

THE COMMERCIAL
Is published every Tuesday, Thursday and Saturday,
at \$5.00 per annum, payable in advance by
THOMAS LORING,
EDITOR AND PROPRIETOR.
BENJAMIN T. HOWZE,
CORRESPONDING EDITOR.
CORNER OF FRONT AND MARKET STREETS,
WILMINGTON, N. C.

THE COMMERCIAL.

PUBLISHED TRI-WEEKLY, BY THOMAS LORING.

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1 " 1 month, 2.50 " 1 year, 12.00
Ten lines or less make a square. If an advertisement exceeds ten lines, the price will be in proportion.

All advertisements are payable at the time of their insertion.
Contracts with yearly advertisers, will be made on the most liberal terms.
No transfer of contracts for yearly advertising will be permitted. Should circumstances render a change in business, or an unexpected removal necessary, a charge according to the published terms will be at the option of the contractor, for the time he has advertised.

The privilege of Annual Advertisers is strictly limited to their own immediate business; and all advertisements for the benefit of other persons, as well as all advertisements not immediately connected with their own business, and all excess of advertisements, in length or otherwise, beyond the limits engaged, will be charged at the usual rates.
All advertisements inserted in the tri-weekly Commercial, are entitled to one insertion in the Weekly, free of charge.

JOB, CARD and FANCY PRINTING, executed in superior style.

AGENTS FOR THE COMMERCIAL
NEW YORK: MESSRS. BROWN & DELOSSET.
BOSTON: FREDERICK KIDDER, Esq.

JOHN WALKER, JR.
AUCTIONEER & COMMISSION MERCHANT
WILMINGTON, N. C.
March 17, 1849. 1-ly.

F. J. LORD & CO.
Rice Factors & Commission Agents.
Nov. 25, 1848. 108-15-p.

M'KELLER & M'RAE,
LUMBER AND TIMBER AGENTS, GENERAL COMMISSION MERCHANTS, AND GROCERS,
Store formerly occupied by HALL & ARMSTRONG,
NORTH WATER STREET,
WILMINGTON, N. C.
M'KELLER, M'RAE, Nov. 11, 1848. 102

L. MALLET,
AGENT FOR THE SALE OF
Timber, Lumber, Naval Stores, &c.,
Nutt's Building, North Water Street,
WILMINGTON, N. C.
Nov. 9, 1848. 101

BARRY, BRYANT & CO.,
COMMISSION MERCHANTS,
WILMINGTON, N. C.
March 17, 1849. 1-ly.

WILLIAM NEFF,
(Late of the firm of NEFF & WARNER.)
WHOLESALE AND RETAIL DEALER IN
SHIP CHANDLERY, SHIP STORES
AND GROCERIES,
CORNER OF DOCK & WATER STREETS,
WILMINGTON, N. C.
Dec. 7th, 1848. 113-ly.

JOHN D. LOVE,
DEALER IN
CABINET FURNITURE,
BEDSTEADS, CHAIRS, CRASSIS, &c.,
ROCK SPRING,
WILMINGTON, N. C.
Dec. 14, 1848.

SCOTT, KEEN & CO.
MERCHANT TAILORS,
AND DEALERS IN
SUPERIOR
Ready Made Clothing,
MARKET STREET,
WILMINGTON, N. C.
Oct. 21, 1848. 93-ly.

CORNELIUS MYERS,
MANUFACTURER,
AND DEALER IN
HATS, CAPS, UMBRELLAS AND
WALKING CANES, &c.
WILMINGTON, N. C., Market-st.
Oct. 17, 1848. 91-ly.

A. B. SPIE & Co.,
AUCTIONEERS AND COMMISSION MERCHANTS
Fayetteville Street,
RALEIGH, N. C.
WHOLESALE AND RETAIL DEALERS IN
all kinds of business, with punctuality and dispatch.
REFER TO
His Excellency CHAS. MANLY,
J. O. WATSON, Esq.,
METHUEN SHAW, Esq.,
Wm. J. R. J. PASTEL,
Geo. W. MORDCAI, Esq.,
M. C. L. HINTON,
Raleigh, N. C., Feb. 22, 1849. 145-12m-c.

S. M. WEST,
AUCTIONEER
AND
COMMISSION MERCHANT,
WILMINGTON, N. C.
Liberal Cash advances made on all consignments from the North, or on Produce from the Country.
Office 2 doors on the Wharf, South side of Market Street.
April 5, 1849. 9-ly.

