

as if only a single comb had become detached from the section, and in the moving of the crate, this loose comb had fallen against the next comb and knocked it off the section, and the force of the two combined against the next, had broken it out likewise, until the entire row of honey from glass to back of crate, was broken down; the leaking honey, although retained in the case, soaked into the wood of the next sections, and also damaged these.

In the second shipment for the Iowa exhibit, we effectually prevented the above described damages by constructing the shipping cases wider and deeper; we placed a sheet of manilla paper in the bottom with the edges neatly turned up, forming a shallow pan, within this pan we nailed small tri-angular strips on which we placed the sections of honey, and between the several rows, inserted wood separators, in the same manner as in the supers. Whilst the use of paper pans in the shipping cases and strips of wood under the sections is now well known to many, it may be a matter of surprise to those, to know, that they are not yet in general use, and the writer found it necessary to write numerous letters, to fully explain their uses.

Separators in shipping cases are, I think, not yet very much used but I find that if separators are used, a comb broken from a section, is confined to the space within that section, it cannot break or deface the next adjoining section, whereas, if the separators are not added, the entire row is frequently broken down. Wood separators are cheap, costing less than 2 cents for a case, whilst their benefit is more than ten-fold; I therefore think that no shipping case is complete without the separators.

I have been to some expense, both at the World's Fair, as well as whilst visiting numerous honey markets, to ascertain the most desirable size, form and detailed construction of shipping cases, and it appears that Commission merchants and retail dealers in honey prefer a case holding 24 sections, single tier high, with glass on one side, from 2 to 3 inches wide, with the top boards fitting between the front cleat and the back, so as to hold the top in place whilst retailing from the case, and so as not to show the joint on the front or glass cleat.

In these few lines I will not say where, or to whom to ship, but outline more fully the form of shipping cases, how to fill them, and how to forward them and when, and thereby prepare the way for a fruitful discussion.

As already stated, the 24 section case, showing four sections through the glass,

seems to be preferred, and therefore we should furnish the size and form desired. In construction the cases should be light, the cleats for holding the glass should be grooved, not rabbeted, and the glass slid into these grooves so that, should the glass break, the grooves will retain the pieces in position. Having placed the paper pan and wood strips in the bottom, select 24 sections of honey, as nearly alike as you can; place four average sections near the glass top up, that is, in the same position as they were on the hive; if inverted some open cell is liable to leak, and the honey running over the white face of the comb, mar the beauty of its appearance. Should there be a little space endwise, make them tight with little wedges at the end; next drop in a wood separator, which should be as wide as the height of the section, and in this manner fill the case; wedge up the back of the sections, so they are tight sideways, lay another sheet of paper, which should be large enough to project a little with the edges, then fasten on the top, preferably with small screws.

Goods shipped by express must be speedily loaded and unloaded, and are consequently not handled with the same care as freight shipments, where ample time is usually taken to load and unload; therefore honey shipped by freight arrives usually in better condition than when shipped by express; but express shipments go through in less time than shipments by freight, and if as a matter of speed, honey has to be shipped by express, I find that single shipping cases without being crated or connected with other cases, go by express in better condition, are handled more carefully, than heavier crates; but shipments by freight or in wagons should have 6 or 8 cases crated together in open crates so as to show the glass and honey through the openings, with a liberal supply of straw under it. The addition to the directions to so load that the edge of the comb should be towards the locomotive, is, I find never regarded, as the crates are usually so placed to fit the space in the car; but the top of the crate should have in large plain letters this direction: "THIS SIDE MUST BE UP," which is usually regarded.

In hauling, I advise the use of vehicles with springs, if such cannot be had, a liberal supply of straw under the crates and slow driving would be desirable.

Do not attempt to ship comb honey great distances in warm weather, nor when the honey is liable to freeze, as it is more liable to break and leak.

I well remember how a careless shipment in hot weather nearly ruined the honey market of a city; the honey arrived