

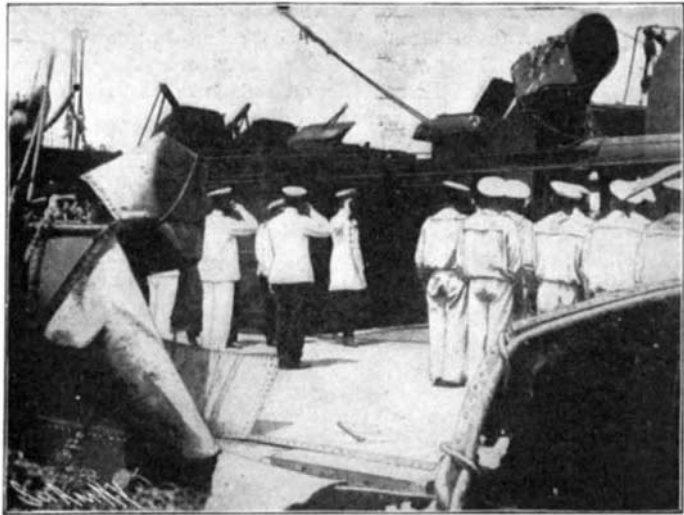
**EFFECT OF SHELL FIRE ON THE RUSSIAN CRUISER "ASKOLD."**

To many of our readers the accompanying series of views, taken by our correspondent at Shanghai, of the badly-battered Russian cruiser "Askold," will strongly

through, or if it was worsted in the engagement, it was to make for the German port of Kiauchau, and avail itself of the temporary refuge thus offered. There is little doubt that this matter had been arranged beforehand with the German government, which throughout the whole of this war has stretched to its uttermost limits the meaning of the term "benevolent neutrality." If the Port Arthur fleet suffered a reverse, it was well understood that such ships as gained this German port could at least be saved from destruction by following the course that was ultimately pursued, and disarming. It is a matter of history how the majority of the fleet was driven back in confusion into Port Arthur, and the rest of it scattered, some of the ships taking refuge at Kiauchau, and others making for the Chinese port of Shanghai. Among the latter was the fast 23-knot protected cruiser "Askold."

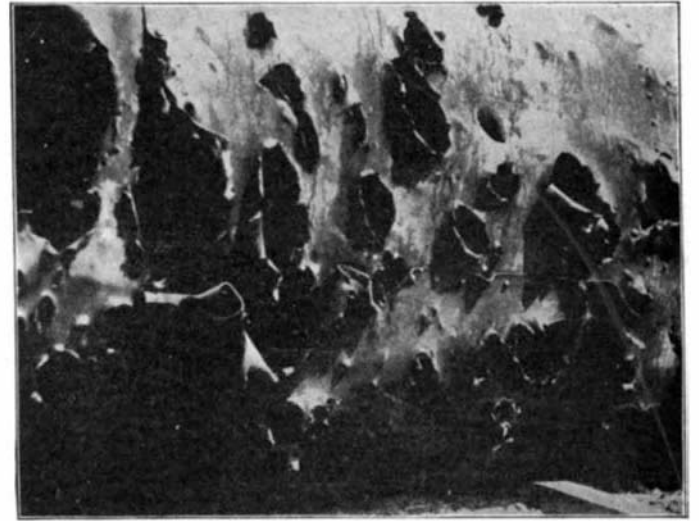
On reaching Shanghai, the "Askold" was docked at once, and immediate repairs were commenced. The stay of the vessel was prolonged considerably beyond the period allowed by international law, and the Chinese government ordered her to vacate her moorings by August 23, when she was to leave the port or disarm. To this order she paid no attention, and as she had overstayed the time limit, it was feared that serious international complications would be precipitated by the Japanese violating Chinese neutrality, and entering the harbor to capture or destroy the vessel. Finally, on August 26, the Russian au-

thorities ordered the disarmament of the vessel. The "Askold" was under hot fire from the Japanese fleet during the time she was within range, and she received many hits from shells, big and little. Our illustrations show very graphically the destructive



