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*One of the
Handy Dog Booklet Series*

HOW TO SHIP DOGS

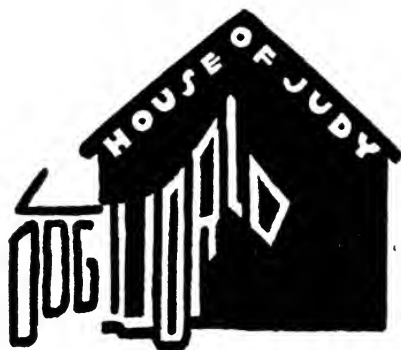
By **CAPT. WILL JUDY**

Editor of Dog World Magazine, Author of The Dog Encyclopedia, Training the Dog, Care of the Dog, Kennel Building and Plans, Principles of Dog Breeding, and Sirius Series



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This is one of a series of TWELVE booklets by Capt. Will Judy on specific dog subjects of practical interest and published under the name HANDY DOG BOOKLETS. Figure denotes current edition.

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| 1. FEEDING THE DOG (4) | 7. HOUSEBREAKING DOG (4) |
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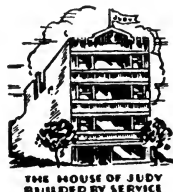
It is a pleasure to invite attention to the scientific, authoritative, vigorous manner of presentation characteristic of his writings, not only on dogs but also on general subjects.

The price of these booklets is 25c each, 3 for 50c, 7 for \$1, 8 or more, 13c each; or a special price of \$1.50 for all twelve. Or all twelve nicely bound in book form, \$2.50. Cash or COD. Any assortment of titles. Order either by number or title.

As the subjects covered by the Handy Dog Booklet Series are those which interest every dog owner, breeder and lover in a practical, important way, the publishers take pleasure in offering them in this convenient, low-priced booklet form. More copies have been sold (104,000 total thus far) than of any other printed matter in the dog field.

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HOW TO SHIP DOGS

INTRODUCTION

Most sales of dogs, particularly pedigreed dogs, are transacted between parties distant from each other. Negotiations are had by mail, often after an advertisement in a dog magazine has been answered.

The various matters of price, pedigree papers, kind of dog wanted, age, sex and other matters have been settled and the purchase money sent direct to the seller.

LITTLE DISHONESTY IN DOG BUSINESS

Good faith and full honesty mark almost all dog sales. Few businesses depend so much upon one's word of honor as that of breeding, showing and selling dogs. It is a great credit to the dog fancy that five hundred thousand pedigreed dogs are sold yearly to the complete satisfaction of all, altho few purchasers see the dogs before buying.

It is to be added that the postal authorities consider only cases of utter fraud. Registration bodies interest themselves mostly with irregularities concerning pedigrees and show awards. Most disputes are matters for friendly adjustment between the parties, and only as a very last resort, for the civil courts.

METHODS OF TRANSPORTATION

Shipment by railway express is the most common method of transportation. Busses have not sought this business. It is likely that soon many dogs will be transported by airplane; inasmuch as the dog is a living commodity, a short time enroute is desirable.

Most airlines now accept dogs as baggage, and at air baggage rates. Dogs cannot be taken into the passenger compartment; they must be shipped in the baggage compartment. Dogs suffer no ill effects from air travel.

Transportation of dogs by airplane will enlarge greatly the market for dogs and enable the Pacific Coast and other regions to sell dogs in all markets.

Section A—PAPERS AND RECORDS

NECESSARY PAPERS TO PREPARE

Before you begin to prepare the container or shipping crate, it is well to check on papers. These include a signed pedigree certificate for at least three generations, a registration application with proper signatures for the individual dog, the litter having been registered previously, and a health certificate signed by a veterinarian if the dog is to be shipped to any state requiring such examination. This certificate can be signed as part of the live stock shipping certificate (express bill of lading).

HEALTH CERTIFICATES

Health examinations are required by states (none by the Federal Government) only for dogs coming into these states unless from an area quarantined within the state when a certificate is necessary to ship the dog out of the quarantined area, regardless of destination. No certificate is required for a dog in transit thru a state requiring examination when a certificate to ship out is necessary. Such certificate is sufficient also if the dog is being shipped into a state requiring examination.

