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SK CLEARING HOUS

Sept. 23—Everything
in readiness for the
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the following banks in
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Imperial Bank of Canada,
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BULLETIN WANT ADS.

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CAPT. SCOTT'S SOUTH
POLE EXPEDITION

Will Start From England at the End of August Next Year—L. Shackleton Will Not Take Part—Two Bases Are to be Used—Former Attempts

London, Sept. 23.—The announcement that Captain Robert F. Scott, whose former attempt to reach the South pole is still fresh in the public mind, will organize and lead another British expedition to the Antarctic, starting about the beginning of August next year, takes second place in public interest only to the budget and Cook-Pearry controversy. Capt. Scott's expedition will, it is understood, not include Lieutenant Shackleton, but is receiving the support of the Royal Geographical Society, of which he is a Fellow.

The forthcoming expedition will have two bases, according to the tentative scheme already arranged. One base will be in MacMurdo Sound and the other in King Edward VII. Land, at that point be reached. The expedition will endeavor not only to reach the South pole, but also to accomplish valuable geographical work in King Edward VII. Land, which is now quite an unknown region.

On his previous expedition Captain Scott used a very strong wooden ship, the Discovery, specially built for his voyage at Dundee. Her dimensions were: Length 178 feet, width 34 feet, depth 29 feet, displacement 1,570 tons, and she was equipped with auxiliary engines of 450 horse power, and had a coal capacity of 240 tons. The Discovery carried out days of loading purposes, and was carefully provided for three years. The outfit for the winter station and the supply of scientific instruments were such that could be desired. The crew consisted chiefly of bluejackets, with several Dundee whalers, the total complement, including the civilian scientific staff, being about 48 men, most of whom were under 30 years of age.

It is understood that Captain Scott will take several colleagues with him. In the opinion of Sir C. Mackenzie, Captain Scott's last expedition was the best found and most completely arranged vessel that had ever left these shores on a voyage of discovery. Improvements will be made in the forthcoming expedition, and there is every reason to believe that Captain Scott will on this occasion pass Lieutenant Shackleton's "latitude."

Though perhaps quite as important from the geographical and scientific point of view as the North pole, the Antarctic region has been comparatively neglected. Whilst the northern portion of this planet has been practically overrun by explorers and expeditions during the past 900 years, the south is today still a terra incognita, or almost so. So far as is known, the Southern ocean was first traversed by Magellan during the first quarter of the sixteenth century. Circumnavigating the earth in 1492, Captain Cook discovered the existence of a circumpolar ocean, and concluded that there was a great mass of land there. The most striking information was the discovery of the isolation of the mythical Antarctic continent, and that the strongest evidence of the presence of land pointed to about 110 degrees W. longitude, and 71 degrees S. latitude.

More definite knowledge, however, was hidden from human ken until the Australian whaler, the Endeavour, sailed into these unknown waters. It seems that the extent of land dimly indicated as investigation progressed, whalers discovered land close to the Antarctic circle a hundred years ago, and in 1839 began a systematic and international attack upon the south. English, French, Russian, American expeditions had already been despatched, each returning with its quota of useful results.

The original discoverer of the continent was Captain John Biscoe (1831). An expedition was proposed by the Australian colonies in 1857; it obtained the co-operation of the British Society and the Swedish government, but ultimately fell through.

Mr. Borchgrevink, the Norwegian explorer, led an expedition in 1894-5, and another in 1895-6. The latter was equipped by Sir George Newnes, and was absent nearly two years. Mr. Borchgrevink penetrated to the furthest point south that had ever been reached, and fixed the magnetic position of the South pole at about latitude 73 degrees 45 minutes S., and longitude 141 E. A Belgian expedition set out in 1897, and returned, with good results, in 1899.

On July 31, 1901, Captain Scott, as related to above, sailed from the Thames in the Discovery, to carry out an enterprise which had been initiated ten years before, and has occupied two years in preparation. The Discovery returned to Portsmouth in September, 1904, after a two years' sojourn in Antarctic waters. The magnificent results of Captain Scott's expedition are set forth in his work, "The Voyage of the Discovery."

The latest Antarctic expedition, in the Nimrod, commanded by Lieut. Shackleton, sailed from Torquay on August 7, 1907, for New Zealand. From this point the expedition proceeded to the base in King Edward VII. Land, where the exploring party commenced to carry out the program which had been carefully arranged and led to a most successful result. It was late in the autumn when Lieutenant Shackleton, with three companions, started on their dash for the pole, reaching within about 110 miles from the coveted spot.