J. HATHAWAY & SON.
COMMISSION MERCHANTS.
J. HATHAWAY. J. L. HATHAWAY.
March 3, 1849. 149.

W. L. SMITH,
(LATE OF THE FIRM OF SANDFORD & SMITH.)
COMMISSION MERCHANT,
WILMINGTON, N. C.
Store on North Water Street, Paraly's block.
Oct. 14, 1848. 90-ly.

J. S. WILLIAMS,
Fancy & Staple Dry Goods Store.
ONE DOOR WEST OF Wm. SALT'S DRUG STORE
MARKET STREET,
WILMINGTON, N. C.
Oct. 14, 1848. 90

W. BRANSON,
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES, &c.
Nutt's Building, North Water Street.
WILMINGTON, N. C.
N. B. I have a large and Secure Timber Pen where I will put all Timber left with me for sale at as small charge as is made by any other Agent in this place.
Sept. 29, 1848. W. B. 83-c.

B. I. HOWZE,
ATTORNEY AT LAW,
WILMINGTON, No. Ca.
Will practice in all the Courts of Wayne, Duplin and New Hanover Counties.

JEFFREYS & LEIGHTON.
General Commission Merchants,
WILMINGTON, N. C.
February 13, 1849. 141.

WILLIAM J. CLARK,
ATTORNEY AT LAW,
RALEIGH, N. C.
Sept. 12th, 1848. 76-w. tri. c.

CARROLL & FENNEL.
Grocers & Commission Merchants,
WILMINGTON, N. C.
HAVE ALWAYS ON HAND A GENERAL ASSORTMENT OF
FAMILY GROCERIES, LIQUORS, WINES, &c.
AND WILL PAY PARTICULAR
Attention to the sale of all kinds of Produce
S. J. CARROLL. G. N. FENNEL.
July 13, 1848.

DEROSSET & BROWN.
WILMINGTON, N. C.
NEW YORK.
GENERAL COMMISSION MERCHANTS
March 17, 1849. 1-ly.

J. & W. L. MCGARY.
FORWARDING AND COMMISSION MERCHANTS,
WILMINGTON, N. C.
March 17, 1849. 1-ly.

GEORGE S. GILLESPIE.
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES &c.
with liberal cash advances on consignments of produce.
March 17, 1849. 1

GEORGE W. DAVIS,
COMMISSION MERCHANT,
WILMINGTON, N. C.
March 17, 1849. 1

J. C. LATTA,
COMMISSION MERCHANT,
AND GENERAL AGENT,
WILMINGTON, N. C.
Oct. 10, 1848. 67

LIFE INSURANCE
IN THE NATIONAL LOAN FUND SOCIETY, OF LONDON,
AND
FIRE INSURANCE
IN THE EDINA INSURANCE COMPANY, OF HARTFORD, CONN.,
OR, IN THE
HOWARD INSURANCE COMPANY,
OF NEW YORK,
May be effected by application to
DEROSSET & BROWN.
March 17, 1849. 108

BENJAMIN BLOSSOM,
COMMISSION MERCHANT,
NEW YORK.
Liberal advances made upon consignments of all kinds of produce.
References.
Messrs. J. & D. McRAE, } Wilmington.
G. W. DAVIS Esq. }
J. R. BLOSSOM Esq. }

HENRY P. RUSSELL,
AGENT FOR THE CAPE FEAR
STEAM SAW MILL,
WILMINGTON, N. C.
Strict attention given to the faithful execution of all orders for Lumber.
n. 1 1849. 124-lyc

CASHWELL & BLOSSOM,
GENERAL COMMISSION
AND
FORWARDING MERCHANTS,
Nos 1 & 2, Dickinsons Night,
North Water St. Wilmington, N. C.
Liberal Cash advances made on consignments of
Timber, Lumber, and Naval Stores.
April 3, 1849. 8-12m.

LIFE INSURANCE,
NUTT & BENEFIT LIFE INSURANCE COMPANY.
SURPLUS OVER \$100,000.
Slaves Insured.
J. R. BLOSSOM, Agent.
April 3, 1849. 8-10-wp.

HERON & MARTIN
General Commission Merchants,
PHILADELPHIA.
REFER TO
Messrs. THOS. WATSON & SONS, } Phila.
Jno. C. DARGOTA, Esq. }
Wm. S. NELSON, Esq. }
ROBERT NELSON, Esq. }
Messrs. MOSES, TAYLOR & CO., } New York.
J. H. BAWLER, & Co. }
J. & D. McRAE, } Wilmington.
Geo. HARRISS, Esq. }
April 5, 1849. 9-ly.

