

TO THE SOUTH POLE WITH PONIES AND MOTOR

British Expedition in Command of Famous Lieutenant Shackleton Starts Next Month

He Tells What He Expects to Accomplish and How He Will Go About It.



LIEUTENANT E. H. SHACKLETON, WHO HOLDS "FARTHEST SOUTH" RECORD AND WILL NEXT MONTH LEAD ANOTHER EXPEDITION IN QUEST OF THE SOUTH POLE. Copyright Photo by W.B. Northrop.



BY W. B. NORTHPROP.
LIVING in the East India Docks, at London, just now is a small vessel which is destined to make history. Outwardly, she is an inconspicuous, odd-looking affair, but her story is full of romance already; and, before her ultimate journey is ended, she may be one of the world's most famous ships. Her name at present is Nimrod, but she will soon be rechristened the Endurance, and then—if her owners' dreams are realized—the world will hear from her.

The Endurance is at present being fitted out for the purpose of making an Antarctic trip under the command of Lieutenant E. H. Shackleton, who, it will be recalled, made the farthest point south, 82 degrees 17 minutes, as one of the members of the famous Discovery party.

When you first look at the Nimrod—and still more when you go on board of her—you are not very favorably impressed with her as a seagoing ship. She lies so low in the water and appears, not to speak profanely, such a regular "hub" of a boat, that one marvels that anyone would dare to go to sea in her at all.

It is only when you meet Lieutenant Shackleton himself, and encounter her daring commander, Captain England, and her chief engineer, Mr. Dunlop, that you realize that they mean business with the Nimrod.

Indomitable courage is shown in their faces, particularly that of Lieutenant Shackleton, who has just consented to make an exclusive statement, in which he fully discusses his novel and daring plans.

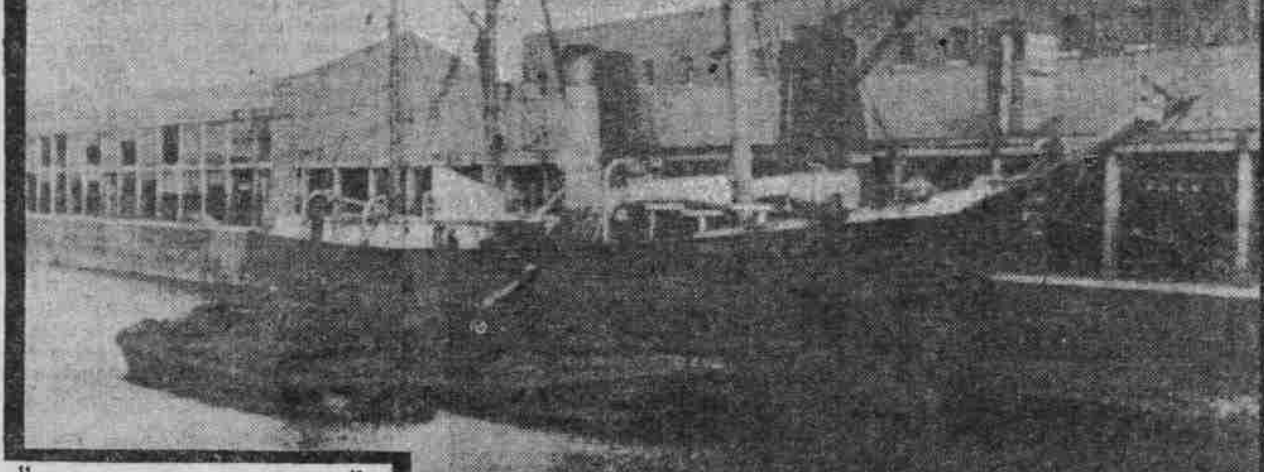
The chief-in-command of the Antarctic expedition demonstrates to you, in a few minutes' conversation, that he is thoroughly in earnest. Contact with Lieutenant Shackleton for a short while gives one the impression that reaching the south pole is a mere matter of course. He is a broad-shouldered, tall, squarely-built young man, whose frame seems to be one of iron; while his countenance has that British bulldog look that seems to mean success in any arduous adventure.

The writer met him recently at the offices of the Antarctic expedition, in Regent street, London, and he has made a statement in which he fully explains why he intends to reach the South Pole. It all seems extremely simple, when you know how.

