

- Swarming Season." A. E. Hoshal invited to open discussion on Mr. Hutchinson's paper.
- 11.15 a.m.—Paper by R. F. Holtermann on "Honey for Market." Mr. F. A. Gemmell invited to open discussion on Mr. Holtermann's paper.
- 2 p.m.—Paper by J. D. Evans, of Islington, on "The Rascally Supply Man." John Newton invited to discuss this paper.
- 3 p.m.—Election of officers.
- 4.50 p.m.—Paper by J. K. Darling on "Making our Association More Useful." Mr. Jas. E. Frith invited to open the discussion on this paper.
- 8 p.m.—Paper by Dr. A. B. Mason, of Toledo, Ohio, on "Thoughts by a Novice." Mr. C. W. Post invited to open the discussion on this paper.
- 9 p.m.—Dr. Mills, of the Ontario Agricultural College, is invited to address the meeting.
- 8th., 9 a.m.—Paper by R. H. Smith, of St. Thomas, on "The Management of Comb Honey."
- 10 a.m.—Paper by J. Fixture, of the Experimental Farm, Ottawa, on "Some Experience on Wintering Bees." Mr. W. J. Brown invited to open the discussion on Mr. Fixture's paper.
- 11 a.m.—Unfinished business and new business.

There will likely be some representatives of the Dominion and Provincial Ministers of Agriculture, as an invitation has been extended to several.

There will be arrangements made with the railroads for rates, also for hotel accommodation.

The executive have endeavoured to arrange an interesting programme, and it is hoped that the attendance will be large as the City of Guelph is very central and a beautiful city to meet in.

W. COUSE,
Sec.

Streetsville.

Notes From the Central Ontario Apiaries.

On the first of August, the comb honey all being removed, the next thing to be done was to move all the bees to Murray Canal, a distance of about 30 miles, for the buckwheat flow. Rawdon apiary was moved first. The top stories were left on all the hives, honey boards were removed and the screens tacked on and shortly after sunset the entrances closed and they were ready for loading on the car next morning. They were left during the night with the honey boards placed on the

screens, bottom side up, and as they are cleated on the upper side with one inch cleats it allows ample ventilation and they are also protected in case of a storm. The bottom boards are also removed and screened the same as the tops just as they have been since June.

I find it a great convenience in closing up the hives for moving to have the bottoms removed as there is no clustering outside.

The next morning they were carried on hand-barrows and placed in the car. The bottom tiers were set on 2x4in scantling to give bottom ventilation and the second and third tiers on 2x8in plank resting on the side bars of the stock car, thus giving each hive perfect ventilation.

By storing everything very closely we managed to get the whole outfit in the car, including the honey. The car was run out to Trenton on the evening train and was placed on a siding alongside the home apiary and the honey unloaded and the vacant room filled up with more bees from the home apiary until we had 180 colonies in the car.

We started out next morning at seven and about ten minutes run took us to our destination, a small sandy knoll a few yards south of the Murray Canal. We unloaded from the main line and had just 2½ hours to do the work, but as we had plenty of help the boys were lying in the shade for some time before the train came for the car. The bees were then liberated and in a few minutes were working on the buckwheat. The screens were then removed and tied up in small bundles and sent to Trenton by first train and placed in the same stock car which is to go north next day for the Springbrook apiary. Arrived next morning at Springbrook at 8 a. m. and the same night had them all ready to go on the car. Loaded them next day and run them to Trenton and placed the car on the Central Ontario docks and about eleven o'clock that night they were transferred to a passenger steamer and taken to the west end of the Murray Canal and were placed on their stands and liberated before daylight.

There was no accident of any kind in moving and no loss of bees. The passengers were greatly annoyed at this kind of freight and asked many questions concerning the bees.

This latter locality is a great buckwheat district and I never saw bees work better on buckwheat. In two weeks time the top stories were perfectly sealed but the extracting is yet to be done.

Trenton, Sept. 10th, 1898.

(To be continued.)