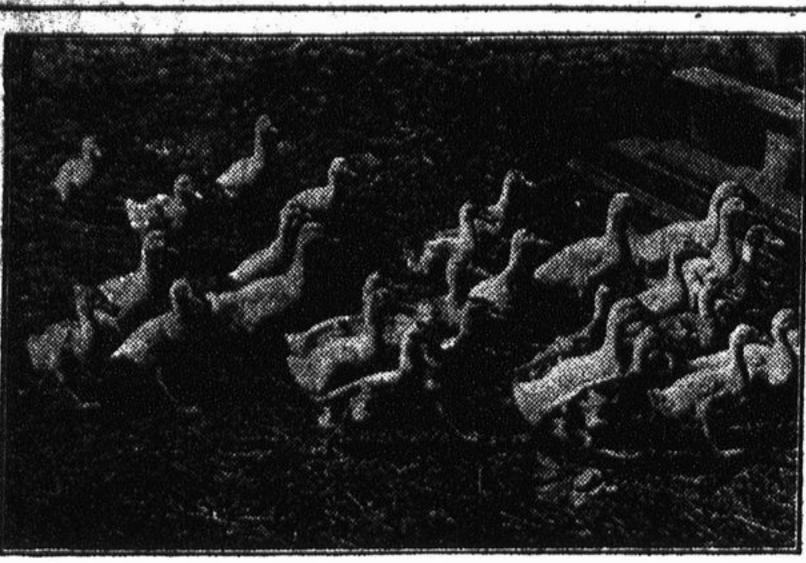
### NOST PROFITABLE OF THE DUCK FAMILY



A Fine Flock of Ducklings.

grind it.

(By ANNA GALIGHER.) It is only a few years since the Indian Runner first made its appearance in America. They came originally from the West Indies, where they have been raised for years, chiefly as egg producers. They derive their name from their native land and racy upright carriage.

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. They have the Pekin beaten a mile, and are steadily gaining in favor.

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

five to six pounds live weight. 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. Their eggs are pure white and a little larger than a Plymouth Rock hen.

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. Hotels and restaurants pay fancy prices for ducklings

The eggs are in good demand also. In winter when eggs are high the Indian Runner is "on the job." Any enterprising person can work up a trade among hotels and restaurants

that should prove highly profitable. There is no danger of strong competition, as comparatively few poultry raisers have taken up this branch of the industry, notwithstanding the fact that nearly all kinds of poultry products are bringing unheard of prices in the open market.

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



An Indian Runner Duck.

successfully raised without a stream or nond of water. The fact is, however, that the Indian Runner requires

only sufficient water to drink. They are usually small feeders as compared with other ducks. One Pekin will consume as much feed as two Runners and then not be satisfied. Unlike the former they are great foragers.

given free range, will find the great- for feed. er part of his living in the fields. But of course, when being fattened for market, they need some grain. It would be well to say right here that for best results the grain should be either ground or cooked.

fall because they insist upon feeding he ducks, both old and young, whole-

a duck will est is sand; makes a good litter,

and whole or cracked grain requires

something sharper than sand to

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. Few duck raisers care to keep old drakes unless they happen to be high-priced birds.

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. Rough lumber may be used for the floor and siding. The rafters, plates and posts may be made of poles cut in the woods. Any kind of roof that will turn water will an-

If the house is to be used for young ducks during the spring and summer months, there should be two large doors, one at each end, and a window at the other. Some duck houses are built with the entire south

Small-mesh poultry netting is natled to the posts, and a heavy curtain is attached inside. The curtain is to be used in cold weather. As the snow is liable to drift in, it will sometimes be necessary to nall or tack the curtain to the floor and also to the sides.

Keep plenty of straw on the floor. If it is several inches deep, it need not be renewed every day. We take a pitchfork and turn it, or remove that which is badly soiled. It is best to keep everything as clean as possible, then there is less danger of disease. Ducks are not troubled with lice, and as a rule, they are very

A flock of laying ducks should be fed four times a day when they have

Their food should consist of both raw and cooked vegetables, cornmeal, bran, beef scraps, stem-cut clover, etc. The ground grain should be moistened with milk or water.

#### POULTS MUST BE KEPT DR

Youngsters Require Good Care and Attention-Morning Dews 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

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

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.