HOT AND COLD BATH.
AT THE
VERANDAH BOWLING SALOON
by J. A. MORRIS,
March 31, 1849. 7-ly.

GEO. HARRISS,
General Commission Merchant,
WILMINGTON, N. C.
STRICT attention given to procuring Freights and purchasing Cargoes for vessels.

REFER TO
E. P. Hill, Esq., }
O. G. Parsley, Esq., } Wilmington.
J. A. Taylor, Esq., }
J. D. Bellamy, Esq., }
Messrs. Ballard & Huntington, }
Messrs. Tucker, Smith & Co., } New York.
Thompson & Hunter, }
Alex. Herron, Jr., Philadelphia }
Messrs. Williams & Butler, } Charleston, S. C.
H. F. Baker, Esq., }
Jan. 2, 1849. 123-ly.

SPIRIT BARRELS.
A Good supply of empty Barrels. For sale low
and to suit purchasers by
DEROSSET & BROWN.
March 1. 160.

Dr. B. MUNSEY,
HOMEOPATHIC PHYSICIAN,
AND
DENTIST,
MARKET ST., 6 Doors above Front St.
Dec. 23, 1848. 120-6m.

JOHN T. RUSS,
INSPECTOR OF
TIMBER AND LUMBER,
WILMINGTON, N. C.
Oct. 14, 1848. 90.

F. J. LORD & CO.,
Agents for the
NAUTILUS MUTUAL LIFE INSURANCE CO.
Accumulated Capital, \$130,000.
ALSO FOR THE
EAGLE LIFE & HEALTH INSURANCE CO.
Capital, \$100,000.

Will take risks on lives of Slaves.
Office 23 North Water Street.
Oct. 21, 1848.

JOHN HALL,
Commission Merchant,
WILMINGTON.
April 12. 12

Wm. M. HARRIS, EUGENE S. DRAKE
HARRISS & DRAKE.
General Commission Merchants,
WILMINGTON, N. C.
REFERENCES:
O. G. Parsley, Esq., } Wilmington, N. C.
Col. John McRAE, }
Messrs. Ballard & Huntington, }
Will Peck, Esq., Raleigh, N. C. }
Messrs. Hall, Sackett & Co., } Fayetteville, N. C.
Joseph Utley, Esq., }
Messrs. James Corner & Sons, Baltimore. }
E. A. Souder & Co., Philadelphia. }
Pillsbury & Sandford, } New York. }
Hunting & Tutts, Boston. }
J. & G. P. Titcomb, Keenebunk, Me. }
September 14th, 1848. 77-ly.

MARTIN & CRONLY.
AUCTIONEERS,
COMMISSION MERCHANTS,
AND
GENERAL AGENTS.
Wilmington, N. C., Oct. 3, 1848. 84

MOLASSES.
150 Hh's Prime new Crop Cuba Molasses just
arrived per Brig Annawan, and for sale by
J. HATHAWAY & SON.
Feb. 22. 145.

SPERM, Adamantine and Tallow Candles For
sale by
GEO. MYERS.
Feb. 10. 149.

FOR CALIFORNIA AND THE GOLD REGIONS.
CAPT. R. J. HARRISS, proposes to make
a Stock Company, each individual sub-
scribing and paying a certain amount of
cash, the sum to be in proportion to the number of
passengers or adventurers offering. purchase a good
and substantial Vessel, the cargo and vessel to be
owned by the Company, and each individual to be
governed by such laws and regulations as the said
Company may make after being formed. Fifteen
Hundred Dollars has already been subscribed.—
Capt. HARRISS is an experienced navigator, having
sailed over the Horn, under different flags, and
well acquainted with the coast, and will furnish \$700
worth of instruments for the outfit of the Vessel,
for further information apply to
HARRISS & DRAKE.
Feb. 1. 138.

SHIPPING ARTICLES.
FOR SALE at the Commercial Office, an elegant
edition of Shipping Articles, enclosing all the
laws of Congress relative to the Merchant's
Service.
RYE!
100 Bushels. For sale by J. C. LATTA.
Jan. 25. 138.

SALT.
5000 BUSHELS Furks Island, just ar-
rived per Brig Ava, for sale by
BARRY BRYANT & CO.
March 10. 182.

FOR SALE.
Turpentine Land and Distillery.
SEVERAL Tracts, containing about 1960 acres of
Turpentine Land, in one body and free from huge
situated near Lockwood's Ferry River, and in con-
venient distance from Elizabeth River.
ALSO,
A 20 barrel Distillery, in good order, with every work-
ing Tool, situated on Lockwood's Ferry River and
about 3 miles from above land. Apply to
ROBT. G. RANKIN, Wilmington, N. C.
Neighboring copy 6t and send bill to this Office.
Feb. 1. 136-ly.