The following states require that a health certificate be signed at the point of shipment for any dog or dogs shipped into their respective states. STATES NOT MENTIONED HAVE NO REQUIREMENTS.

No rabies immunization is necessary unless noted after each state. No health examination and no rabies immunization are necessary for states not listed here. R. V.—rabies inoculation.

Alabama (r. v. within 6 mos.). Alaska (r. v. required). Arkansas (r. v. within 60 days). Connecticut. Florida (r. v. within 6 mos.).

Georgia (rabies 50 miles radius, 9 mos. prior to shipment). Idaho (no rabies within 6 mos. in shipping area). Illinois (r. v. within 6 mos.). Iowa.

Louisiana. Michigan (no rabies for 6 mos. within 50 miles). Minnesota. Mississippi (r. v. within 30 days prior to date of shipment). Missouri (r. v. within 12 mos.). Montana (50 miles radius 9 mos.).

New Jersey. New York. Tennessee (r. v. within 15 days prior to date of shipment or else vaccinated within 21 days after arrival). North Carolina (r. v. necessary 6 mos. previous; otherwise vaccination within N. C. and confinement for two additional weeks).

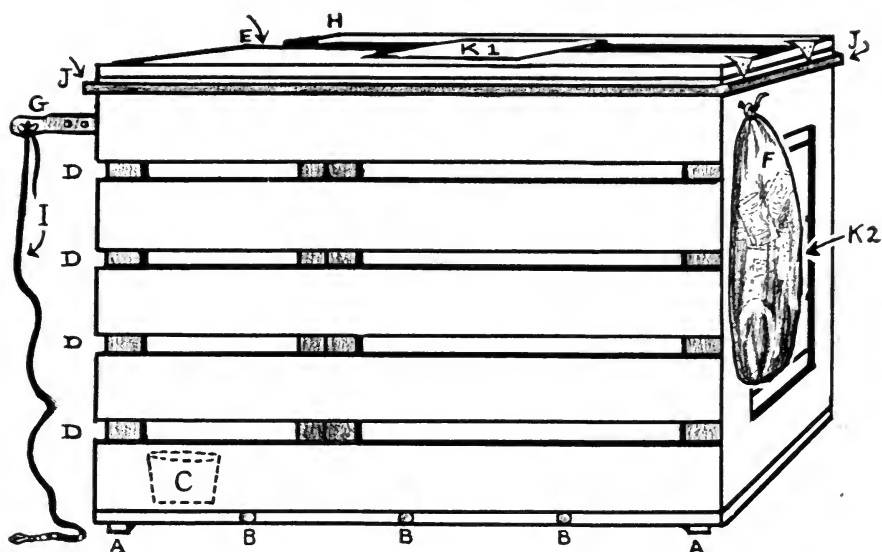
Oregon (no rabies for 3 mos. within 25 miles of point of shipment). Pennsylvania (no rabies within 100 days at point of shipment). Rhode Island. Texas (r. v. within 10 mos. prior to shipment).

Utah (no rabies during last 6 mos. within 50 mile radius). Vermont (9 mos.—50 mile radius). Wisconsin. Wyoming (certificate must state that rabies has not existed within a distance of 50 miles from point of origin within at least 6 mos.).

It must be said that the majority of dogs are shipped without observance of these regulations. Some of these regulations are unnecessary or are unnecessarily severe. Also these regulations can be changed over night by the state department of agriculture. They are not established by statute; they are indirectly authorized by a general act of the legislature and directed by the chief state veterinarian, who is subordinate to the director of agriculture or live stock board.

As a general rule, unless rabies exists within 50 miles from the point of shipment, the requirement that the dog be vaccinated against rabies is seldom carried out.