Sir Charles Ross reached as far as 75 degrees 11 minutes; Mr. Borchgrevink got about 59 miles further in 1900. Captain Scott added 200 miles to that record, and Lieutenant Shackleton passed it with an extra 400. There is every probability that Capt. Scott's will not be the only expedition in the south next year. Dr. Charles A. Elliott, 40, formerly of London, Ontario, died today as the result of injuries received in a runaway.

Succeeded to Injuries.
Vancover, Sept. 23.—Dr. Charles A. Elliott, 40, formerly of London, Ontario, died today as the result of injuries received in a runaway.

TO SUPERCEDE MCGILL RUSH
Push Ball Contest to Take Place of Hill-Rolling.

Montreal, Sept. 23.—It is highly probable that harmless push ball will supersede the dodgy rush at Old McGill, and it seems likely that the Freshmen classes in Science and Arts will be introduced to college life by less strenuous methods than those of the hill-rolling route and the rope ring.

Last year Dr. Barnes unfolded to the Science men the mysteries of the ring rope, and while that method was declared to be an improvement over the old system of laboriously clambering up the slope in front of the Physics Building to be rewarded by an ungrateful push from a sophisticated Sophomore, it was asserted that it was not any too successful.

It is whispered along the campus walks that the worthy professor of physics has imported a large billiard table, the newcomers may pit their strength and skill against the second year men with the sphere as the medium.

If the push ball game proves successful with the Science men, it is probable that the Arts will adopt this method. Furthermore, it is thought Medicine would like to have a rush at its game. Medicine has been quite tame of recent years. Last year, for instance, the Freshmen Class acted as hosts in a sort of picnic at the Union with the Sophs, as guests and under the eye of the Dean. The study element in Medicine objects to such harmless diversions, and is quite probable that Dr. Barnes will be asked to lend the ball so that the boys will have an approved rush.

CANADIAN NORTHERN
MAY GO TO BOSTON

Plan For an All-year Port Terminal Set Forth by Financial News—Preliminary Survey of Montreal-Boston Line at 46 Miles Shorter Than Any Other.

Boston, Mass., Sept. 23.—The Financial News publishes a circumstantial story to the effect that Mackenzie & Mann are contemplating establishing an Atlantic terminus of their road at East Boston.

Says the Financial News: "From present indications there is a strong probability that Boston is to become the terminus of what is to be one of the greatest trans-continental railroads in North America—the Canadian Northern."

"This road has been built and controlled by Mackenzie & Mann, the well-known Canadian promoters of the William Mackenzie & Mann Harbinger of Canada, for he has built more miles of railroad in Canada with government aid than any other interests in that country. He is fast pushing the Canadian Northern to the Atlantic coast and it is planned to reach Boston by the winter port of export.

"Although the above plans have not been definitely decided upon, several preliminary surveys of a route between Montreal and Boston which is forty-six miles shorter than any other route. As the traffic over this line will be absolutely netted, the line will in no way interfere with the Boston & Mann system."

"All Canadian roads have heretofore inclined to use Canadian parts, or terminal ends in winter, but with new traffic of the Canadian Northern could not be handled either at Halifax or St. John, N.B., and provided the facilities can be had, it must necessarily come to Boston.

"Railroad men are unanimous in the opinion, especially when the water entrance to Boston for such a line except through East Boston, where large areas of land may be secured for terminal tracks, railroad yards, elevators and deep water, while the passenger connections with the Boston Elevated Railway system gives easy access to all parts of Boston and suburbs."

"Mackenzie & Mann do most of their willings in London, where their credit is practically unlimited. Yet there is no doubt that the road from Montreal to Boston will be expected to be financed in part at least by New England capital."

"It is to be hoped that such an opportunity to connect Boston with the train fields of the West will not be neglected when the time comes to interest New England capital."

Already New England has lost several opportunities in not maintaining its ownership in several western lines originally projected by Boston capital. For instance the Boston & Albany, Erie, Fitchburg connections, Ogdensburg routes, the West Shore and Central Vermont, which latter was taken in by the Grand Trunk.

