Is Guarded on an Ocean Liner.**  
**LOCKED IN ROOMS OF STEEL.**

After the Treasure Is Safely Stowed Away There Is Little Danger of Its Being Stolen During the Voyage. Shipping and Checking the Kegs.  
 The natural assumption would be that in the safeguarding of the treasure which the various countries are constantly sending one another by the big ocean liners there would be required the vigilance of many men. This, however, is not generally the case, since, once the gold is stored away in the rooms set apart for that purpose on the big ships and the vessel is well out at sea, no armed guards are necessary.

Taking the specific case of one liner sailing under the British flag, we find that it has two strong rooms, the smaller of the two being in close proximity to the captain's office. This one compartment has no doubt sheltered gold enough to pay the cost of the liner many times over. The walls, the roof and the ceiling are lined with two inch steel plate, and the room contains nothing in the way of fixtures save shelving. The locks, which are of the double variety, are rendered still more secure by steel bars covering the keyholes, and they are provided with massive padlocks. The strong rooms, being in the most frequented portion of the vessel, where persons are passing them at all hours of the day and night, thus receive the best protection, after all. There are two sets of keys, one of which is retained by the agent in charge of the consignment of gold and the other of which remains with the captain.

In the case of the British vessel mentioned there is another and larger specie room, situated next to the provision department. This is about twelve feet in length by four in width. It frequently happens that both strong rooms are filled to their utmost capacity, and on one occasion this liner carried some \$50,000,000 in gold bullion packed in small kegs bound with steel hoops.

Gold usually is brought to the vessel on which it is to be shipped the day before the date of sailing, and it is stored away carefully before passengers embark. It arrives at the pier in ordinary trucks under the guard of armed men. The customary method of getting the gold on board is to haul the kegs up an inclined chute to the deck by means of a hoisting engine, but this method is not followed invariably. Sometimes each keg is placed in a sling and carried on board by men detailed for this service.  
 The receipt given by the steamship company sets forth that so many kegs have been received for shipment, not for any stated amount of gold to the value of so much. The kegs bear the government seal in many instances, and in such cases, when they have been safely put in the strong room, the iron doors thereof are sealed with government wax, the impression being broken only when the official on the other side comes to receive the gold. The kegs are checked thrice—when they are taken from the trucks, when they reach the gangway and when they are placed in the strong room.

Although no armed guard stands by the strong room, two men watch the room constantly so long as the ship is in sight of land. As a matter of fact, there is little danger of any one stealing gold in transit on a ship. It would be necessary that he should shoulder a keg weighing some 200 pounds and vanish with it without being seen. Masters of vessels declare gold is the safest cargo of any to handle.

The total weight of one consignment of gold shipped by the British vessel in question amounted to something like 28,000 pounds, or sixteen tons, and the freight charges amounted to \$12,000, or, roughly speaking, one-eighth of 1 per cent. Specie thus shipped is insured at its full value.—New York Press.

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