This certificate should be made out in triplicate by the veterinarian at the point of shipment. One copy is presented to the express or other conveying agency



SUGGESTIONS FOR CONSTRUCTING A SHIPPING CRATE FOR DOGS

A. $\frac{1}{2}$ inch strips running short way of crate to keep crate off floor. *B.* small holes not over $\frac{1}{2}$ inch in diameter bored in the floor of the crate for drainage. *C.* Drinking cup (nailed) near to lower right front corner. *D.* Openings between slats, $\frac{1}{2}$ to 2 inches in space according to size of breed. *E.* Spaces between slats or boards on top of crate. *F.* Food with dish tied in sack.

G. Hasp and staple at front for closing top. *H.* If top is not hinged, one board on top should be loose so that the agent can pull it open. *I.* Lead attached to outside of crate. *J.* Small strip runs around crate at top to prevent "crowding" by other articles. *K. 1,* top label; *K. 2,* Side label.

to accompany the dog. A second is sent to the chief veterinarian of the state of destination, at the state capital.

The health certificate must state that the dog has not been exposed to rabies or other infectious or contagious diseases within a certain period of time, usually 60 days and that at the time of shipment is free from them. A dog might not be sound physically and yet rightly receive a shipping certificate.

Hawaii has a four-months quarantine on all dogs coming into that island except from Australia. Canada does not require a certificate.

The other states have no restrictions whatever regarding examination unless on account of rabies; then an examination may be required for dogs entering or leaving a quarantined area, during the period of the quarantine.

Section B—SHIPPING CONTAINERS

SIZE AND WEIGHT OF CRATE

A shipping crate always is advisable. A number of good makes of crates can be purchased readymade and whether one wishes to obtain a

crate for temporary or permanent use, these usually are preferable to homemade crates.

The one group includes the well-constructed, permanent show crate. Prices for these vary from about seven dollars for the small size (18 inches high, 16 inches wide, 24 inches long and weighing about 28 pounds) to sixteen dollars for the large size (28 inches high, 26 inches wide, 38 inches long, weight about 55 pounds.)

The other group comprises lightweight but durable crates particularly for shipment and to be retained by the buyer of the dog. Prices for these range from 75 cents to three dollars. Two common sizes are 12x12x20 and 16x16x26 inches (width, height, length).

This is important — whether you buy a readymade crate or make your own, make it durable but light so that express charges will be mostly for dog and not for crate.

If a crate is too large to be carried to the station in auto, have the express company pick up just the crate. The dog, taken in the auto, can be crated at the station.

WHO FURNISHES CRATE

Who furnishes the crate? The seller, and at his expense unless special arrangements are made otherwise. Here's the rub. One need not ship many dogs to learn that the beautiful, costly crate he sends may not be returned.

Therefore, unless the buyer is paying for the crate, a notice as follows should be pasted on it: "To express agent at destination: this crate is not to be delivered to the consignee; after he has removed dog, return crate immediately to me, express charges 'collect.'"

If shipment is COD, shipper can include cost of crate in COD charges, instructing express agent to deduct the amount if crate is returned immediately.

SPECIFICATIONS FOR CRATES

It is preferable to buy a readymade crate; but the following suggestions apply to crates made up in the kennels — "homemade crates." See illustration on page 5.

Don't make the crate too large, else the dog is thrown about inside the crate on the journey.

A crate six inches longer than the dog, twelve inches wider than the dog, and three inches higher than the dog's head when the dog is standing erect, is large enough for his comfort and best for his safety. For very small dogs, less margin can be allowed. In warm or cold weather alike, we would not vary these proportions. In general, the inside of the crate should be large enuf to permit the dog to stand up and turn around.

If you must choose between lightness and strength, pay the extra express charge. Traveling may be rough, other boxes may be thrown on top the dog crate in the hurry and bustle of loading and unloading,



Why dogs are injured in transit????

and the poor dog unable to protect himself, must lie within his box with a troubled mind.

On the bottom nail three or more thin strips so that the crate will not rest on the floor.

It is well to have a half- to one-inch strip along the sides, either about the middle or near the top so that there will always be "breathing space."

BEWARE OF CRACKS AND OPENINGS

By no means leave wide cracks on the four sides; none on the bottom, and a few wider ones on the top. Dogs are inquisitive and a nose or paw pushed into a crack may bring a hurt or bruise. We recommend two or three very small holes—bored thru the floor to permit drainage.