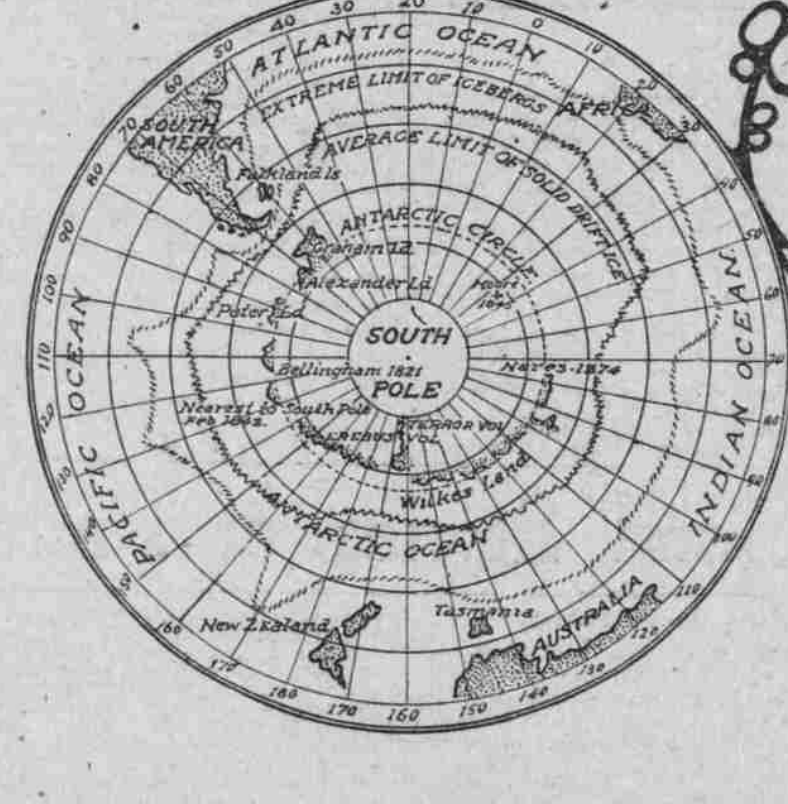
The South Pole, in my opinion, is more attainable than the North, for the reason that in the southerly direction there are more extensive tracts of unbroken land. In the northerly region you have open water and ice of a rugged character, whereas around the South Pole there are immense plateaux of flat land.

It is for this reason that we are taking a specially-built motor car with us. Some persons seem to imagine that we have an idea of simply landing near the pole and then riding over in our motor. This is absurd. The motor is only an experiment, and is not intended for riding in at all. It is merely to haul provisions. We have special sets of wheels adapted for certain qualities of ground; the material of which the motor is constructed has been especially hardened for low temperatures.

But we are not depending on our motor. It will haul more provisions than will dogs, or even ponies, and, as we shall only use it over ground that we have first traversed, and it will go only 25 miles per day, or thereabouts, stopping when the ponies stop; it is altogether a practical idea.



"THE ENDURANCE" THAT WILL CARRY MOST NOVEL EXPEDITION ON RECORD. THIS SHIP HAS THE RECORD OF 350,000 SEALS TO HER CREDIT. SHE IS A SPLENDID BOAT FOR ICE WORK, AND ESPECIALLY FITTED FOR POLAR EXPLORATION. Copyright Photo by W.B. Northrop.



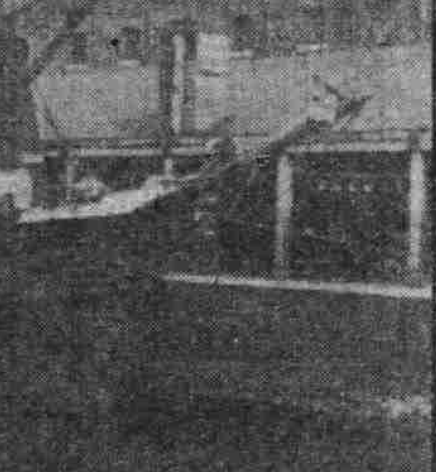
has merely been sighted as a strip of mountainous coast, practically a virgin field for exploration.

The experience of the various voyages that were made through the pack ice in connection with the "Discovery" expedition went to show that the later the start the more favorable conditions, as the pack ice is dispersed by the end of January, and accordingly we do not propose to sail from New Zealand till the end of the first week in the new year.

The united expedition at that time will probably number 28 members, including a landing party of 12. King Edward VII Land is hoped to reach by the 1st of February, and after landing our exploring party the Endurance will return to New Zealand, and during the next eight or nine months devote as much time as possible to the continuation of her magnetic survey along the great trade routes between New Zealand and Australia and from Australia across the Indian Ocean.

