

not yield much honey, the bees usually get enough to keep up brooding. When atmospheric conditions are right, as it is likely to be at least part of the time, it will yield abundantly, ensuring their winter store, and with some surplus, and what is quite as important, a fine lot of bees. However, before we can have this we may have to transport our bees to this location unless we can provide for them at home. To prepare bees for moving the bee-keeper has to be guided by a few simple rules. First. As the moving is usually done in warm weather they must have plenty of ventilation. One writer when advocating a certain style of brood frame says: "It is only necessary to fasten down the cover and put a wire screen at the entrance and the bees are ready to load." While this may do in cold weather, or for weak colonies, it would never do for strong colonies in warm weather, as they are sure to become too hot. I have usually moved full colonies of bees with the extracting super on. These have to be fastened down with two strips, one each front and back; a wire cloth screen is fastened on the top of super with screws, so arranged that it presses the frame down on the top bar and prevents them moving sideways, and at the same time provide a space of about two inches above the frames where the bees may cluster. The bottom board is fastened on with Vandusen clamps. This preparation can be done through the day, and as soon as the bees stop flying in the evening, the entrance screens may be put on with two small wire nails. It is some trouble to smoke in bees of thirty or forty colonies on a warm evening, and so it is best if possible to choose a cool day. They are now ready to load; this is done by placing the hives so that the frames run across the wagon.

I find that a platform wagon with strong springs is the best vehicle. The one we hire will carry thirty two-story hives in one tier, with covers, smoker and tools, and, when they are light, a few single-story hives may be placed on the top of the load. Then I have my one-horse wagon that will carry from twelve to fifteen hives. I drive this myself and let the teamsters drive on ahead so that I can keep an eye on the whole. After some experience with hives that leaked bees, I found it a good plan to have mosquito net to cover the load, especially when one has a nervous teamster, and any bees that escape from the hive are still confined and cannot frighten either horses or driver. If possible I try and have everything loaded up over night so as to make an early start in the morning. The horses are trotted when the roads are good so that we usually make a trip of eighteen miles in between three or four hours, and the bees can be unloaded and released before the sun is very high. I believe that some bee-keepers move only the lightest or weakest colonies. My plan, if I cannot move all, is to move the strongest, or those with the most bees fit to work. Then if there is only a short flow they are ready to make the most of it. The season of 1898 was very unfavorable for the growth of buckwheat and other fall bloom, and it seemed doubtful if it would pay to move the bees, but I thought I would try a few. I took forty colonies. They gathered enough for winter stores and came out in the best condition in the spring. The past summer I took a large number and they not only gathered enough for winter stores but gave an average surplus of about twenty-five pounds per colony. So I have come to the conclusion that where a bee-keeper does not have fall pasturage for