

home apiary and unloaded the same day. As all were screened top and bottom the bees were not disturbed in the least. They were all in excellent condition for winter, weighing on an average seventy-five pounds each without sun caps, all in nine frame hives.

Oct. 24th, 1898.

I commenced to extract the buckwheat honey about 15th of September after the flow was entirely over. We extracted the most distant yard from home first, it being situated on Presqu' Isle bay at the west end of the Murray Canal. The honey barrels as well as the whole outfit for extracting, was taken from home to the out apiaries in a sail boat and landed right along-side of the hives. The tent was placed in the centre of the yard, a level spot set aside for it. When placing the bees on the stands, care was taken to haul the back ends of the hives towards the tent, and there was no confusion among the bees when we pitched our tent.

In extracting in a tent I allow the extractor to set on the ground, and dig a hole under one side of it to draw off the honey. My extractor holds 300 lbs. of honey below the comb baskets, which are four in number, and the shaft reaches the bottom of extractor and is fitted in a socket soldered to the bottom of the can. In extracting, when the can begins to fill, the least particle of comb from cappings will gather around the shaft, and when the honey raises to the comb baskets I draw off as fast as I extract and not a particle of comb will be found in the honey. Of course in my large funnel for filling the barrels I have a double screen of fine wire cloth to make sure that no bees can get in the barrels.

For cappings I use and prefer a barrel that will hold about 400 lbs of honey. I bore an inch hole just above the lower hoop, and cover the hole inside with coarse wire cloth, and arrange it to draw off the honey in the same way as the extractor, by digging a hole in the ground, under the side of the barrel. In this way it can run all the time, day and night, and when the barrel fills with cappings I take a piece of 2x4 scantling and tramp them down solid. In this way I can get a large amount of cappings in a small space, and when the honey is hauled home the capping barrel is plinged up and rolled on a wagon, and allowed to drain out clean after it arrives home.

As the honey season was over before I extracted, I expected some trouble from

robbing, but we had no trouble on that score. By wheeling in from 8 to 10 top stories as quickly as possible, then giving them a rest while extracting, there was no commotion whatever among the bees. After the honey was extracted, I had teams come just at dusk in the evening and haul the honey home, the top stories carried out and piled six in height on 2x4 scantling, and the bees left to clean them out. Next day the tent was taken down and the outfit placed in the sail boat and taken to the other yard at the east end of the Murray Canal, a distance of about five miles. This yard was extracted in the same way, but as there was no way to get the honey home, except by rail, it was left in the tent for three weeks, as I do not move the bees home to Trenton, until I am sure that they will not visit groceries, canning factories, and fruit evaporators.

About the middle of October the bees were moved home. Although late, the hives were all screened top and bottom, the same as in hot weather. The Presqu' Isle yard was moved first. Mr. Aaron Young, a bee-keeper at Wellers Bay, owns a fine sailing pleasure yacht, and he turned in and helped me move the Presqu' Isle yard. We brought them home in two trips and landed them in the home Apiary, they were carried on hand barrows and placed on the stands. The other yard was brought home in a Stock car. We left home on the 7 a. m. train and the car was left at the yard on the Main Line. We loaded the bees, (180 colonies,) top stories, honey, and the whole outfit, and was back home in Trenton in three hours time, and were unloaded same day. In my next I will describe my method of preparing for winter and how they are placed in the cellars.

In my last article there is a printers error. I am made to say "the passengers were greatly 'annoyed' with that sort of freight;" it should read "amused."

C. W. Post.

Trenton, Oct, 15th, 1898.

Steel ships suffer from barnacles, which foul their bottoms much more rapidly than they do wooden ones. These strange marine growths are sometimes as big as one's fist and adhere to the metal plates with tremendous force, and, beside impeding the ship themselves, they catch seaweed and other rubbish and drag it through the water.