The top should be more open for ventilation and this top with the very narrow cracks on the sides will afford sufficient and the only desirable ventilation in order to avoid drafts and chill. Larger openings in the hot weather season are in order.

The top should have cracks varying from one inch to two inches wide, according to the size of the crate. It is advisable to nail a strong wire netting over the entire top.

A sloping edge or angle running on both sides from the center of the top can be recommended as these insure ventilation regardless of what other boxes are piled on top or around the crate. This construction, rather than the flat top, does entail a substantial amount of extra labor and cost.

If a poorly constructed crate must be used in winter time, tack burlap cloth over the outside of the crate.

It may be advisable in very cold weather, if the dog is shortcoated or of small size, to put a sweater on the dog to ward off chills.

Section C—FOOD, WATER AND CARE ENROUTE

FOOD AND WATER

We come now to the problem which gives worry—how to provide for food and water on the journey. First of all, if the journey is short, not more than twenty hours, omit all food, especially meat, as it is likely to become putrid; a few biscuits can be thrown loose in the crate. Do not feed the dog within three hours of crating.

Dogs easily become ill in the crate. Shipping sickness is not a disease yet it is common, being loose bowels resulting from nervousness, change in habits and food, and the excitement of the journey. Food eaten usually is vomited. Make sure the dog has a bowel movement within a few hours before crating. Give an enema if necessary.

DO NOT LOCK CRATE

Another question must be answered definitely. It is best not to lock the crate. Fasten the lid securely with wire or other stop; then the expressman can open it, feed and water the dog, and close it securely again. There is little danger of theft. All responsibility is with the express company. A locked crate of a seriously sick dog prevents quick medical attention.

If there is no hinged lid, leave one strip loosely nailed so that it can be lifted up easily. Mark it for the attention of the expressman.

If you wish to lock the crate, attach the key securely to the crate; and if you have a duplicate, send it by post at once to the purchaser, in case the first key is lost; but better not use a lock.

PACKING FOR FOOD AND WATER

The Bureau of Animal Industry (branch of the US Dept. of Agric.) does not have any regulation concerning interstate shipment of dogs.

The Interstate Commerce Com., refers to its classification No. 1400, as follows: "Food utensils must be provided at the expense of shipper. Instructions of the shippers as to feeding and care of animals in transit, when given in writing or plainly marked upon the container, must be complied with, and no charge will be made for feeding animals when food accompanies the shipment."

If you do include food for the shipment, tie it on the outside with instructions when and how much to feed. And do not include water.

Place an empty container in the crate for water but do not put water in it; within sixty seconds after the dog leaves your place, the water will be spilled and the dog have a wet bed.

The tin cup or drinking vessel should be nailed on the bottom of the crate, in a corner, and the nail driven thru it near its top (not the bottom of the cup). Water should be given thru the opened crate top and not poured in from the outside.

Extra food needed will be furnished by the express company and the cost added to the other charges.

The best method for watering and feeding is to attach a card to the crate reading as follows:

“Expressman: Give this dog water at 6 a.m., 1 p.m. and 6 p.m. Thursday and 6 a.m. Friday. Give six ounces of food from food bag at 5:30 a.m. Thursday, 5:30 p.m. Thursday and 5:30 a.m. Friday. Dog should be received by consignee at noon Friday. Take the dog out of the crate for a short walk soon after it has eaten. Thank you. Be considerate of the dog; he is entirely in your hands.”

If specific hours are not given, too many kindhearted expressmen overfeed the dog (or neglect him).

We like to use attractive crates for shipping dogs. Some kennels paint them gaily in two or three colors; this attracts pleasing attention. The kennel name and address letter on the crate is excellent advertisement if the crate is to be returned.

PASTE OR TACK ON TWO LABELS

Write the shipping label plainly; avoid abbreviations. Scratch out all old marks or wording. Put two tags or labels (in addition to the express company's shipping paper) on the crate — one on an end, the other on the top, so that the address can be read in whatever position the case may be found. If one is torn off, the other is still available. And do not attach a tag with string. Tack it securely or paste evenly.