NOTICE.
FROM and after the first January, 1849, no Freight
will be transported or delivered without the
freight being paid.
ROBT. FENNER,
Transportation Agent, W. & R. K. R. Co.
Dec. 30, 1848. 122-ly.

SPIRIT BARRELS.
250 EMPTY Blis. large size and in prime or-
der. Just received and for sale by
BARRY BRYANT & CO.
Oct. 5th. 86 t.

PORK! PORK!!
25 BARRELS nice Mess New York city inspection
and inspected in Wilmington for sale
by
GEO. HARRISS,
Murphy's Building.
March 31, 1849. 7-ly.

AGENCY OF
Nautilus (Mutual Life) Insurance Company
PERSONS holding Policies in this office are not-
ified that Scrip Certificates for their Shares of
profits in the business of the Company are ready for
delivery at the Agency office, 25, North water-st.
F. J. LORD & Co., Agents.
Oct. 24. 94-ly.

GRIST MILL.
THE subscribers have started a Grist Mill in con-
nection with their Saw Mill, and can furni-
sh Meal and Houring of prime quality and at very short
notice.
JOHN McRAE & Co.
Feb. 8, 1849. 139-ly.

TURPENTINE STILL FOR SALE.
A TURPENTINE STILL with Cap, Arm, Worm,
2 Doors, Tub, and all other necessary fixtures, in
prime order, of either of the following sizes viz: 12,
18, 20, 24, or 30 Barrels yellow Dipping Turpentine.
Enquire of, or address by letter to
A. H. VANBOKKELEN.
Wilmington March 20, 1849. 2.

DISSOLUTION.
THE Copartnership heretofore existing under the
firm of PETERSON, CASHWELL & Co., is
this day dissolved by mutual consent. D. Cashwell
at the old stand, will settle the business of the con-
cern.
E. PETERSON,
D. CASHWELL,
I. PETERSON.
Feb. 8. 139

HYSON AND YOUNG HYSON.
5 Catty Boxes Y. H. Tea 12 lbs. each,
5 " " Hyson " 12 lbs each,
of superior quality and for sale by
HARRISS & DRAKE.
March 8. 151.

SPIRIT BARRELS!
225 Empty Spirit Blis. large size and in prime
order. For sale low by
BARRY BRYANT & CO.
Jan 16. 129.

COMMERCIAL BANK STOCK.
10 SHARES Commercial Bank Stock, for sale
by
J. HATHAWAY & SON.
Feb. 24. 145

FOR SAN FRANCISCO CALIFORNIA DIRECT!
THE new A. L. Copper fastened and copper-
lined Live oak and red Cedar built Barque
of JOHN A. TAYLOR, Master, will
sail as above, early in April. She can take the bulk
of 200 tons freight and 100 passengers. For particu-
lars, apply to
GEO. W. DAVIS.
Feb. 16. 142.

FLOUR.
20 Barrels Extra Canal Flour
20 half do do do
For sale by
HOWARD & PEDEN.
Feb. 3. 137.

National Courtesy and Humanity.
From the National Intelligencer.
Happy are we, and happy must be all our
Whigs associates, to find the President
of our choice, in the outset of his Adminis-
tration, employed in the exchange of good
offices and courtesies with our transatlantic
brethren of the Anglo-Saxon race; instead
of the very different position held towards
them at precisely the same period of the
last Administration. Thanks to the right
sense of the body of the People of this coun-
try for the blessing of this change in our
public policy; and thanks, above all, to the
overruling Providence which crowned
with success the exertions by which that
change was brought about!

We have not a reader, we are satisfied,
be he either Whig or Democrat, whose feel-
ings will not be moved by the appeal, both
eloquent and affecting, by Lady FRANK-
LIN to the PRESIDENT, which, with his re-
ply, through the Secretary of State, will be
found in the preceding columns of our
paper of this day. With one accord, we
feel sure, they would respond to such a
Letter, addressed to them—to such a strik-
ing illustration of Woman's love and her
Conjugal devotion—that they would re-
fuse to her earnest supplication nothing
within their rightful authority to grant.

Such a response has the PRESIDENT
made, with a promptness and cheerfulness
of will which adds grace to the act,
and, as the first public act, so to speak,
of his intercourse with the exterior world,
cannot fail to be unanimously applauded
by his countrymen.

