

same explained. We hope to get a second-class rating for comb honey packed in this manner. There is no doubt that this is the ideal way to pack comb honey for shipment of over 1000 lbs., without any breaking the past season.

Friend York kindly furnished a Muth jar of fine extracted honey, which was passed around, and the gentlemen invited to partake of the same. R. A. Burnett suggested that it was not to use on the hair.

A good point Dr. Miller made was that the railway companies, in rating extracted honey, valued it equal to comb honey, when as a matter of fact, the average extracted honey has about the same value as good syrup, and no greater risk in handling. The doctor explained why this is so.

The chairman of the railway company asked the value of comb honey. He also asked the value of beeswax and of comb foundation.

One reason why the companies rate these things high is, that they look at the value compared with the bulk and weight. Four things they consider in classing our products—weight, value, bulk, and risk of injury in shipping to the goods shipped, or to the other goods in the same car.

Another point against the high rating of honey is the fact that all shipments are actually at owner's risk of leakage or breakage, as an owner collecting for loss by transportation is almost unheard of.

In regard to beeswax, we informed the committee that, by high rates, they prevent much wax from being shipped and comb foundation returned—a double shipment and double transportation charges for the roads.

Bees in hives less than carloads are refused by the roads at present. Dr. Miller told them that, under such circumstances, a bee-keeper desiring new stock pays Uncle Sam two cents, to carry a queen-bee by mail, when often full colonies would be shipped if taken at a reasonable rate in less than carloads.

The railroad committee on classification rendered great courtesy and lots of interest in all the remarks made by the committee of beekeepers. Too much credit can not be given these gentlemen for the kind manner in which they treated the committee.

Naturally your committee felt some timidity in appearing before these railroad magnates who hold, as it were, the destiny of half a continent in their hands. One of our number said we might be in the predicament of the gentleman who went to the general passenger agent to get a pass. After the applicant had told his story, the G. P. A. remarked with a drawl, "Well,

yes; I can give you a pass or I can give you the money to buy a ticket."

We shall be on the anxious-seat for a few days until the rulings of a committee on our petitions are made known.

In the meantime a step in advance has been taken. We have published the fact that we are alive and doing business at the old stand. This committee, and through them the railroads they represent, will in the future have more respect for our honorable pursuit. Our claims for damages will receive more respectful attention, and good must result to the craft at large from this meeting.

Later.—I have just seen Mr. J. T. Ripley the chairman of the Western Classification Committee, and he informed me as to the result of our petitions as follows:

Bee-hives in flat—petition denied.

Honey-box lumber, referred to the Western Freight Association, John W. Midgley, chairman, 7th floor, Rookery.

Bee-smokers—petition denied.

Honey or wax extractors, crated or boxed—petition denied.

Honey in comb, glass fully protected—petition denied.

Glass fronts not protected, future rating first class.

Extracted honey in barrels, kegs or tin cans boxed, future rating fourth class.

Beeswax—petition denied.

Comb foundation—petition denied.

Bees in hive—petition denied.

In regard to bee-hives "K. D." which should have been referred to be consistent, along with "honey box lumber" to the Western Freight Association, the writer was informed by Mr. Ripley, the chairman that he might get "bee-hives K. D." referred also.

Mr. Ripley very kindly accompanied the writer to a number of railroad freight offices, for this purpose.

The next meeting of the Western Freight Association occurs in May, and it is too late now to get on the docket the petitions referred to. The next meeting after May will occur in June, if I am correct, and then our petitions will be taken up. It will be best to get our material in shape to present to them in the best possible manner as they make the final ruling.

Chicago, Ill.

Haldimand Beekeepers'.

The Haldimand Beekeepers' met at Nelles' Corners on Saturday, May 25th, pursuant to adjournment.

Members present—Israel Overholt, Robt.