As added precaution, attach a tag with full address to the dog's collar, should the dog escape. Place the name of the dog on the label so that the expressman can call the name when handling the dog.

INFORM BUYER EXACT TIME OF ARRIVAL

Papers should be mailed one or two days in advance of shipment. If there is any doubt about payment, pedigree and other papers should be held back by the seller.

With these papers, a letter or rather a message by telegram, should be sent, giving exact information when the dog will leave, on what train, and the scheduled hour for arrival and at what station. Then the buyer can call at the depot for the dog if he wishes. In large cities, even dogs must await the usual routine trip of the delivery truck. A dog might arrive in Chicago, for instance, at 6 a.m. and not be delivered until 4 p.m.

If there is not any hurry in shipping and the weather is excessively hot, hold over for a cooler day.

Take the express agent into your confidence; he will cooperate with you. Perhaps a train leaving later may arrive earlier at destination.

Insist that the shipment be routed by the shortest route else at times routing is done to give the business to a favorable line at the expense of time and the dog's welfare.

THE PUPPY'S PLEA

We have found express employees most kindly in their treatment of dogs. We purchased and shipped what is considered the world's

record for a dog transaction—seven hundred and one pedigreed pups in connection with the Liberty Magazine Free Puppy Contest in 1924. We placed the following on each label and think it should be written on every label of every dog shipment:

“Mr. Expressman: Have a heart. I’m only a lonesome puppy, away from mother and family, a stranger far from home. I am not vicious; do not be afraid of me. My name is..... Take good care of me for I must depend entirely on you until I meet my new master. Feed me and exercise me properly. I’ll thank you with my wagging tail and licking tongue.”

“HAVE A HEART”

Nothing is more courageous, more pathetic than a three-months’ puppy literally pulled away from its mother, away from brothers and sisters; then pushed into a crate, shaken up on a jolting journey, finally ushered into the presence of strangers in its new home, each one of whom insists upon handling it.

The slats are torn off the crate—a commotion enuf to terrify even an old dog. The little breathing bunch of softness is cold, hungry, trembling after the roughness of travel, and with a sickness it never knew before, that of loneliness.

Far from home and playmates, it peers out of the crate with trusting and yet frightened eyes. It looks about only to be disappointed for it had fancied dimly in the back of its mind, that in some way, at the end of the journey, mother and the rest of the family would be there to welcome it with a sniff and then resume the customary romping play.

The pat of a hand, a saucer of milk, a few softly spoken words, and almost a miracle transpires in an instant. The tail wags, the eyes become less drawn; they look up at you with a sort of soulful pleading. The legs walk. The crate, the trembling and the cold are forgotten. It begins to explore the new home, every crack and corner—and ten days later, it owns the house and everything in it, including yourself.

SOME SHIPPING DON’TS

DON’T ship the dog so that it will arrive on Sunday or late Saturday.

DON’T crate the dog until shortly before time of arrival of train.

DON’T ship a sick dog; he won’t improve in health in a shipping crate away from home and friends.

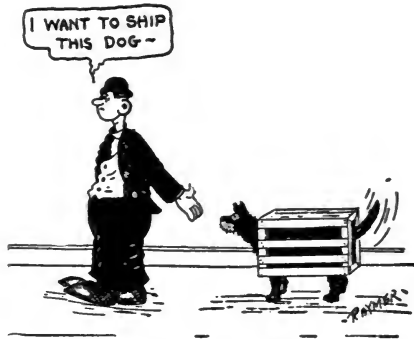
DON’T ship a dirty dog; brush him well. At best he may soil the crate enroute.

DON’T feed the dog within three hours of shipment.

A COLLAR MAY PREVENT A LOST DOG

Always attach a collar (it may be a lowpriced one) to the dog’s neck and attach a lead or chain to the crate, preferably outside, of leather lest the dog chew it. The expressman on a long journey may wish to take the dog out for exercise or relief. Also in case the dog runs loose, he can be caught more easily.

But most of all, when the buyer takes the dog out of the crate, he



can control the dog. Sometimes a dog, frightened by the strangeness of it all, attempts a leap to freedom upon being taken out of the crate.

