

MOST PROFITABLE OF THE DUCK FAMILY



A Fine Flock of Ducklings.

(By ANNA GALIGHER.) It is only a few years since the Indian Runner first made its appearance in America.

In color they are fawn and white, with yellow shanks and light green bill; the latter being sometimes splashed with black.

The body is long and narrow and is carried in an almost upright position. Neck is long and thin with finely formed head.

The Indian Runner is, we think, not only the most beautiful but also the most profitable of all the duck family.

The Indian Runner is rather small, fully matured ducks weighing from four to five pounds.

But they grow very rapidly while young and are easy to raise. What they lack in weight is more than made up for in their other good qualities.

To begin with, they are very prolific layers, beginning when they are about six months old.

They are superior in quality to any duck's eggs that we have ever eaten and as a rule they bring a better price in the markets.

The ducklings reach a marketable size when about twelve weeks old; when forced they will weigh four to five pounds at two months.

The meat of a Runner is of superior quality; fine in grain, juicy and excellent in flavor.

The eggs are in good demand also. In winter when eggs are high the Indian Runner is "on the job."

There is no danger of strong competition, as comparatively few poultry raisers have taken up this branch of the industry.

Duck culture, in the past, has been more or less neglected, owing to the general belief that ducks cannot be

and whole or cracked grain requires something sharper than sand to grind it.

Those who have Indian Runner ducks would do well to keep them over winter and see what they will do toward keeping the egg basket filled when biddy is on a strike.

Begin by culling out all surplus drakes and undersized specimens. If the ducks are expected to furnish eggs next spring for hatching purposes, now is the time to procure drakes from some other flock.

It is not a good plan to keep closely related birds. One drake for every seven or eight ducks is about right.

Drakes may be kept for seven years, but ducks will not lay so well when of that age.

In many sections, Indian Runner ducks are so scarce that food specimens bring almost any price asked.

A house 15 by 20 feet, with a yard attached will be large enough for 35 to 40 ducks to stay in at night, and during the cold days in winter.

If there is no suitable house on the place, a duck house can be built at small cost.

The apparatus is electro-mechanical, so called. A ramp fixed on the ties, 22 inches outside of the track rail, engages a member depending from the engine.

The contact member on the locomotive consists of a shoe fastened to the bottom of a vertically movable piston working against a strong spring, the whole being supported on the back end of the crosshead guides.

Each ramp is 180 feet long with a short insulated section in the middle, making virtually two contact pieces. The outgoing end of the ramp is kept constantly electrified.

Their food should consist of both raw and cooked vegetables, cornmeal, bran, beef scraps, stem-cut clover, etc.

A flock of laying ducks should be fed four times a day when they have to be kept housed.

Their food should consist of both raw and cooked vegetables, cornmeal, bran, beef scraps, stem-cut clover, etc.

Youngsters Require Good Care and Attention—Morning Dewa Are Bad—Keep All Vermin Out.

(By R. G. WEATHERSTONE.) The young turkeys require a good deal of care and management on the part of the raiser to bring them through.

Keep them free of vermin. Do not coddle them too much, but try to keep them from getting out in the early morning dews, as they soon become draggled.

Whenever possible drive them up when storms are approaching, as they do not stand much wetting.

It is an admirable plan to have a house or big hovel facing to the south and with a small inclosure of wire netting in front, say about ten feet square.

The young turkeys can exercise in it before being turned out for the day, and in rainy spells can be kept in, which is much better than being shut up in a close hovel.

Have the netting high enough to keep the mother hen in. Fine gravel or sand makes a good flooring for this little yard.

Always give the turkey hen a good feed of grain morning and night until the chicks are at least six weeks old. This will prevent her ranging too far for feed.

The chicks will soon learn to eat broken or cracked corn, wheat or oats, and when well feathered will eat whole grain of any sort.

