He Tells What He Expects to Accomplish and British Expedition in Command of Famous Lieutenant How He Will Go About It. Shackleton Starts Next Month Aprilonation LIEUTENANT E.H. SHACKLETON. WHO HOLDS "FARTHEST SOUTH" RECORD AND WILL NEXT MONTH LEAD ANOTHER EXPEDITION IN QUEST OF THE SOUTH POLE BY. W. B. NORTHROP, YING in the East India Docks, at London, just now is a small vessel THE ENDURANCE

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 ulti-mate 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, & degrees 17 minutes, as one of the members of the famous Discovery party. When you first look at the Nimrodand 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 "tub" of a boat, that one marvels that anyone would dare to go to sea in her at all.

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

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

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 fron; while his countenance has that British buildog 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

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 especial 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 ponies stop; it is altogether a practical idea.

Ponles Instead of Dogs.

Another povelty of our expedition is the use of ponies instead of dogs. We have been criticised for this, but our idea is, in my opinion, a very good one. These Manchurian ponies have been thoroughly seasoned to stand very low temperatures in their own homes before we take them out, and there is no reason to think they

not prove very efficient. of course, one thing may be said against penies and in favor of dogs: Dog will eat dogs, but ponies won't eat ponies. Perhaps you don't catch the drift of my meaning? In an emergency, with provisions giving out, and dogs dying, we can feed the live dogs on the dead ones. But with ponies we cannot resort to this measure. From a practical point of yiew. Of course, one thing may be said against with ponies we cannot resort to this measure. From a practical point of view, however, the ponies will carry more weight, do more work and eat less food than any other animals for this purpose.

New Base of Operations.

For reasons which it is not permissible at present to divulge. King Edward VII Land, at the eastern end of Ross' great ice barrier, has been action of Ross' great ice barrier, has been selected as the base of operations, in place of the hoadquarters of the "Discovery" expedition at the other end of the barrier. In many respects the change will be welcomed by geographers. McMurdo Strait, where the "Discovery" wintered, was the center of extensive explorations, lasting for a couple of years, and we will have around King Edward VII Land, which

THAT WILL CARRY MOST

NOVEL EXPEDITION

ON RECORD.

later the start the more favorable conditions, as the pack ice is dis-persed 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

The united expedition at that time will probably number 28 members, including a landing party of 12. King Edward VII Land it 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 massible to the continuation of the con sible to the continuation of her mag-netic 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 30 and 40 feet from the deck, and all iron fit-tings in its neighborhood will be replaced by brass fittings. Regular mag-netic 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 eggahell, 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.

The Endurance, despite her world-weary appearance, has a magnificent record. She was built at St. Johns, New-foundland, and it is said that her record as a sealing ship includes the capture of 350,000 seals. She has made fortunes many

has merely been sighted as a strip of | us food supplies for two full years, but 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 of the connection with the "Discovery" expedition went to show that the later the start the more favorable of the connection with the start the s

THIS SHIP HAS THE RECORD OF 350,000 SEALS TO HER CREDIT. SHE IS A SPLENDID BOAT FOR ICE WORK, AND ESPECIALLY FRITED FOR POLAR EXPLORATION

SOUTH

POLE

PAFTAC OCEAN

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

Artists in Italy in the fifteenth century was the decoration of the Vatican. He | traits as low as \$10 or \$12 and his usual

had to organize a large workshop, in-trusting the large subjects to Giulio Rokeepers. This is shown by the dowerles they usually gave their daughters, which varied from \$1040 to \$3080, and it is related Michael Angelo had five assistants and was paid \$55,040.

For his gelebrated "Last Judgment," which took more than five years, from May, 1535, to November, 1541, Michael Angelo received only his ordinary salary as "architect in chief, sculptor and painter of the apostolic palaces." Raphael at the height of his renown only asked \$565 for a large picture like the "Crowning of the Virgin."

Aside from her three most famous

appear to have been real gratuities, but the pension of \$620 given to Michael Angelo by Pope Paul III, that of \$1350 to Velasquez by Philip IV, and those of \$1350 and \$2900 to the French painters, French painters, French painters, French painters, Foussin and Mignard, were really advance payments for work to be done. Prince Chigl accepted the arbitration of Michael Angelo as to what should be pald to Raphael for the fresco of the Sibyls at Santa Maria della Croce. "This head," said Michael Angelo, pointing to one of the Sibyls, "alone is worth \$22."

'And the others?" asked the Prince. "The Martyrdom of \$30. he received \$704, which arbitrator, "See that Raphael is satisfied." said Prince Chigi, "sout if he should clarge for the drapery at that rate we should be ruined."

Most profitable of sil Raphael's work in the Louvier the painter considerance and the comparation of the limit is own estimate, was "very carefully finding the painter of the sile pension of the sile pens

the Garden of Olives to settle a debt of \$21. Carracci's painting of "The Resurrection," which is now in the Louvre gallery in Paris, was sold to some rich merchants, the Lachini, for a "soma" of grain and one of wine, worth something less than \$20.

Nor was it alone in Italy that artists were so nearly off. In the North they

charge for charcoal portraits was \$4.80. Besides that, he frequently gave away drawings in order to attract custom, in which he did not always succeed. mano and Pelegrino of Modena, and the stuccos and grotesques of John of Udina.

Which he dells of giving to the sister of Charles V two drawings which he valued at \$144 and for which he received nothing in return. He appears to have relied chiefly upon his engravings for a comfortable living, selling sets at \$34 to \$40, and copies of the prints of "The Passion" for copies of the prints of "The Passien" for \$4.90. He owned a house worth about \$2900 and his income from his savings alone was some \$1350 a year.

