

EARLY BRITISH DOUBLE-TURRETED MONITORS.

During a visit of Said Pasha, Viceroy of Egypt, to Europe, in 1862, he inspected the shipyard of Messrs. Laird & Co., Birkenhead, England, and on his return home gave an order for the construction of two ironclads by Laird to Mr. Broway, a French merchant who was well known in the East through his business connections with the Egyptian government. Before the ironclads were completed the Viceroy died, and his successor, Ismael Pasha, declined making the necessary payments on the vessels to Mr. Broway.

Through the influence of the French Emperor, Ismael Pasha was brought to terms, and Mr. Broway, in consideration of a payment of \$250,000, assumed the contract for the ships himself. But it was arranged that the transfer of the contract should be kept secret and that the ironclads should continue to be known as the Viceroy's property.

The motive of the above arrangement is found in the fact that the vessels were actually destined for the use of the Confederate States; and early in September, 1863, the United States Consul-General at Alexandria was informed that the two ironclads were completed and would sail as ostensibly belonging to the Egyptian government, unless evidence of the real ownership and destination of the vessels could be presented.

To secure this evidence was a task as delicate, as it was difficult, as it could only be given by the Viceroy. In the absence of Consul-General Thayer, his substitute, Mr. Francis Dainese, obtained an interview with the Pasha, and made it clear to him that the two ironclads were to be delivered under his name to the Southern States. As a result of the clearness with which it was made evident to Ismael Pasha that unless the plot were disavowed his government would be placed in an extremely compromising position, the Pasha officially declared that the Egyptian government was not in any way connected with the two ships. On the 11th of September, 1863, Mr. Dainese telegraphed to London the

facts of the official denial by the Egyptian government, and shortly after this the two ships were seized by the British government.

The vessel shown herewith was originally known as "El Tousson," and her sister ship as "El Monassir." After their seizure they were purchased by the British government and incorporated in the Royal navy under the respective names of "Scorpion" and "Wivern." They were launched July 14, 1863, and for many years past they have been doing guardship service. The vessels were 224 feet 6 inches in length, 42 feet 4

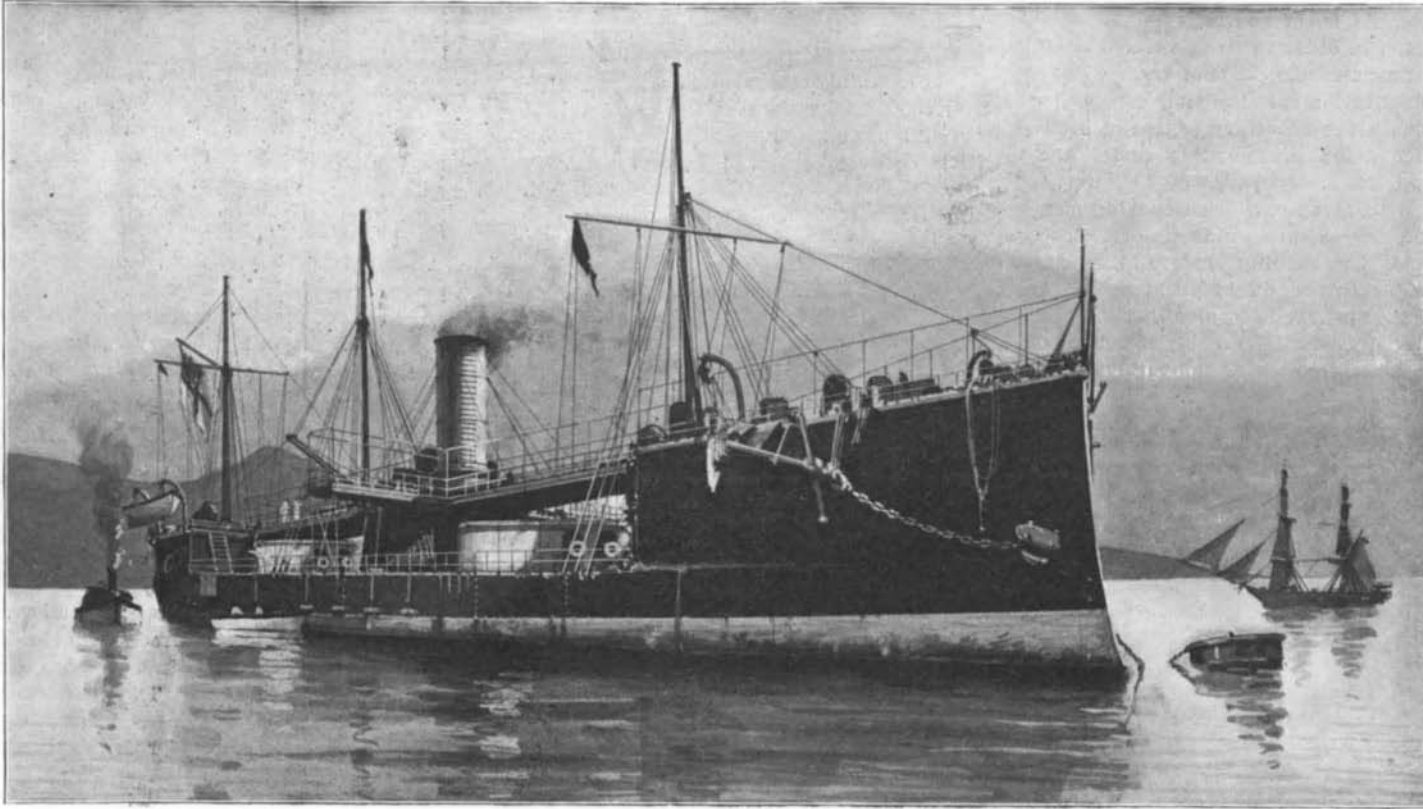
which these ships would have been opposed, had they reached their destination in the Confederate navy, it must be confessed that they would probably have proved more than a match for the Northern craft, and that the subsequent course of the naval campaign might have been considerably modified.