WHAT BEDDING IN SHIPPING CRATE

Controversy arises over the question of the best bedding to use in a shipping crate or container. In warm weather, on a short journey, no bedding is needed for a grown dog of medium or large size.

For long journeys (journeys more than twenty-four hours of traveling) a rug or blanket is not recommended as it retains moisture, dirt and soil.

Loose bedding such as shreds of newspapers, excelsior, sawdust, shavings, straw or hay may offer danger to the puppy because puppies like to chew and swallow. But on a long journey, it should be used even for puppies. Bed it deep.

Sawdust is not as preferable as other bedding for it is lost thru the openings. Hay is less desirable than straw for if it is eaten, it is more irritating inwardly; also it does not absorb as readily. Cedar shavings or excelsior are especially to be recommended.

Section D—EXPRESS RATES, INSURANCE, LOSSES

The rate for expressing dogs is one and one-half times the first-class rates when dog is shipped in crate; twice the first-class rate if shipped merely with lead (and muzzle).

Dogs are automatically insured for their actual value up to \$50. For a larger amount of insurance, an additional charge is paid. The amount of insurance must be stated on the live stock certificate (the bill of lading filled out on all dog shipments in addition to the usual small-sized shipping memorandum).

The insurance rate varies according to the first-class rate and is per hundred pounds. Thus, where the first class rate is \$2 per hundred

pounds, one percent of excess value. On two hundred dollars of valuation, the charge would be one percent of one hundred and fifty dollars or one dollar and fifty cents.

The express company is liable for the loss, death, runaway or injury to dogs in transit. Most courts hold that when it is shown that the dog was properly crated, the negligence of the express company is proved *prima facie*.

DOGS IN BAGGAGE CARS AND COACHES

Dogs can be shipped by train either as express or baggage; if the latter, they are considered passenger baggage just as is a trunk or other property.

If in crate, the charge is that of the regular excess baggage rate for the actual weight of dog and crate.

If the dog is on lead and not in crate, the excess baggage rate applies, with a minimum of 50 lbs.

The maximum liability in either case for loss or injury is \$25. These charges figure less than those of express shipments.

Passengers in charge of dogs have access to the baggage car or the express car for the purpose of caring for and exercising the dogs.

DOGS ON TRAIN

Under regulations adopted in 1936, passengers are permitted to take with them into certain passenger cars, dogs of small size, properly crated. Necessarily, these dogs are to be carried by the passengers and must not cause annoyance to other passengers. This privilege is entirely different from the use of the baggage car.

Further it is not applicable to day coaches and pullman berths—only to drawing rooms and compartments. Note that large breeds are not included.

SHIPPING PAPERS

Express shipments of dogs are made on a live-stock contract, not the ordinary shipping bill of lading. The local agent furnishes these blanks without charge. They are filled out in triplicate.

Dogs showing signs of ill health need not be accepted. The express company will provide needed veterinary treatment enroute or at destination, at shipper's or receiver's expense.

Unless otherwise agreed, the consignee (buyer) pays express charges.

If the shipper does not prepay express charges he must guarantee that the receiver will pay; and he must pay them if the receiver does not, or if the receiver refuses the shipment. In the latter case, the express agent usually wires to the shipper for instructions. If the express company returns the rejected dog, the shipper must pay all charges.

COD SHIPMENTS PROVIDED

Dogs may be shipped collect on delivery for purchase price as well as for express charges.

Shipping on approval has its dangers. The dog is strange, is off feed, is nervous. Dogs for the hunt may be well trained yet under a new master and surroundings, not do well in the fields.

Where dogs are shipped COD or on approval, the seller should request an advance payment sufficient to cover transportation charges both ways if the dog is refused.

TRIAL EXPRESS SHIPMENTS

The Railway Express Agency permits a trial period of six days on COD shipments of dogs.

The shipment can be made COD, the buyer to pay express charges and the purchase price of the dog.

The shipper however guarantees that the buyer will pay the express charges. A full release must be made by the shipper and given to the express company for any loss incident to the trial or examination.

If, after the dog has been tried in the field, it is not accepted, any express charges paid by the buyer will not be refunded unless the seller so instructs.