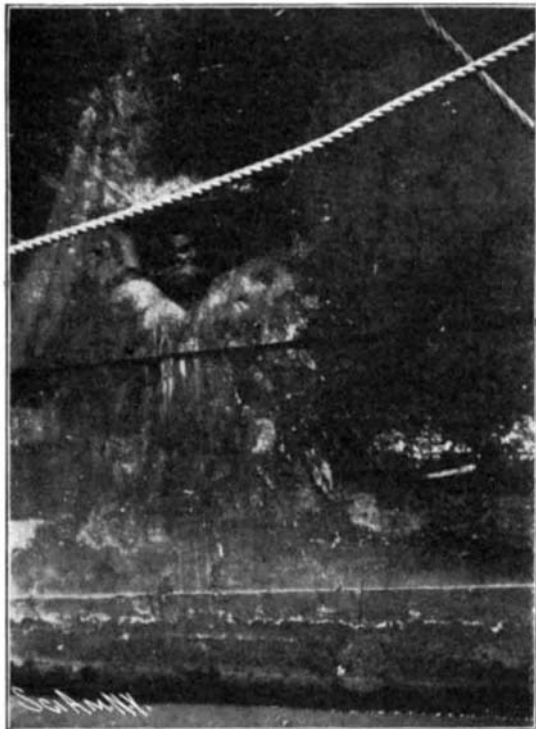
**Admiral Metzenstein Complimenting Crew on Their Bravery, and Announcing Birth of the Heir to the Throne.**

call to mind the photographs which we published in 1898 showing the effect of shell fire on the Spanish cruisers. The sortie of the Port Arthur fleet was made in response to orders sent from St. Petersburg, in accordance with which the Russian admiral was to endeavor to break through the Japanese line of blockade and, if successful, steam to the northward, making all possible speed for Vladivostock. The fleet was to be assisted in this by the armed cruisers of the Vladivostock squadron, which were to steam south and effect a junction, presumably in or near the Straits of Corea. If the Port Arthur fleet failed to break

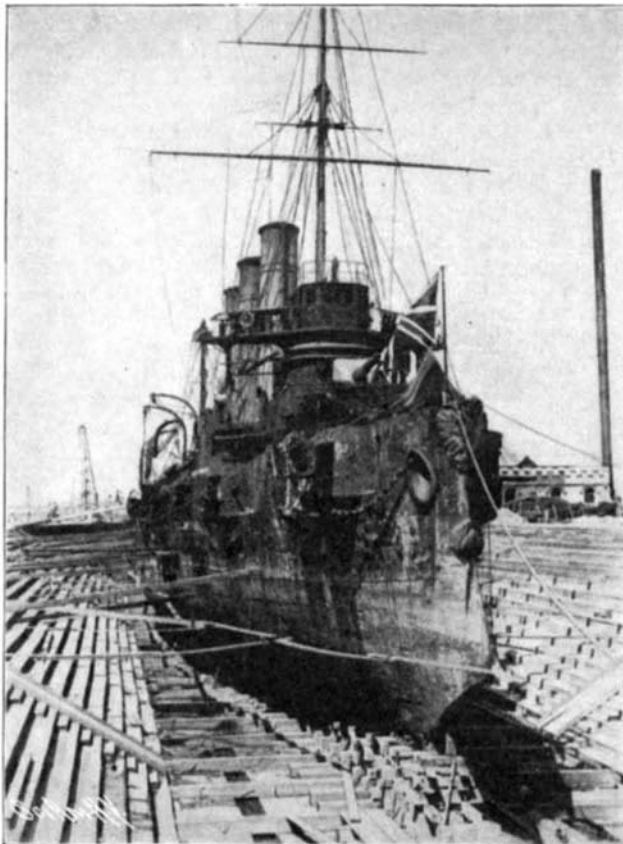


**Smokestack Wrecked by Shell Fire. Effect of Fragments as They Passed Out of the Stack.**

effect of the fire, and none more so than the near view of a portion of one of the smokestacks. This stack was hit near the base, and the lower portion of it was practically blown to pieces, being so completely shattered that the smokestack sank in upon itself, so that when the vessel entered the harbor it looked as though she had four smokestacks of even height, and a fifth stack that was only about three-quarters as tall as the others. When the shell struck the nearer side of the smokestack, it burst, and the fragments, big and little, passed out through the opposite side, tearing several large, gaping holes and hundreds of smaller