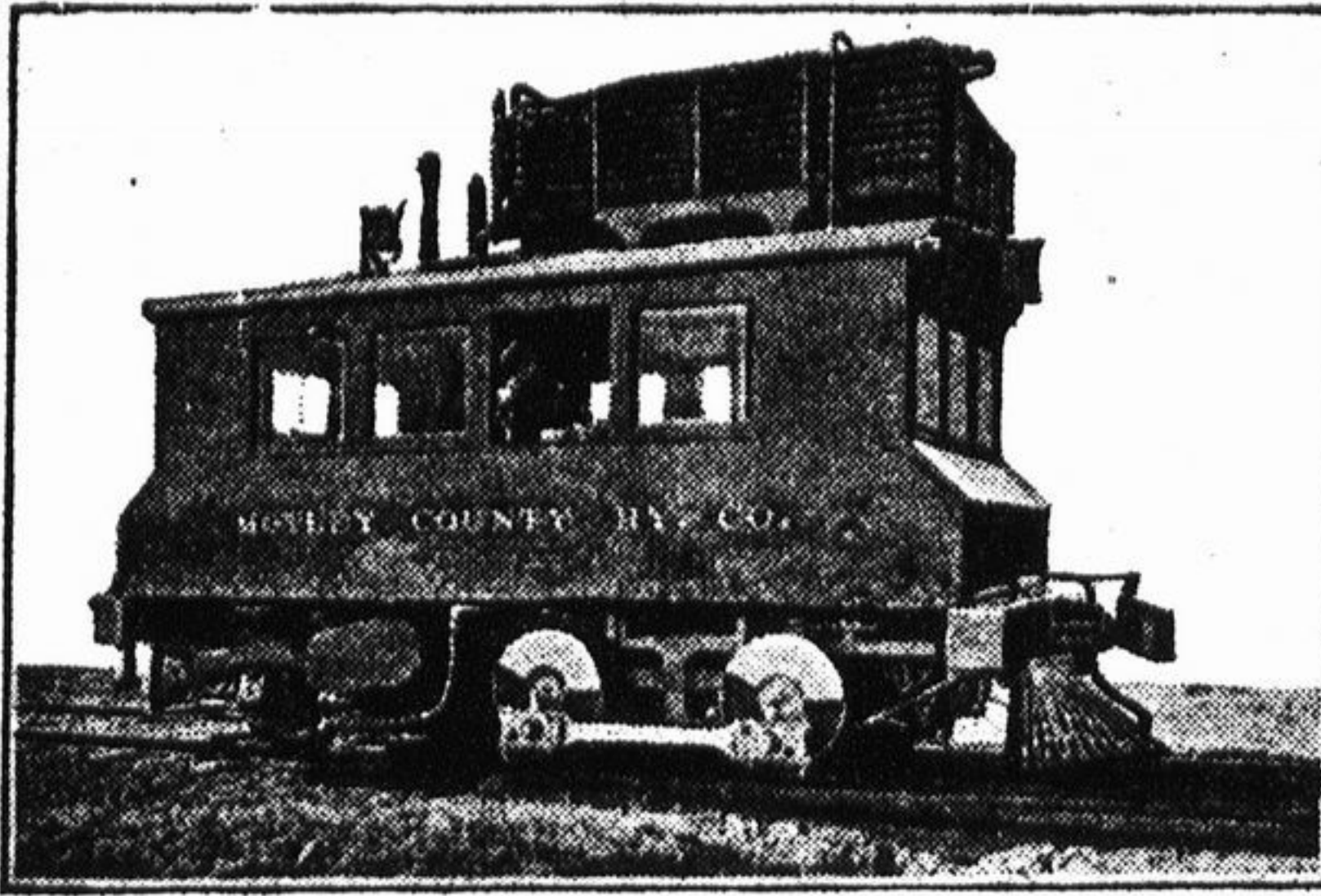
After ten weeks they will make their living on a feeding ground, requiring only a little grain at night to induce them to come home to roost.

Encourage Exercise. From the very first the chicks should be induced to exercise, for activity is a prime factor in promoting health and growth.