"In connection with the advent of the Canadian Northern into East Boston there are rumors that there is to be a big central freight terminal located in East Boston which will embody all the roads now running and to come into this city. The Boston & Albany is now completing extensive piers at Jeffrey Point and it is said that this company will build more piers than are now under construction. The details of the central terminal have not as yet been completed."

Rumors have been current for some time that the Canadian Northern was arranging for a Boston outlet, but have been regularly denied by the heads and officials of the road both here and in Boston. It is pointed out that this company will build more piers than are now under construction. The details of the central terminal have not as yet been completed."

A QUARTETTE OF CITIES
WITH IMMENSE FUTURES

Lord Northcliffe Impressed With Ft. William, Calgary, Edmonton and Vancouver—Draws Attention to Argentine Republic as Canadian Rival—Takes Drive at Remittance Man.

Montreal, Sept. 23.—Lord Northcliffe and his party passed through the city this morning en route to Newfoundland. Referring to his Western trip he said in part: "As to the West, Fort William, Calgary, Edmonton and Vancouver impressed me as having immense futures before them. There is a possibility of home building in these Western cities, particularly pleasing to me as a Briton. Winnipeg's private houses compare most favorably with those of American cities five times the size."

"I came to inquire into the possibilities in Canada for British capital investment and immigration from Scotland, England, Ireland, of which we have not always had a large share. It is in the interest of the business of Great Britain and Greater Britain, Limited, that the people from the Old Country should fill up Canada rather than scatter themselves as they are doing over the Argentine Republic. The United States and Canada are one of your chief business rivals. I look from us at home over nine hundred millions dollars capital last year. It has wheat land to spare, producing as much as thirty bushels to the acre. It has superb railways, and most of its industrial plants are largely managed by Englishmen who would not come to Canada because the idea has been largely prevalent in Great Britain that 'No Englishman apply.'"

"I am glad to say that the general Canadian attitude to English positions is better than formerly, doubtless owing to the disappearance of our old friend of the eye-glasses and riding breeches—the remittance man. I kept careful lookout for him in my trip west and saw only three specimens, the finest of them being at Victoria, where I encountered one who might have walked out of an American vaudeville skit, 'The Deaf Boys from Old London.'"

JUSTICE CURRAN DEAD

Montreal, Que., Oct. 1.—J. J. Curran, justice of the superior court of Quebec, died this morning after a long illness. He was 65 years of age and was formerly a member of Sir John A. Macdonald's cabinet.

A HUNDRED MILLION
IS VALUE OF CROP

The Manager of the Bank of Montreal Estimates that the Grain Value of the West This Season Will be Turned Into The Much Cash.

Montreal, Sept. 23.—A hundred million dollars worth of grain is expected to be raised in the West this season. The value of the grain (Canadian West) will have to market from this year's crop. That is, a conservative computation. The wheat yield is almost sure to exceed the 105,000,000 bushels which he anticipated in 1906. Earlier in the season some grain statisticians of repute accepted the forecast of 120,000,000 as one likely to be realized. The wheat crop will be a large one, and the more returns from it are certain to be much greater than those of former years. Canada is a country of barley, too, the production of which is considerable. A hundred million dollars seems a low valuation of the marketable surplus of the grain crop.

Much Retained for Seed.
In venturing the opinion that the money proceeds will be much in excess of what is required to seed the crop retained by growers for their own use as food and seed must be much in excess of what is required. Every good crop is an impulse to expansion on the part of farmers. Having done well one year, they are inclined to expand in the next. It is not surprising, therefore, that the number of young fellows who have returned to the land in the last decade will be some growers of their own accord. Hence, the reserve of grain for seed and for stock will be absolutely larger.

In consequence of the shortage of seed produced in the spring of 1908 farmers are likely to keep more grain in their hands for some time. That shortage, it is true, was due to over-selling in the autumn of 1907, but to the severe damage wrought by frost in that season. However, farmers who have the experience of seed shortage, and of government assistance to make such shortage good, will be careful to see that the supplies held back for their own needs are not scant. After being hoarded in the spring of 1908, they are likely to keep more grain in their hands for some time. That shortage, it is true, was due to over-selling in the autumn of 1907, but to the severe damage wrought by frost in that season. However, farmers who have the experience of seed shortage, and of government assistance to make such shortage good, will be careful to see that the supplies held back for their own needs are not scant. 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