A special compass platform will be erected at a height of between 20 and 40 feet from the deck, and all iron fittings in its neighborhood will be replaced by brass fittings. Regular magnetic observations will be taken, and every 500 miles the ship is to be "swung" for deviation and variation.

Ship Cannot Be Crushed. About the boat herself, she may not appear outwardly to be very attractive; but she has a magnificent hull. Where a big Atlantic liner would be crushed in the ice like an eggshell, the Endurance, with her solid English oak hull, will resist all pressure. This has in fact been proved time and again. She was one of the best of the seal fishing boats, and her ice record is splendid.



DECK HOUSE AND CREW OF THE "ENDURANCE." PHOTO TAKEN ON BOARD THE FAMOUS SHIP THAT WILL SOON START ON ONE OF THE MOST NOVEL AND DARING TRIPS TO THE SOUTH POLE. Copyright Photo by W.B. Northrop.



FAMOUS "CROW'S NEST" ON THE SOUTH POLE SHIP FROM THIS "CROW'S NEST" HAVE BEEN SIGHTED MORE SEALS THAN FROM ANY OTHER POINT IN THE WORLD. IT IS FROM THIS LOOK OUT THAT EXPLORERS HOPE TO SIGHT THE LAND NEAREST THE SOUTH POLE. Copyright Photo by W.B. Northrop.

us food supplies for two full years, but we will be provided with a first-class life-boat, equipped with a motor-engine and capable of carrying provisions to last a party of 12 for two and a half months.

The Food Problem. As for our food supply, we have studied this question down to the final analysis. Our foods are prepared with the utmost care. The tins they are packed in are of triple thickness and are doubly painted. Every particle of food packed is of the



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best. As I suffered terribly from scurvy on my first Antarctic trip, I know the value of this careful attention to the food supply. We are going practically without vegetables, as they do not keep, carrying only the best of meats and other staples.

With the exploring party will be landed on King Edward VII Land the sections of a carefully planned living hut, 12 Siberian ponies, a team of 12 picked dogs from the far Northwest of Canada, and the specially constructed motor-car which will form such a novel feature of the expedition.

Work will at once be started in accordance with a definite programme. While the hut is being erected and the winter quarters otherwise put in order, the closing days of the Antarctic Summer will be utilized for establishing a line of depots as far as it is hoped, as 150 geographical miles to the south.

The part of King Edward VII Land, at which it is hoped to effect a landing, is in about 77 degrees 20 minutes south latitude, or 780 geographical miles from the pole. During the winter the scientific studies for the pursuit of which the expedition will be fully equipped will absorb a large share of attention.

With the return of spring, efforts will be made to extend the line of depots another 100 geographical miles to the south—that is, to within 500 geographical miles of the pole.

Old Masters' Rewards Like Those of Laborers

Artists in Italy in the fifteenth century were little better off than small shopkeepers. This is shown by the dowries they usually gave their daughters, which varied from 200 to 250, and it is related as an extraordinary instance that Andrea Mantegna gave his daughter 2500 at the time of her marriage, which was about the close of the fifteenth century.

For his decoration of the Vatican, he had to organize a large workshop, intrusting the large subjects to Giulio Romano and Pellegrino di Modena, and the stuccos and grotesques of John of Udina. For his decoration of the Sistine chapel Michael Angelo had five assistants and was paid 35,000.

traits as low as 10 or 12 and his usual charge for charcoal portraits was \$4.50. Besides that, he frequently gave away drawings in order to attract custom, in which he did not always succeed.

Most profitable of all Raphael's work was the decoration of the Vatican. He had to organize a large workshop, intrusting the large subjects to Giulio Romano and Pellegrino di Modena, and the stuccos and grotesques of John of Udina.

ber of his pictures than to the high prices he received. Rubens painted for all sorts of prices, from 15 for small portraits up to \$50 for his big canvases. His famous "Descent from the Cross" at Antwerp was sold by him for \$34. With the lapse of time the price of his pictures has been steadily rising. His "Loves of the Centaurs," which was estimated by the artist himself at about \$200, in 1822 sold for \$1320, but was only obtained for the Rosebery collection in 1822 at the cost of \$10,122.

also noticed that the young man had left his wine untouched. "Don't you drink wine, Mr. Clayton?" the charming daughter of the host asked, lifting her own glass, and smiling across at the young man.

Harper's Weekly. A Boston minister says that not long ago he was dining with a friend. Another guest present was a young man from Kentucky, and the minister was much pleased by the youth's somewhat diffident yet self-possessed manner. He