

not at his best until he reaches nearly 200 pounds, but if he is not at least 140 pounds he is not what he ought to be by any means. Farmers who have been in the habit of shipping light hogs to market will run a grave danger of being severely penalized for marketing stuff too early. It should not be forgotten by packers and commission men, however, that it is the shortage of feed that is responsible for the liquidation of hogs. Farmers themselves are always loathe to send hogs off at these lighter weights if they possibly have enough to carry them on. There ought to be careful judgment exercised in the enforcement of these regulations as there is a great difference in the quality of hogs within these weights.

TANKAGE AS A STOCK FOOD

What is tankage? Is it a substitute for milk for pigs? Is it as good as skim milk, where the latter cannot be had? Is it as good as calf meal.—W.A., Paynton, Sask.

At the packing plants the fresh meat scraps, trimmings, scrap bones, etc., are thoroughly cooked in steel tanks by steam under pressure which separates the fat. After the steam has been turned off and the mass is settled the fat which is yet liquid is drawn off. The residue is then dried, being agitated meanwhile and after cooling is ground to a fine meal. The resulting product is tankage, or meat meal, or meat scraps, and contains from 40 to 60 per cent. or more of crude protein and from one to ten per cent. of fat. Owing to the wide range in protein and fat content this feed is best purchased on some guarantee of composition. Originally, the value of the feed will depend largely on its percentage of protein, which is very high.

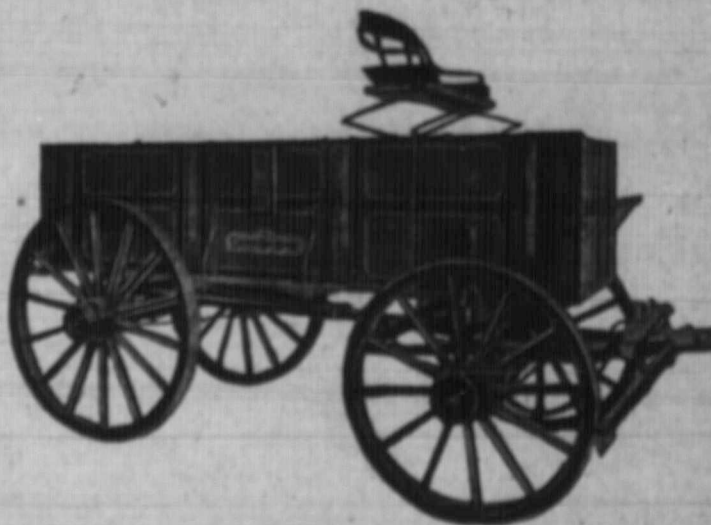
Tankage and meat meal are in part produced from the carcasses of diseased animals, and the question naturally arises as to whether they carry disease to animals fed on this food. As the tankage is thoroughly steam-cooked under pressure, however, it comes out as a sterilized product, and owing to its dryness there is little danger of affection. No trouble has been reported from various experiment stations that have tried it. Tankage is usually fed to swine and poultry, and ranks to swim milk and buttermilk as a protein supplement for these animals. Mixed with other feed it may be fed to horses, cattle or sheep, but this is not usually done.

Tankage is usually used as a supplement for a highly carbonaceous feed. It is excellent only by skim milk or buttermilk in producing thrifty growth and large gains when properly mixed with other feed. The amount of tankage fed, of course, will depend somewhat on the grade of the tankage. Experiments have been carried out comparing tankage with linseed meals. Some of these found the tankage produced slightly larger and more economical gains for the feed consumed than twice as much linseed meal. Tankage is a very good substitute for shorts, but of course has to be rather more carefully fed and a smaller amount of it will do the necessary work.

PROFIT BY COMMUNITY BREEDING

Several Missouri counties have illustrated the value of community livestock breeding. For instance, the agricultural representative of a southern railroad, who visits Missouri several times each year to purchase livestock, said that he always went to Carroll county for Aberdeen Angus cattle, because there he found the breeders, the cattle, a livestock organization which could place the cattle with no trouble or expense to him and which stood back of their sales.

Several counties have thoroughly demonstrated the efficiency of organized effort. In one day, Johnson county, Missouri, Shorthorn breeders sold fifty-three head of bulls, cows and heifers, for more than \$7,000. This number came from eight different herds. The number contributed from each herd ranged from one to eighteen head, which shows how the breeder with only one had equal opportunity with larger breeders. Another instance of the same sort occurred when the St. Francois County Hereford Breeders' Association sold eighty-three bulls in one group to a single buyer.



A Straight Talk on Wagons

No one can build a good wagon from anything but well-seasoned, thoroughly dry lumber of the best grade.

One of the biggest problems confronting manufacturers for months past has been obtaining thoroughly seasoned lumber. Even contractors who are building ships and supplies of all kinds for the U.S. Government cannot, in many instances, get material of the quality they should have. This same situation applies generally.

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Besides the material being thoroughly seasoned, you will find the entire wagon built on the right lines, and with good metal parts. The 11-foot U.G.G. wagon box has an extra heavy bottom, strongly braced, with six cross sills. There are eight side rods. The double clipped gear has RUBBER SHOCK ABSORBERS—an exclusive feature. The rear hound is extra long. Both hounds are square and well ironed and have flat truss rods. Wheels are regulation height, with good, sturdy hubs, deep felloes, and heavy spokes.

Taken altogether, you will find it hard to equal this Canadian wagon—doubly hard to better it. And the price is very reasonable.

The 3½x2½, like illustration, sells at Winnipeg for \$111.10; Regina, \$116.90; Saskatoon, \$118.00; Calgary, \$120.25; and there are four other sizes. See pages 82 to 86 in the 1918 U.G.G. Catalog for prices and descriptions.

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