**Hole at Waterline Made by Shell that Lodged in the Coal Bunkers.**



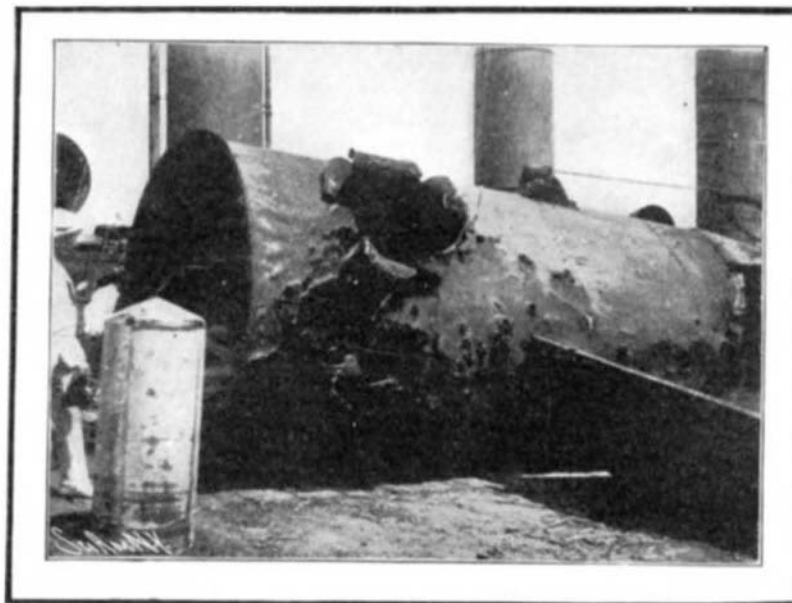
**The Russian Cruiser "Askold" in Drydock for Repairs.**



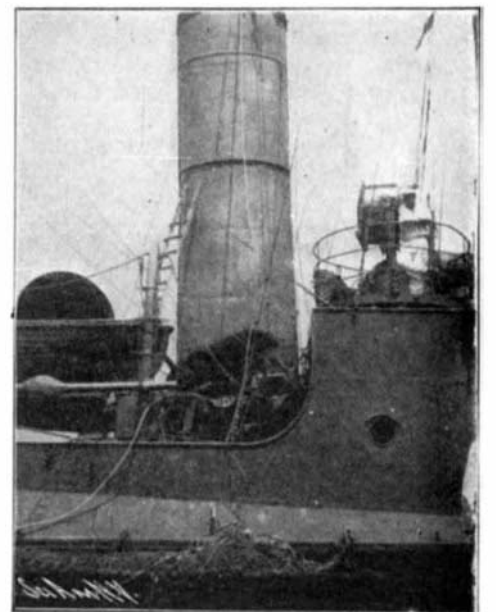
**Damaged Plating Removed Preparatory to Replating.**



**Hole Made by Large Shell Just Below Main Deck.**



**Portion of Wrecked Smokestack Lying on the Dock.**



**Base of Smokestack Blown to Pieces by 12-Inch Shell.**

**"ASKOLD," WRECKED BY JAPANESE SHELLS, AT SHANGHAI FOR REPAIRS.**



Trader and Mail Bicycle Equipped with Mexican Saddle Drawn by Eskimo Dogs 700 Miles Through Alaska.



A Group of Eskimo, Showing the Skillful Manner in Which Their Seal-skin Garments are Cut and Decorated.

rents. As will be seen from the illustrations, some of these were large enough to admit a man's body, while others were an inch or less in diameter. We have never seen a photograph of the destructive effect of a bursting shell that was so eloquent as this one, and it is easy to picture the terrific slaughter that must take

it. blew out a large portion of the opposite bulwark, leaving the great rent shown in one of our illustrations, the view being taken from the opposite side of the ship from which the shell entered. Another big shell passed through the vessel between the main and gun decks, badly wrecking the interior of the vessel. Another shell struck the "Askold" at the waterline and lodged in the coal bunkers. The repairs to the ship consisted in replacing the funnels, cutting out the damaged portions of the shell of the vessel, and building in new plating in its place. An interesting photograph is the one showing Admiral Metzenstein complimenting the crew of the "Askold." The sailors and officers seen in this cut are the survivors that passed unharmed through the fight.

mirror. The captain has in his possession a number of photographs which were taken by this means, and these are said to be quite satisfactory, although they were made in the early spring, when the water was clouded with dirt washed down into it. These boats will be used on Lakes Mona and Muskegon during the

The "Askold," which was built at Krupp's in 1900, is a protected cruiser of 6,500 tons displacement and 23 knots speed. She carries twelve 6-inch, 45-caliber rapid-fire guns, twelve 3-inch rapid-fire guns, and ten smaller rapid-fire pieces, besides two submerged torpedo tubes and four above-water tubes. She is one of a half-dozen vessels of similar speed and type, among which was the ill-fated "Variag," which was sunk by gun fire in the harbor of Chemulpo at the commencement of the war.

