

bled, both arteries must be severed. These arteries are exposed on each side of the mouth. If the fowl squawks when stuck, the operator will know that the operation has been successful.

Plucking should be commenced at once, pulling the body feathers first, then the wing and tail feathers. As soon as the fowl is rough-plucked the plu-feathering and finishing can be done more quickly in a sitting position.

Returns are greater when shipped in a compact, plump condition than in a rough, unprepared condition. All birds for market should be properly shaped.

The shaper is shown in Fig. 23, and is made by nailing two $\frac{3}{4}$ by 6-inch plain boards together at right angles. The trough should be nailed into a frame and inclined slightly backwards, as shown in Fig. 35.

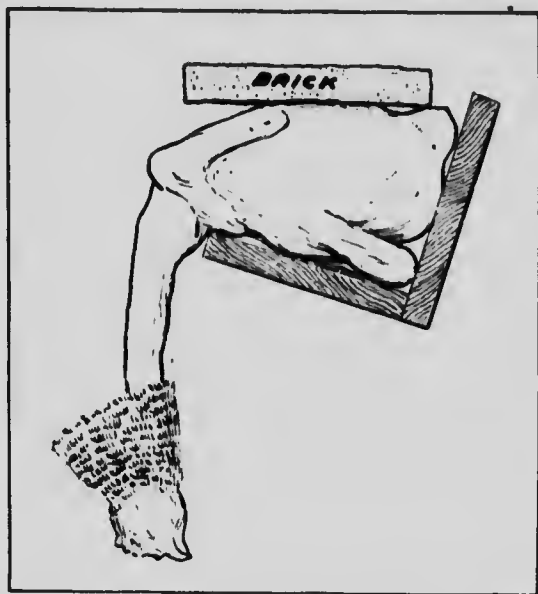


Fig. (24.) Showing fowl in shaper. Should weights be used to compress bird, it is advisable to place clean paper next to flesh. Dressed fowls should not be shipped until all animal heat has escaped. Warm fowls will show blackened or green flesh upon unpacking after a short journey during hot weather.

With legs placed alongside the breast and with the breast downward, force the bird into the angle of the shaper, cover with paper and lay a brick on the back and one against it, to hold it in position. The shaping should be done in as cool a temperature as possible without freezing, and should be continued for about twelve hours. When thoroughly cooled the birds are placed in shipping cases, as shown in Fig. 25. Cases of basswood or spruce, with corners lock-joined, are most satisfactory. The box should be lined with parchment paper.

There are different methods of packing. The general method employed in shipments into British Columbia from the East is by packing the birds in a single row. Packing the birds in two rows is employed for short shipping distances. The case should be properly stencilled, giving the name and address of producer, number and weight of birds, and whether they are chicken or fowl.