

COMFORT FOR SITTING HENS

"Broodies" Nests Where They Give Will Not Be Disturbed During Period of Incubation.

(Prepared by the United States Depart-ment of Agriculture). There are several ways to tell when a hen is becoming broody and wants to sit. Soft, downy feathers are left in the nest; the hen stays on the nest longer when laying. On being ap-proached she will remain on the nest, making a chucking noise and Yuffling her feathers. When one is reasonably making a crucking noise and running her feathers. When one is reasonably sure that the hen is broody, and her breast feels warm to the hand, she is ready to be transferred to the nest previously prepared where she is to

At this time it is advisable to dust the hen thoroughly with insect powder. In doing so hold the hen by the feet with the head down, working the powwith the head down, working the pow-der well into the feathers, especially those around the vent and under the wings. The sitting hen should be dusted again on or about the eight-eenth day of incubation to be sure that no lice are present when the chicks are hatched. Powder should also be sprinkled in the nest. Sodi-um fluorid may be used for the pur-pose, say poultry specialists of the United States Department of Agri-culture. culture. When possible the nest should be

in some out-of-the-way place, where the hon will not be disturbed. Night is the best time for moving the hen from the regular laying nest to the one she is to sit on. She should be handled carefully. A china egg or two should be placel in the nest, and a board or a covering may be placed over the nest so that the hen will not get off. Toward the end of the second day go quietly to the nest, leave some feed and water, and re-more the covering from the top or front of the nest, so that she can come off when ready. The best feed for the sitting hen is whole corn or wheat, or both. Should she return to the nest after feeding, replace the is the best time for moving the hen to the nest after feeding, replace the china egg with those to be incubated. The nest should be slightly dark-ened, as the hen is then not so likely to become restless.

In cool weather it is best not te



Dusting the Sitting Hen With Insect Powder.

put more than 10 eggs, under a hen. Later in the spring, however, from 12 to 15 eggs can be set, according to the size of the hen.

size of the hen. When several hens are sitting in the same room they should be sep-arated by partitions and should be kept on the nests and allowed to come off only once each day to receive feed and water. A hen that does not voluntarily come off the nest should be taken off. As a rule hens will re-turn to their nests before there is any danger of the eggs chilling, but if they do not go back in haif an hour

any danger of the eggs chilling, but if they do not go back in half an hour they should be put back. Examine and clean the nest care-fully, removing any broken eggs and washing those that are solled. Nest-ing material solled by broken eggs should be replaced with clean straw, hay, or chaff. Nests containing broken en eggs soop become infested with hay, or chaff. Nests containing brok-en eggs soon become infested with mites and lice, which will cause the

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ORRANCE ENTERPRISE

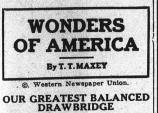
By T.T. MAXEY Western Newspaper Ur

THE BROOKLYN BRIDGE COMMENCED in 1870 and opened for traffic in May, 1883, this world-renowned structure cost the at-that-time unthinkable sum of \$15,000-

that-time unthinkable sum of \$15,000-000. Its extreme length approxi-mates a mile and a haif and its over-all width is 86 feet. It spans the East river, which con-nects Long Island sound and New York bay between Manhattan Island, on which New York city proper stands, and Brooklyn on Long Island, and carries one of the densest and most heterogeneous streams of traffic most heterogeneous streams of traffic

in the world. In the world. The coisson on the Manhattan side measures 102 by 172 feet and the foun-dation goes down 78 feet below high-water mark, while the tower measures 59 by 140 feet at high-watet line, is 272 feet high and contains approxi-mately 47,000 cubic feet of masonry. The bridge is suspended from four cubies, strung between the towers-the calculated weight of the structure and its load being in the neighborhood of 15,000 tons. Each cubic is made up of 5,296 gaivanized-steel, oil-coated which measures 15% inches in diameter and is 3,578½ feet long. The center of the river span has a clear height of 135 feet above the surface of the river at high-water stage. The floor space of the bridge is divided into five avenues or passage-ways—the center space being arranged The calsson on the Manhattan side

ways—the center space being arranged for foot passengers, on either side of which are spaces for trolley tracks, while each outside space is set aside for the accommodation of vehicular raffic.



I NONE way it is surprising and in another it isn't that in the most-unexpected of places one often will find the greatest of its kind. To illustrate, across the Chicago river, which is not a nationally-known stream, at 16th street, Chicago, one is a bit estonished to find a singlea bit astonished to find a single

is a bit astonished to find a single-lift, counterbalanced bridge that is one of the marvels of engineering and the longest and greatest structure of the kind in the world. At this point an exceedingly heavy traffic interchange takes place between several large railroad systems and, at the same time, the traffic on this busy little river is such that the con-tinuous flow of the rail traffic is fre-omently interrupted by the passing of quently interrupted by the passing of

quently interrupted by the passing of ships. This condition necessarily called for a structure which could be opened and closed in the minimum of time and was, at the same time, suitable to accommodate the traffic conditions. The river is bridged by one enor-mous span, about 265 feet long, which, standing on end, is as high as a 22-story building and weighs approxi-mately 3,500 tons. One end is station-ary, the other is raised and lowered by electric power—only 1% minutes being required to open or close the span.

span. The bridge is single span, carries a double track, successfully meets the peculiar requirements imposed upon it and cost upward of \$500,000.



THE GIBRALTAR OF THE HUDSON

WEST POINT, atop the command-ing heights which line the west bank of the historic Hudson river, in the picturesque and so-called "high-lands" country and some fifty miles north of New York city, is often re-ferred to as the "Gibraitar of the Hud-son."



THE FIRST NATIONAL BANK OF TORRANCE has moved to its new building and will be pleased to have all former patrons and friends call at the new business address. While the date for the formal reception has not been announced, officers of the bank will be pleased to have you call at any time. Watch for date of our formal reception to the public, which will, appear in next week's issue of the "Enterprise.



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