BEE-CULTURE.

BY W. FRANK M'CLURE.

There is no more charming and interesting rural study than that of the habits and occupation of the busy honey-bee.

With the coming of the warm summer days in the country she is everywhere present, though so small as to attract little attention in comparison with the domestic animals of the farm, the birds of the air or the game of the woods. Did you ever stop to think that these little beings of earth's creation possess an anatomy astonishing in its intricate construction, that they are subject to many of the ills of man, that their sagacity



Length, 224½ feet. Beam, 42 feet 4 inches. Draft, 17 feet. Displacement, 2,750 tons. Speed, 8.5 knots. Armament: Four 9-inch muzzle-loading guns. Side Armor, 4½ inches.

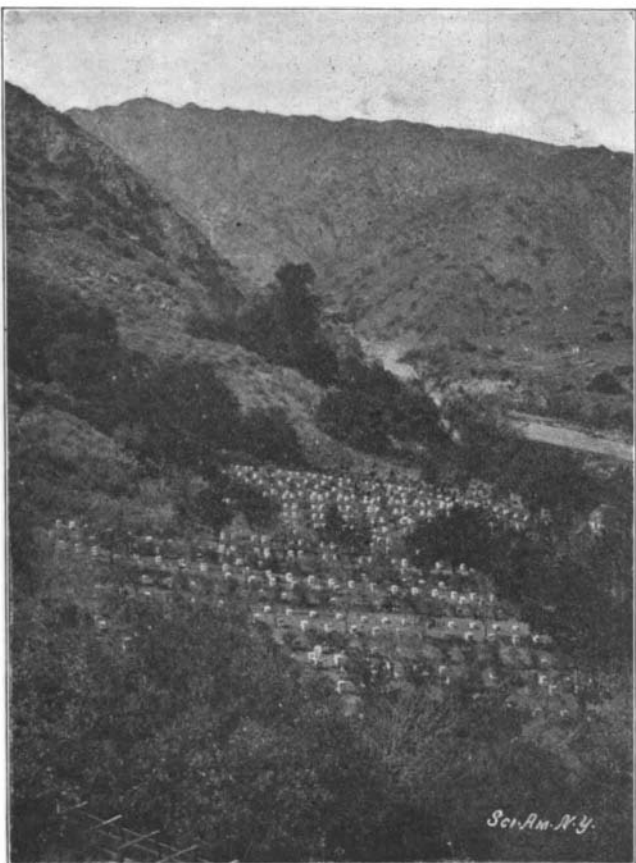
THE "SCORPION," AN ENGLISH DOUBLE-TURRETED MONITOR OF 1863.

inches in beam and their draft was 17 feet. Single screw engines of 1,000 indicated horse power gave them a speed of about 8.5 knots an hour. The "Scorpion," which was 2,750 tons displacement, carried a crew of 151 men. For a great many years past she has acted as depot ship at Bermuda. She was built of iron and carried two turrets which were disposed on the center line of the ship, one forward and one aft of the smokestack. The freeboard amidships was low, the vessel in this respect approximating to the monitor type, but she had a high forecastle deck and poop, features which, of course, gave her a great advantage in a seaway over the monitors of the Ericsson type. Each turret contained two 9-inch muzzle-loading guns.

When we bear in mind the low freeboard and unseaworthy character of the earlier monitors to

is almost equal to that of a dog or a horse, and that their dispositions vary and are susceptible to many influences? As workers of the insect world they are only equaled by the ant, to which for wisdom Solomon directed the attention of all posterity.

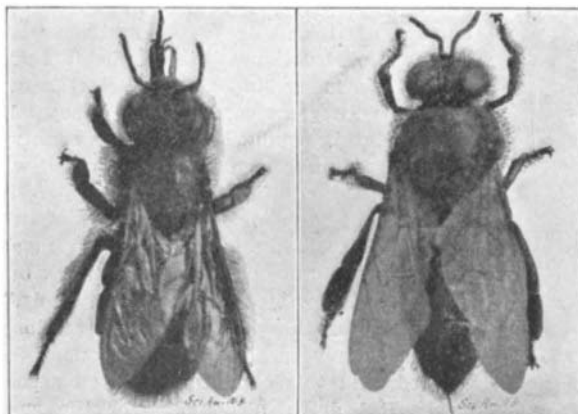
The older inhabitants of rural America remember the bee as found wild in the woods. They recall the interesting and often exciting experiences which followed an attempt to secure the honey of these wild bees. Bee-hunting is not an altogether obsolete pastime, although little is said about it to-day. There are thousands of bee-trees in the United States to-day which inclose vast stores of honey. Honey from bee-trees is secured sometimes by felling the tree, sometimes by scaling its heights and, after extricating the sweet harvest, lowering it by means of a rope attached



A TYPICAL CALIFORNIA APIARY.



A WORKER BEE AND ITS STING.



A WORKER WITH A DRONE ABDOMEN.

A DRONE WITH A WORKER ABDOMEN.



LOWERING PAILS OF HONEY FROM A 100-FOOT BEE-TREE.