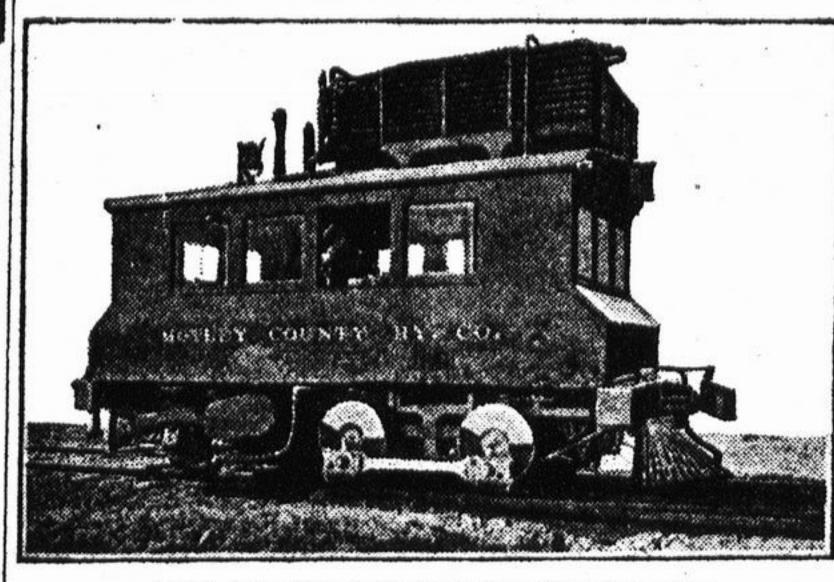
Always give the turkey hen a good feed of grain morning and night until the chicks are at least six weeks old. In summer the Indian Runner, when This will prevent her ranging too far

> The chicks will soon learn to est 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, re-A great many would-be duck raisers | quiring 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 ac-Don't try to raise ducklings | tivity is a prime factor in promoting health and growth. Feed grain in the feed." They simply cannot di- litter and make them scratch for it. A little fine chaff or finely cut clover

### **NEW SWITCHING LOCOMOTIVE**



A 300 Horse-Power Gasoline Switching Locomotive. From the Scientific American.

DEVICE SEEMS TO END POSSIBIL-ITY OF COLLISIONS.

Most Thorough Tests Are Said to Have Demonstrated Value of the Invention Beyond All Possibility of Doubt.

At last a device has been invented and successfully tested which appears to solve the problem of preventing railroad collisions. This device goes to the root of the matter, acting automatically with the proper setting of train signals and relieving the locomotive engineer of all responsibility. Whenever the safety of the train and its human freight depends on a sudden stop, this device insures, without human intervention, the closing of the throttle and the setting of the air-

The most drastic tests covering a inches. The power transmission, period of more than a year on 107 which is pneumatically operated, is miles of double track equipped with 90 locomotives, made a triumphant showing in which there was not one failure of the device to operate. The device and its operation are thus described in a recent issue of the Railway Age Gazette:

so called. A ramp fixed on the ties, 22 heavy tractive effort and high torque inches outside of the track rail, engages a member depending from the engine. The ramps are fixed in the rear of each automatic block signal a are cut out, and it is operated by the sufficient distance to allow room in which to stop fast trains. The ramp, when not electrified, causes an application of the air-brakes; when electrifled, it energizes an electro-magnet on the engine which prevents the operation of the brake applying apparatus. There is no visual or audible signal, and no speed recorder; neither is the operation of the apparatus affected in any way by the speed of the train;

be readily applied. Each ramp is 180 feet long with a short insulated section in the middle, other words, one man was killed for making virtually two contact pieces. The outgoing end of the ramp is kept | 26 was injured. The ratio improved constantly electrified, so that an en- in the next ten years, when only one gine moving backward, as in switch- man was killed for every 576 em ing operations, would never be ployees stopped. The ramps are made of 35-

though these additional features have

pound standard T-iron. 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. The piston is raised three inches when it engages the ramp, the ramp killed in railroad accidents, 2,000 embeing three inches higher in the center than at the point near the end where the shoe strikes it.

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. This pressure forces a piston upward; and this piston operates a crank controlled by an electrie lock. The lock, mounted on an axle, revolves if its magnet is deenergized, but does not revolve if the magnet is energized. Revolving, an arm attached to it operates a threeported valve, allowing air pressure from the train line to enter the operating cylinder. This opens the engineman's air-brake valve, giving a service application of the brakes, and closes the throttle

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 airbrakes. There is train line pressure in all pipes, and a failure of pipes or their connection also causes a stop.

Largest Locomotive.

A hundred years ago the first locomotive weighed about six tons, and drew eight loaded cars. At present in use is a huge compound engine which measures 120 feet over all and burner and carries 4,000 gallons of oil and 12,000 gallons of water. It cost \$45,000 to build. These giants have reached a point where one locomotive is so long that it is hinged in the middle with a flexible joint so that

# MOTIVE POWER IS GASOLINE

Switching Locomotive That Can Be Operated at Comparatively Small Expense.

In some places it is considered a luxury to use a switching locomotive because of the expense of maintentance and the consumption of fuel, while the locomotive is not in service, says the Scientific American. Hence, unless there is enough work for the locomotive to do the 24 hours of the day the work of switching is done by the engines of freight trains. In order to provide a suitable locomotive for such conditions, in which there will be a minimum of expense for operation and no expense during the idle hours of the locomotive, a gasoline switching engine has been designed and is now in use at Matador, Texas. A photograph of this locomotive is shown herewith. It has a 300 horsepower engine and exercises a tractive effort of 12,000 pounds, at six miles per hour. The engine is of six-cylinder type, with cylinders 11 by 15 effected by means of a sprocket on the crankshaft connected by chain to a sleeve working free on the rear driving axle and is then transferred under multiple disk friction-clutch to the forward driving axle, where, by an octaroon clutch, the power is either mag-The apparatus is electro-mechanical, nifled by a series of gears to produce for starting processes, or is delivered direct to the driving wheels. Once the locomotive is in motion the gears direct connection.

