

to enter was Admiral Sir Frederick Bedford, and to him the Queen put several questions about the Benin and other expeditions in which the *St. George* had taken part. The officers entered singly, and, having bowed to the Queen, left. Then the door opened, and a string of bluejackets entered. One by one they passed Her Majesty, saluting as they did so. Her Majesty showed special interest in those who had been wounded. An A. B., named Dyo, who had been badly wounded in the forehead, was addressed by the Queen, who asked him if he were quite well again. After the bluejackets came the marines in white helmets. In all 269 officers and men passed before Her Majesty.



THE MAINE SALUTING THE SPANISH FLAG SHIP IN THE HARBOR OF HAVANA.

The wreck of the passenger boat, *Channel Queen*, in the English Channel, will be fresh in the memory of many of our readers. Writing of the wreck, the special artist of the *Graphics* says: "Some of the passengers were able to take refuge on the bridge, but the majority of those on board had to cling to the nearest rail as best they could, many only to be washed away by the big waves which broke continually over them. So the survivors waited on till daybreak came, and with it the rescuers from the shore. The story of the rescue I obtained from Bewey and Adolph Gaudion themselves, the two fishermen from the neighboring village of L'Islet, who so pluckily brought

it about. Bewey said that he launched the boat with Gaudion immediately the news that a steamer was on the rocks became known. They pulled to the middle portion of the wreck, for it was there that the clinging crew and passengers could mostly be seen. They approached as near to them as they dared, for the suction around the wreck was so great that Gaudion had to pull his hardest to keep the boat out of it throughout the three hours in which they were at work. While his companion was struggling to keep the boat out of danger, Bewey himself kept casting the rope to the eager crowd on the steamer—about thirty yards away from him—then, as soon as one of them had been securely tied to the end of the line and dropped into the sea, Bewey hauled him swiftly through the gap which lay between them, and lifted him on board. The boat itself would only hold two or three extra people at a time, and when this modest limit was reached they were transferred to other boats which were then being rowed about at a safer distance. In this way everybody was eventually rescued, but with one particularly sad exception—a baby was torn by the stormy surf from its mother's arms whilst being pulled through the sea to safety. The last to leave the *Channel Queen*, it should be added, were the mate and the captain."

Provided that the long-threatened bolt of war does not fall on Europe in the meantime, the End-of-the-Century Exposition, to

be held in 1900 at Paris, will, undoubtedly, surpass anything of the kind that has ever taken place, including the memorable World's Fair at Chicago. The expense of the Exposition will be \$20,700,000. The estimated cost for construction is fourteen and a half million dollars, and for advertising, entertaining, and preliminary management, etc., four million, leaving a liberal margin of \$2,000,000 for contingencies. Our illustration on page 37 gives us a bird's eye view of the proposed Exhibition.

Our next illustration presents to us a rather quaint scene. In it are the reproductions of several snap shots of market women in Munich, Bavaria. These