After the death of Durer there was, as very often happens with artists, a rise in the price of his works, so much so, in fact, that a factory of false Durers was established and the copies were dated back a year in order to make it appear, they were originals. In the public library the average being about \$125. He managed at Nuremburg there is preserved the prirate memorandum book of a dealer named Imhoff, mentioning frauds of this

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

ber of his pictures than to the high prices he received. Rubens painted for all sorts of prices. from \$5 for small portraits up to \$500 for his big canvases. His famous "Descent from the Cross" at Antwerp was sold by him for \$834. 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 him-self at about \$990, in 1892 sold for \$1320, but was only obtained for the Rossbery collection in 1882 at the cost of \$19,122. Van Dyck also had great facility of production, but his works were less prized than Rubens. His "Charles I," now in the Louvre, brought him \$480 and his "Jesus on the Cross," in the cathedral of Malines,

Rembrandt died poor, in spite of the fact that at one time he earned a good deal. The highest price he received a picture was \$1400 for his "N

Velasquez, who worked chiefly for the to eke out a living by his salary as offi-cer of the court, first as usher of the chamber at \$40 a month, with free cloth-ing and lodging, and later as an officer of

vegetables, as they do not keep, carrying only the best of meats and other eatables. With the exploring party will be landed on King Edward VII Land the sections of a carefully planned living but, 12 Siberian ponies, a team of 12 picked dogs from the far Northwest of Canada, and the spe-cially constructed motor-car which will form such a novel feature of the expedi-

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

Work will at once be started in accordance with a definite programme. While the hut is being crected and the Winter quarters otherwise put in order, the clos-ing days of the Antarctic Summer will be utilized for establishing a line of depots as far, it

The part of King Edward VII Land, at which it is hoped to effect a landing, is in about 77 degrees 20 minutes south lati-titude, or 780 geographical miles from the pole. During the Winter the scientifica studies for the pursuit of which the ex-

pedition will be fully equipped will ab-sorb 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

As on the Discovery expedition, the party which will attempt to reach the South Pole will be limited to three members, including myself. With us we will take six of the Siberian ponies and a It will be driven by a spirit motor-car. It will be driven by a spir which will work satisfactorily in low tem which will work satisfactority in low temperatures. Great hopes are entertained of its value for traction purposes but it is recognized that its employment is an experiment, and the chances of the expedition's success are far from being centered in any such novel means of loco-

arctic is also in the nature of an experiment, but the hardiness and strength they have developed on the bitterly cold plains of Bastern Siberia, where they are accusiomed to live in the open all through the Winter, justify the hope that the experiment will be attended with good results. With all the minutely careful plans we

have made, we are hopeful of success. London, July 10.

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

"No. I never do," he replied, blushing. "Oh, but I am sure you will this time-just one glass-with me?" she

'No, thank you," was the resolute reply, and the minister looked upon him with growing Admiration. The young lady very nearly achieved a

"You won't, then?" she asked. "No," was the firm reply, though the blush of embarrassment deepened on his cheek. "I never drink wine." he added, "but if—er—you have got a little old Bourbon, I reckon I could stand three or four fingers.

Hymn of the Average.

McLandburgh Wilson.
It wearies to aim for distinction Or wage an unusual strife;
I'd just be an average mortal and live just an average life.

And live just an average life.
I'd fall with the average losses,
Succeed with the average gain,
Rejoice in the average mushine,
And-rail at the average rain.
I'd love with the average fervor,
And hate with the average strength,
Complain with the average grumbling.
And live to the average length.
Theologies mix and confuse us.

Theologies mix and confuse us; When done with this world of the proud I'd just be an average angel And float on an average cloud.

The Game.

Aye, life is a difficult game, lad, A game of hazard and chance, With luck never running the same, lad, When Fortune leads one a dance. But one mustn't play from the wrong hand, Nor tales of hard dealing tell; Since pluck isn't playing the strong hand. It's playing the poor hand well.

Old Masters' Rewards Like Those of Laborers

For his decoration of the Sisting chapel

Michael Angelo had five assistants and

Aside from her three most famous

painters. Italy during the Renaissance was very parsimonious with her artists. Correggio sold his picture of "Christ in the Garden of Olives" to settle a dobt of

FAMOUS" CROWS NEST

ON THE SOUTH POLE SHIP

FROM THIS CROWS NEST

HAVE BEEN SIGHTED MORE

SEALS THAN FROM ANY

OTHER POINT IN THE WORLD.

copyright Photo by W.B. Northrop.

NEAREST THE SOUTH POLE

IT IS FROM THIS LOOK OUT

THAT EXPLORERS HOPE

TO SIGHT THE LAND

they usually gave their daughters, which varied from \$1040 to \$3000, 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.

Michael Angelo, Raphael and Titian were the only painters of the fifteenth century who succeeded in attaining a position of case. Michael Angelo at his death left about \$48,000, besides some real estate, to his nephew Leonardo. Raphael's property was estimated to be worth \$135,000, while Durer was worth at the time of his death only \$31,650.

In those days, however, pensions were frequently given to artists by sovereigns and cities. Glotto, for instance, had a pension of \$550 from the Republic of Florence, and the Emperer Maximilian gave Albert Durer one of \$590. These appear to have been real gratuities, but the pension of \$5000 given to Michael Angelo by Pope Paul III, that of \$1350 to Velasquez by Fhilip IV, and those of \$1930 and \$2000 to the French painters, Poussin and Mignard, were really advance payments for work to be done.