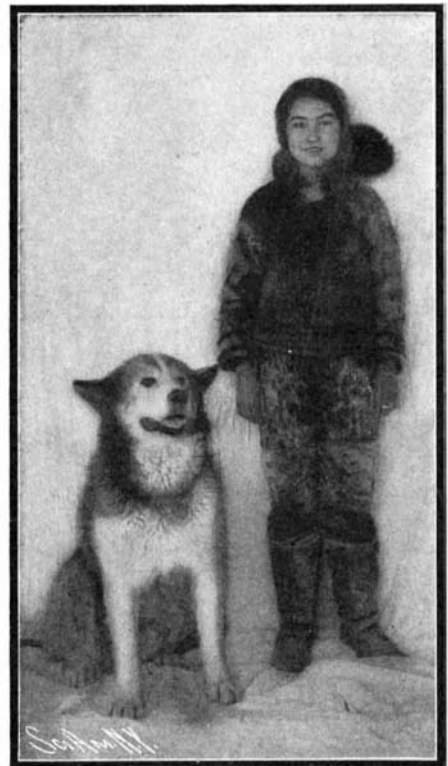
**A New Form of Pleasure Boat.**

Capt. Louis Larsen, of Muskegon, Mich., a well-known sailor of the Great Lakes and formerly master of the steamer "Charles B. Hackley," has recently received patent papers on a new form of pleasure boat which will have many attractive features for tourists and excursionists. In this craft there are not only means for constantly surveying the floor of the stream immediately under the boat, but also for making pictures of the same. The latter will open a new field for the amateur photographer, if the captain's scheme proves entirely practicable. The boat as designed by Larsen is supplied with a glass bottom, and under the bottom of the craft is an electric light which will illuminate the water and the bed of the stream for some distance around. A hooded reflector makes it possible to sit comfortably in the boat and witness the curious things in the water below with great ease, and pictures may be taken also through means of the



"Mac," the Wise Bear from the Yukon, and an Eskimo Boy.

place in a crowded battery when a shell of this kind bursts, and the thousand flying fragments sweep across the inclosed space. The funnel that was so badly crippled that it fell in upon itself was the fifth and last. The fourth funnel was also so much shattered that it had to be taken out and repaired. The big shell that passed through the fifth funnel, after wrecking



Half-Breed Eskimo Girl.

summer season. Boats of this type have long been used in Florida and California waters.

**ESKIMO VILLAGE AT THE WORLD'S FAIR.**

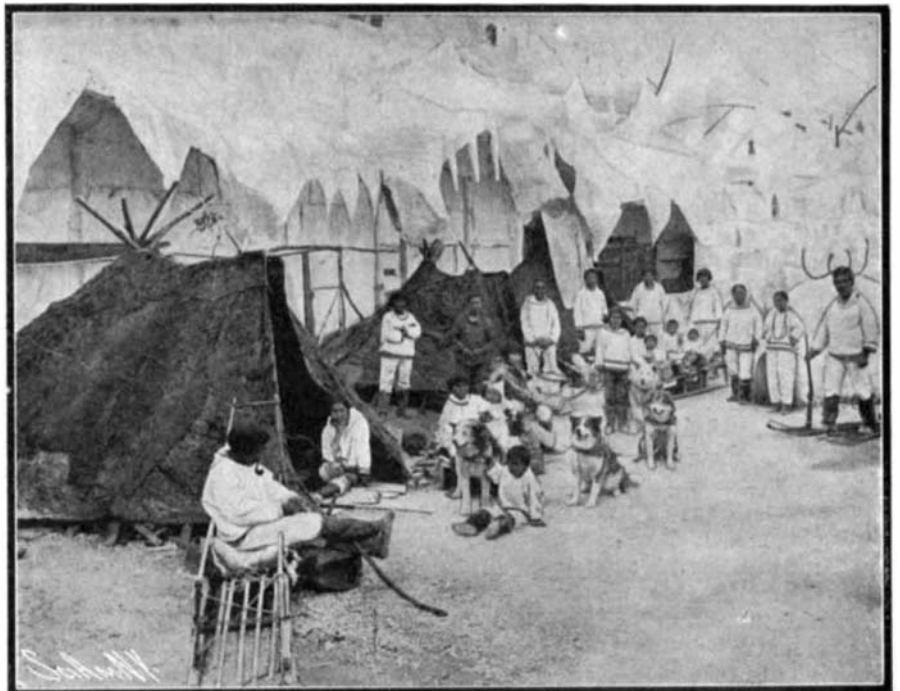
BY THE ST. LOUIS CORRESPONDENT OF THE SCIENTIFIC AMERICAN.

The St. Louis Fair is particularly rich in subjects of ethnological interest, and tribes from almost every corner of the earth are gathered within its inclosure.



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"Mac," the Wise Bear, Driven by Eskimo Children.



Eskimo Village and Natives with Dogs, Showing the Topeks or Huts Made of Seal-skin.

**ESKIMO VILLAGE AT THE WORLD'S FAIR.**