#### FEWER ACCIDENTS ON LINES

Bafety 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. The table shows that been worked out, so that they could in 1900 the amazing toll of 2,550 deaths occurred among the employees of railroads, while 40,000 were injured. In every 400 employees and one for every

> 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; while for every 140,000 passengers one was injured.

> In 1910 only one passenger was killed for every 3,500,000 carried. During the last year 270 passengers were ployees, 5,000 trespassers and 1,200 others, not trespassers, making the total for the year about ten thousand. as compared with 9,900 in 1911 and

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. Forty-seven per cent, he said, die in service and from railroad accidents.

"Of 1,224 disabilities reported to the brotherhood, 691 were caused by blind ness and amputation," Mr. Hawley tes tified. For the last ten years there have been 5,026 deaths of brotherbood members and 1,224 disabilities.

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 dethe largest locomotive reported to be sire that the latter shall be not only safe and reliable railroad men, but valtable and valued citizens of their re spective communities, as well. To that end employees are adjured to maintain a correct attitude toward the public at all times, as well as to do their duty to the best of their ability and are given assurance that everyone is regarded by the management as in line for promotion, preferment depending wholly upon himself.

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gist can supply you. If you live too far from a drug store send One Dollar to Swanson Rheumatic Cure Co., Newark, Ohio, and a bottle of "5-Drops" will be sent prepaid.

-Meets every alternate Wednesday, beginning second Wednesday in October and closing last Wednesday in April, Mrs. H. P. Jones, President; Mrs. I. G. Heartt, Corresponding Secretary.

DOWNERS GROVE WOMAN'S CLUB



VICTORY COUNCIL, No. 110, Royal League.—Meets first and third Tuesdays in each month in Morris hall. Carl Staiger, Archon; George Stalger, Scribe.

Daughters of the American Revolution .--Hold a monthly meeting on the third Tuesday of each month in the homes of the members. Officers of the chapter are: Regent, Mrs. E. H. De Groot; Mrs. R. W. Babcock, Secretary.

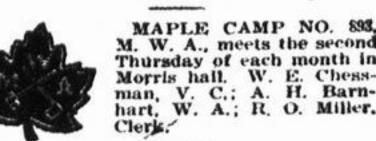


MAPLE GROVE LODGE No. 529, K. of P. Meets first and third Wednesday nights in Morris hall. John Gollan, Chancellor Com-mander; H. F. Legenhausen, Keeper of Records and Seal.

GROVE HIVE, Ladies of the Maccabees. Meets in Morris hall every second and fourth Friday, Mrs. Sam Hoffert, Com mander; Mrs. La-



Record Keeper



M. W. A., meets the second Thursday of each month in Morris hall. W. E. Chess-man, V. C.; A. H. Barnhart, W. A.; R. O. Miller.

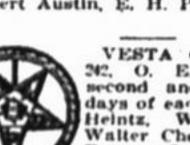


NAPER POST, No. 468, G. A. R.-Meets the second Thursday of each month in A. R. hall. Captain S. Rogers, Commander; F A. Rogers, Senior Vice-Commander: Geo. T. Hughes, Junior Vice-Commander; E. W. Farrar, Officer of the Day; R. W. Bond, Adjutant; Geo. B. Heartt, Quartermaster.



GROVE LODGE NO 824, A. F. & A. M.-Stated fourth Fridays at 8 o'clock m., at Masonic hall, Curtiss and Main streets. B. C. White, Secretary T. H. Slusser, Worshipful

GROVE CHAPTER, No. 230. R. A. M -Stated meeting first Thursday of each month in Masonic hall, at 8 o'clock p. m. Visiting companions always wel-come. John Goffan, Secretary; Deibert Austin, E. H. P.



VESTA CHAPTER, No. 342, O. E. S. - Meeting second and fourth Tuesdays of each month Laura Heintz, Worthy Matron; Walter Chessman, Worthy Patron: Ona Lower, Secre-

urday evening at 8 o'clock in Masonic hall, corner Main and Curtise streets. F. H. Kenison, N. G.; W. H. Beidelman,

ROYAL NEIGHBORS OF AMERICA .-Honor Camp, No. 3079.—Meets the third Thursday evening of each month in Morria hall. Miss Carrie Barmore, Oracle; Miss Agnes Venard, Recorder,

LIBRARY ASSOCIATION.-Meets every first Thursday in the month in the Library, Mrs. J. M. Burns, President; Mrs. L. P. Naramore, Secretary.

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