

only to find it as he had left it; eggs in the same comb and in the same cells. The colony was queenless, but there were bees enough to care for the eggs and warmth enough to hatch them if there had been "any hatch to them."

Someone suggested that they must have been "nest eggs."

The chances of wintering a number of colonies successfully on the south side of a close high board fence, sheltered by a barn on the west side and a fence on the east, was discussed at some length. Mr. Shaver said that while he would not care to leave his bees in that condition, he thought they might come through all right if they were kept out from the fence a sufficient distance so the snow would not pile upon them.

Mr. W. Bayless reported a colony which he had forgotten in a fence corner, buried in a snow bank for over three months, the colony came out in first-class condition in the spring. Of course the snow was loose around the entrance, and it did not have an opportunity of freezing and stopping the entrance ventilation, this being a great danger of having the hives covered with snow. The question whether covers or covers and bottoms should be removed from hives entered in cellars was brought forward; the removal of the cover alone and the raising of the brood chamber and the bottom board was considered as generally sufficient. Mr. C. Anderson suggested that the taking of the one or both should depend on the temperature of the cellar; if it averaged about an average of 50 degrees he believed that the bees would winter better with the bottom cover both removed.

man's love is like his appetite— must be fed.

\*\*\*\*\*  
 † NOTES BY THE WAY. †  
 (By Geo. E. Deadman, Brussels.)  
 \*\*\*\*\*

(Continued from page 105.)

In last notes I stated that the handlers of railway freight almost invariably keep the addressed side up. There are exceptions to this, however, in the West,—notably when "mixed trains" carrying both freight and passengers arrive after dark and when by the dim light of lanterns the freight is unloaded; we can very readily understand that they are not long in doing it and that little attention is paid to "This side up" or anything else. On many of the roads there is but one train a day and some places every other, or every 3rd day. If you wish to "move on" you must accept things as you find them, and if you arrive at a place at midnight you must take a midnight train to go out on. I was on one of these "mixed" trains one day or a part of a day and a night. It was four hours late in starting and reached my destination about 3 o'clock in the morning. It so happened that some of the honey in crates was unloaded same hour. Trainmen like many others who work at unreasonable hours are somewhat times in the best of humor and even if they were they could hardly be expected to follow very carefully any directions that might be on the boxes, in fact it makes very little difference anytime unless in very bold type. I noticed once on some millinery boxes a large strip of paper on which was printed so as to be easily read the word "fragile" and in some respects it is better than "Caution" that is so generally put on comb honey cases:—both would be better, however. As I have already said