

railroad men pay very little attention to any of these things—I had full directions on each crate as how to load on the car, etc. At Winnipeg I distributed the honey sending it to different places that I purposed going to and was anxious that the section honey should be properly loaded in the different cars that were being made up for each place:—here I was taught a lesson or two. I could not get those in charge to understand that there was a right and a wrong way of loading. One informed me that he “knew all about it, that they had kept bees at home, and melted up the combs and strained out the honey”. Another informed me that they “handle more valuable things than honey” and still another maintained that “it always goes through all right” never having any complaints. Most of us know that it is useless to make any complaints about section honey or in fact any kind of honey as it is carried at “owners’ risk”.

It has been advocated to pack it so the glass will show what it is and therefore more care will be exercised in handling. The only use I could see for this was to tempt them to break the glass and sample the honey. Handles put on crates are a decided advantage but how to get them loaded the right way so as to avoid the effects of shunting is a problem—a large shipment will probably go safer than a small one. The best plan is to see it loaded right at the start; find out where it will be transhipped or unloaded and write to the agent at these points giving the necessary information and requesting that he personally look after it. He will be quite willing as a rule to do this—it will be necessary to write a day ahead.

Few of us realize how much handling or changing there is from car to

car, or from car to drays before some shipments reach their destination. Our carload was made up at Owen Sound to go by “lake and rail” via C.P.R. One might suppose that the boat being there ready for loading that it should not entail much handling. We will start with the producer. It was first loaded on the dray that conveyed it to the station. It was next placed on the trucks and wheeled into a car. From this it was put on the trucks again and placed in the boat. At Fort William it was placed on trucks again and loaded in a car. At Winnipeg carload lots are left on the “siding” so if you wish to ship to different points it has to be loaded on a dray and unloaded at the station, then loaded in trucks again and put in the car. When it reaches its destination it is unloaded at the station there, from there to a dray and from this to the merchant. Fourteen times in all or seventeen times for that which reached Owen Sound by another line of railroad. Is any wonder that crates fall to pieces and comb honey is broken up with so much changing especially when handled by a class of men that you would not expect to be very gentle.
(to be continued.)

The Only Paper in Canada Embracing Poultry, Pigeons, Dogs and Pet Stock.

The Breeders' Advocate

Kedwell & Co. Publishers.

Petrolia, Ontario.

Established 1898. 50 cents per annum. Three subscriptions for \$1.00 or three years to one address for \$1.00, invariably in advance.

Prize winning Buff, White and Bar Plymouth Rocks.

J. W. KEDWELL

Please mention Journal when writing to advertiser.