If a dog is rejected after trial, the purchase price having been paid for in full, the dog will not be accepted COD if returned to the shipper.

The COD purchase price, of course, is paid if and after the purchaser accepts the dog.

If two or more dogs are sent on this basis, one or more can be returned and one or more accepted.

The express agent must notify shipper within 24 hours if the shipment is refused or can not be delivered.

COD shipments often are made use of when hunting dogs are sent on approval.

EXPRESS COMPANY GIVES GOOD SERVICE

The railway express company handles dog shipments humanely. The expressman must follow any instructions regarding watering, feeding and exercising. Express form 3305 provides for detailed report of such attention given. General instructions 573 to 585 cover fully the care express employees must give to dogs.

DUTY OF EXPRESS AGENTS

A breeder wrote that a bitch to be shipped to one of his studs from Ohio was refused by the express company attendant at Toledo on the claim that a health certificate would be necessary before the dog could be shipped into Iowa.

On the basis of this wrong information, the owner of the bitch decided not to ship her. The owner of the stud filed claim for the amount of the fee for the lost service; the express company paid the claim.

Another breeder reported that he lost services because some local express agent wrongly informed the owners of bitches that a quarantine existed in the district where the owner of the stud was located.

AFTER THE DOG IS RECEIVED

Give the puppy or grown dog a few hours to accustom himself to his new home. From the very first moment, locate his eating and sleeping places and do not change them later.

Ask the shipper, if he has not already sent the information to you, what diet the dog has had. For a time at least, follow the same diet.

Notify the shipper of the arrival of the dog. He likes to know that the dog has been received safely and is satisfactory.

Section E—MISCELLANEOUS

In cold weather or rainy weather, caution the express company not to place a tarpaulin too closely over the crate. We have known of puppies suffocating on this account.

A chewing dog may chew his way out of a crate. It would be well to muzzle such dog; another means to prevent escape is to line the inside of the crate with fine-mesh chicken wire.

Do not ship two or more dogs in one crate unless they are known to be very friendly. Puppies, of course, under six months of age, can be shipped in groups.

A well-made attractive crate is a silent but strong salesman for the shipper.

Send along in the crate a toy or other plaything of the dog; it lessens the impact of changed masters and new environment, on the dog's mind,

The express company's live stock contract provides for a signed statement by the shipper that the dog is free from contagious, infectious or communicable diseases.

Wash a crate before being used and after it is received back; after it has been washed, let it "sun" for a time.

The rate on returning an empty dog crate is one-half of the first class rate by actual weight per hundred pounds rate. The crate must be returned within 60 days.

This booklet is crowded with instructions. To be brief—ship only a healthy dog, make sure the crate protects the dog, and have the dog enroute as short time as possible.

Section F—A CASE STUDY

The Editor has written a Handy Dog Booklet How to Ship Dogs. But the other day he went thru many trials and tribulations before a dog was delivered to the express company, principally thru lack of forethought.

The puppy was valued at \$150—a boxer female. It would not have been in keeping with the fitness of things to ship her in a store box or run-down crate. At the last minute it was discovered that no suitable crate was available and that one needed to be purchased. Here was another hour's work of scurrying around with its expense of \$4.50 for a new crate (plywood fiber).

A Checkup on Trains

The puppy was shipped from Chicago to San Francisco. Time was taken to telephone the express company to learn when the train would leave Chicago and when arrive in San Francisco.

The train would not leave until 11:40 in the evening but we could not stay longer than 5 p. m. Therefore, knowing the good care which a puppy receives from the express company's personnel, we planned to deliver the puppy at five o'clock.

An Asorbent Bedding

The puppy was not housebroken. Certainly we did not want it to soil the crate, to lie in its own soiling for two days and three nights, the time necessary for the trip from Chicago to San Francisco (this in 1936). So we cut some newspapers into strip shreds and used them for bedding—and we think good bedding as it is dry and absorbent, easily removed and replaced. We would have used cedar shavings, however, in preference, could we have gotten them.

The next problem was water. We asked that the food dish be used for a drinking pan also.