A great many would-be duck raisers fall because they insist upon feeding the ducks, both old and young, whole grain.

The fattened birds can get along, but the young ones most certainly cannot. Don't try to raise ducklings on whole wheat, cracked corn and "black feed."

NEW SWITCHING LOCOMOTIVE



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Each ramp is 180 feet long with a short insulated section in the middle, making virtually two contact pieces.

The contact member on the locomotive consists of a shoe fastened to the bottom of a vertically movable piston working against a strong spring.

The movement of the piston opens a valve, allowing air pressure from the air-brake train line to enter a small air cylinder in the cab of the locomotive.

The electric lock is operated by a current from the roadside battery conveyed through a wire extending from the shoe upward through a pipe to the box in the locomotive cab which contains the lock.

Thus the absence of the electric current at a ramp, from any cause, will result in the application of the air-brakes.

Largest Locomotive. A hundred years ago the first locomotive weighed about six tons, and drew eight loaded cars.

At present the largest locomotive reported to be in use is a huge compound engine which measures 120 feet over all and weighs 750,000 pounds.

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In some places it is considered a luxury to use a switching locomotive because of the expense of maintenance and the consumption of fuel, while the locomotive is not in service.

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Safety Devices and Greater Care Have Reduced the Number in a Gratifying Degree.

The accidents on United States railroads in proportion to the total number of passengers varies widely from year to year.

In 1900 there were 294 passengers killed and 4,000 injured. The statistics show that in 1900 one passenger was killed for every 2,216,591 carried.

In 1910 only one passenger was killed for every 3,500,000 carried. During the last year 270 passengers were killed in railroad accidents.

During the last year the railroads paid out on account of injuries a total of \$27,640,851.

Shows Perils of Rail Men. The hazardous nature of the work of locomotive firemen and engineers formed the subject of the testimony presented at Chicago before the federal board of arbitration hearing the wage dispute of 65,000 employees and 98 western railroads.

About 50 per cent of the firemen on western roads "die with their boots on," according to A. H. Hawley, grand secretary-treasurer of the firemen's brotherhood.

"Of 1,224 disabilities reported to the brotherhood, 631 were caused by blindness and amputation," Mr. Hawley testified.

Railroaders as Citizens. The management of the Buffalo, Rochester & Pittsburgh railroad has promulgated a new code of operating rules wherein is set forth the close relationship the road is endeavoring to establish with employees and its desire that the latter shall be not only safe and reliable railroad men, but valuable and valued citizens of their respective communities.

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As given assurance that everyone is regarded by the management as in line for promotion, preference depending wholly upon himself.

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DOWNERS GROVE CHAPTER, Daughters of the American Revolution.—Hold a monthly meeting on the third Tuesday of each month in the homes of the members.

MAPLE GROVE LODGE No. 329, K. of P.—Meets first and third Wednesdays in each month in Morris hall.

DOWNERS GROVE HIVE, Ladies of the Macabees.—Meets in Morris hall every second and fourth Friday.

MAPLE CAMP No. 838, M. W. A.—Meets the second Thursday of each month in Morris hall.

NAPER POST, No. 468, G. A. R.—Meets the second Thursday of each month in C. A. V. hall.

GROVE LODGE NO. 824, A. F. & A. M.—Stated meetings, every fourth Friday at 8 o'clock p. m.

GROVE CHAPTER, No. 230, H. A. M.—Stated meeting first Thursday of each month in Masonic hall.

VESTA CHAPTER, No. 282, O. E. S.—Meeting second and fourth Tuesdays of each month.

DOWNERS GROVE LODGE No. 756, I. O. O. F.—Meets every Saturday evening at 8 o'clock in Masonic hall.

ROYAL NEIGHBORS OF AMERICA.—Honor Camp, No. 2073.—Meets the third Thursday evening of each month in Morris hall.

LIBRARY ASSOCIATION.—Meets every first Thursday in the month in the Library.