

## ARCTIC EXPEDITION.

### FURTHER PAPERS AND CORRESPONDENCE.

No. 1.

#### SAILING ORDERS for the "ALERT" and "DISCOVERY."

SIR,

Admiralty, 25th May 1875.

HER Majesty's Government having determined that an expedition of Arctic exploration and discovery should be undertaken, my Lords Commissioners of the Admiralty have been pleased to select you for the command of the said expedition, the scope and primary object of which should be, to attain the highest northern latitude, and, if possible, to reach the North Pole, and from winter quarters to explore the adjacent coasts within the reach of travelling parties, the limits of ship navigation being confined within about the meridians of 20° and 90° west longitude.

2. Her Majesty's ships "Alert" and "Discovery" having been specially fitted out for this service, I am commanded by their Lordships to signify their direction to you, so soon as the said vessels shall be in all respects equipped and ready, to take the "Discovery" under your orders, and put to sea with both vessels, calling at Queenstown to complete with coal, or sending in the "Valorous" (which will accompany the expedition to Disco) for that purpose if more convenient, proceeding thence to Disco, in Davis Strait, and northwards by way of Baffin's Bay and Smith's Sound to carry out the special service of discovery and exploration with which you have been entrusted.

3. Her Majesty's ship "Valorous" will receive on board extra coal and stores, &c. for the expedition, and will be available for towing when requisite. Captain Loftus Jones has been directed to consider himself under your orders temporarily, and after transhipping stores, &c. at Disco, he is to return to Devonport in the "Valorous" in final execution of his orders.

4. The "Alert" and "Discovery" after leaving Disco should proceed to the settlements of Proven and Upernivik for dogs, Esquimaux drivers, &c., and then pass up to Smith Sound in the prosecution of the enterprise, and it will be a question for you to consider whether you would leave a depôt of provisions and a boat at the Carey Islands on passing.

5. Both shores in the vicinity of Capes Isabella and Alexander should be examined in order to select a suitable position for the depôt or relief ship which will, in the event of the expedition remaining in the Arctic regions, be dispatched in 1877; but as such a position cannot be absolutely determined on beforehand, and it is necessary to decide where information will be found by any ship which may be subsequently sent out from England, Lyttelton Island, in the opinion of competent authorities, meets all the requirements of a fixed point for rendezvous. Here a conspicuous cairn should be erected; one record placed in the cairn, another laid beside it on the north side, and a third buried 20 feet due north for it. These records should contain proceedings of the voyage and such information as may be necessary for the commander of the ship to be dispatched in 1877.

6. The ships should then proceed up Smith Sound with all speed, so long as its navigation is not seriously obstructed by ice, a careful scrutiny being made of its shores for places of security for the ships, stopping only to erect cairns on such conspicuous points as may be conveniently landed on. Similar information should be placed at these cairns, and after the same method as described for the cairn on Lyttelton Island. It is, moreover, necessary to be borne in mind that these records of the progress of the expedition and of any change of plans you may have found necessary to make, form an important feature in these instructions.

7. It is desirable that these cairns should not be more than 60 miles apart. By way of illustration, may be named Capes Frazer, Back, and Beechey on the western shore, and Capes Jackson and Bryan on the eastern shore; to these prominent headlands the attention of any searching party would naturally be directed. A small depôt of