The Vital Problem of Feeding

This puppy would be in transit 56 hours. Therefore, it was greatly necessary that the puppy be fed properly to avoid "travel sickness," another name for diarrhea and cold combined. We placed four cans of dog food and two lbs. of biscuit food along with a small eating dish inside a cloth sack, then tied the sack to the outside of the crate.

Lead and Collar

The dog would become stiff and tired in the crate; so it was necessary to request the express agents along the way to exercise her. Therefore, we placed a collar around her neck and attached a lead (the snap end) not to the dog but to the staple on the crate. This kept the crate door closed but not locked. The hand end of the leash we tied to the handle on the top of the crate.

Never Lock a Shipping Crate

A crate should not be locked. It should be latched so that when necessity arises, the dog can be taken in or out quickly.

By the way, every dog should be shipped with collar and lead. This makes possible safe exercising along the way and safe removal by the buyer at the end of the journey.

Gift with Every Dog

Also we think every dog should be sold with new lead and collar. These are not costly items for the kennel to stock regularly, not for sale but for a gift to each purchaser of a dog.

We pasted on the outside of the crate the Editor's Have a Heart; also instructions to the agent as follows:

CALLING ALL EXPRESS MEN!

My name is Gloria of Mazelaine. Call me Glory for short. I am not vicious or biting. Do not be afraid of me. I am a playful puppy.

This is the first time I have been away from home. I am terribly lonesome. It will be a long time before I meet my new master in San Francisco.

Please take me out of the crate, put my lead on and give me some exercise three times a day. It is very tiresome to stay in this crate.

Give me some new bedding each day made of newspaper shreds. Use plenty of it.

Keep my crate away from drafts. Do not pile any boxes on top of me.

Give me fresh clean water each day: 7 A. M., 11 A. M., 3 P. M., and 9 P. M. Use the food dish in the sack outside.

Feed me twice a day. I could eat more, but I don't want to get travelsick.

I should get into San Francisco Thursday morning. There is some biscuit food and four cans of meat in the sack. Give me a generous handful of biscuits and three-fourths can of meat at 9 A. M. and again at 6 P. M. Throw away the rest of the contents of the can.

I thank you very much and my new master, David S. Carr also will thank you.

Signed: "Glory."

Now comes one of the many things which easily may be overlooked. The express truck came but the driver would not accept the shipment because a dog or any other live stock cannot be shipped unless the shipper has made out and signed a "live stock certificate." The driver did not carry these on his daily route thru the heart of Chicago.

The Cost of Forgetfulness

So, in order not to delay matters, he persuaded a taxicab driver to take the dog, the crate, and an attendant to the express office. He was about half way there when it was discovered that the signed veterinarian's health certificate had not been taken. They turned and came back for the certificate. This certificate accompanied the shipping papers.

Cost of Extra Valuation

By the way, a dog is valued automatically not to exceed \$50. The extra \$100 insurance cost on this puppy was \$2.50. The boxer and crate weighed 53 lbs., calling for express charges of \$8.16; total shipping charges \$10.66.

A "Boner"

Recently there was shipped at our expense from Chicago to Baltimore (that's a long distance) a dog weighing 31 lbs., in a shipping box weighing 51 lbs. Express charges \$5.01, mostly for unnecessary weight of shipping container.

Thoffulness in Advance

The last act was to wire to addressee in California the exact time of arrival from Chicago so that he could meet the train.

We also sent an air mail letter containing a copy of the live stock certificate so that he would have it before the puppy arrived.

Breeding papers already had been sent by mail—the three-generation signed pedigree certificate and the registration transfer to the new owner, with registration certificate issued to the first owner.

P. S.—Glory arrived safe, sound and happy; new owner David S. Carr, highly delighted.

P. S.—Wire Western Union (received Mar. 31):

"Thanks for sending me on such a long trip in such elegant style. Arrived feeling fine and pepful. Pleasing my new owner greatly. He thinks I am swell and is giving me all the attention and respect a daughter of such fine parents could desire."

Signed: Glory of Mazelaine.

P. S.—Glory went on to win her show championship and later became also the mother of winning boxers.

And now, "My tail is told."



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