

The process I have described is known as "open-driving." If you dispense with the hooks and fasten the top skep down close on to the bottom one with three skewers and then proceed to drive as above; it is known as "close-driving." In this case nothing is to be seen, but the bees will often leave and ascend quicker in the dark than they will with light blazing in upon them. "Open-driving" in a bee-tent at a flower or agricultural show or fair is a sight that never fails to attract a crowd around the expert. If you wish to unite a "driven" lot of bees to another stock, proceed as follows:—Drive the

and giving them bars filled with winter stores from other hives. This is an easy way some of us have of recovering some of our losses, if we have been negligent or blundering; in fact "condemned" bees are a real god-send to many bee-squashers who are ever learning but never come to the knowledge of the truth. Artificial swarms are also made from straw skeps by driving as described above. But it requires judgment when to do it and the swarm must be placed on the old stand and the old stock removed a few yards away.

A third class expert has to drive a stock in



FIG' 3.

old stock as well as the condemned one. Replace the hive of the old stock but tilt up the front edge to give ventilation and shoot both lots of bees on to a sloping board in front and allow them all to run in together, co-mingling as they go. Cottagers, as a rule, do not care for this, as the bees are "very naughty" for many days after, consequently they readily allow us to go and drive the condemned lots, we having the bees for our trouble. We use the bees, sometimes to make weak lots strong for winter, at others to make new stocks, by putting three or four condemned lots together, reserving the best queen

this way, capture the queen as she ascends and clean out the bees in ten minutes; or he fails to get a certificate. A feat that the examiner probably could not accomplish in ten hours; but there are examiners and examiners, and they all know when it is done well if they cannot take the tools and show the non-successful how. Do you know the "fortune of war?" I will tell you. If you say or do such things you must take the consequences. Lucky for me the C.B.J. has not a very large circulation on my side. Sometimes there is a "driving" competition at shows, where prizes are given for doing the job, the quickest