HIGHLY INTERESTING CORRESPONDENCE.
Letter from the Lady of Sir John Franklin
to the President of the United States.
BEDFORD PLACE, LONDON, April 4, 1849.

Sir: I address myself to you as the head
of a great nation, whose power to help me
I cannot doubt, and in whose disposition to
do so I have a confidence which I trust
you will not deem presumptuous.
The name of my husband, Sir JOHN
FRANKLIN, is probably not unknown to you.
It is intimately connected with the north-
ern part of that continent of which the
American republic forms so vast and con-
spicuous a portion. When I visited the
United States, three years ago, amongst
the many proofs I received of respect and
courtesy, there was none which touched
and even surprised me more than the ap-
preciation every where expressed to me
of his former services in geographical
discovery, and the interest felt in the en-
terprise in which he was then known to be
engaged.

The expectation fitted out by our Gov-
ernment for the discovery of the North-
west Passage (that question which for
three hundred years has engaged the in-
terest and baffled the energies of the man
of science and the navigator) sailed under
my husband's command, in May, 1845.—
The two ships, "Erebus" and "Terror,"
contained 138 men, (officers and crew),
and were victualled for three years. They
were not expected home unless success had
early rewarded their efforts, or some casual-
ty hastened their return, before the close
of 1847; nor were any tidings expected from
them in the interval. But when the au-
tumn of 1847 arrived, without any intelli-
gence of the ships, the attention of her
Majesty's Government was directed to the
necessity of searching for and conveying
relief to them, in case of their being im-
prisoned in ice or wrecked, and in want
of provisions and means of transport. For
this purpose an expedition, in three divi-
sions, was fitted out in the early part of last
year, directed to three different quarters
simultaneously, viz:

First, to that by which, in case of suc-
cess, the ships would come out of the Pol-
ar Sea to the westward, (or Behring's
Strait.)
Second, to that by which they entered on
their course of discovery, on the eastern
side, (or Davis's Strait.)
And, third, to an intervening portion of
the Arctic shore, approachable by land
from the Hudson Bay Company's settle-
ments, on which it was supposed the crews,
if obliged to abandon their ships, might be
found.

This last division of the expedition was
placed under the command of my husband's
faithful friend, Dr Sir JOHN RICHARDSON, who
landed at New York in April of last year, and
hastened to join his men and boats, which
were already in advance towards the Ar-
ctic shore. Of this portion of the expedition
I may briefly say, that the absence of any
intelligence from Sir John Richardson, at
this season, proves he has been unsuccess-
ful in the object of his search. The expedi-
tion intended for Behring's Strait has
hitherto been a complete failure. It con-
sisted of a single ship, the Plover, which,
owing to her setting off too late and to her
bad sailing properties, did not even ap-
proach her destination last year. The re-
maining and most important portion of the
searching expedition consists of two ships,
under the command of Sir JAMES ROSS,
which sailed last May for Davis's Strait,

which sailed last May for Davis's Strait,
but did not succeed, owing to the state of
the ice, in getting into Lancaster Sound
till the season for operations had nearly
closed. These ships are now wintering in
the ice, and a store-ship is about to be dis-
patched from hence, with provisions and
fuel to enable them to stay out another
year; but one of these vessels is, in a great
degree, withdrawn from active search, by
the necessity of watching at the entrance
of Lancaster Sound for the arrival of intel-
ligence and instructions from England by
the whalers.

I have entered into these details with a
view of proving that, though the British
Government has not forgotten the duty it
owes to the brave men whom it has sent
on a perilous service, and has spent a very
large sum in providing the means for their
rescue, yet that, owing to various causes,
the means actually in operation for this
purpose are quite inadequate to meet the
extreme exigence of the case; for it must
be remembered that the missing ships were
victualled for three years only, and
therefore, if they have not yet returned,
the survivors of so many winters in the ice
must be at the last extremity; and also it
must be borne in mind that the channels
by which the ships may have attempted to
force a passage to the westward, or which
they may have been compelled by adverse
circumstances to take, are very numerous
and complicated, and that one or two ships
cannot possibly in the course of the next
short summer explore them all.

The Board of Admiralty, under a con-
viction of this fact, has been induced to of-
fer a reward of £20,000 sterling to any ship
or ships of any country, or to any expedi-
ent party whatever, which shall render
efficient assistance to the missing ships, or
crews, or to any portion of them. This an-
nouncement, which, even if the sum had
been doubled or trebled, would have met
with public approbation, comes, however,
too late for our whalers, which had unfor-
tunately sailed before it was issued, and
which, even if the news should overtake
them at their fishing grounds, are totally
unfitted for any prolonged adventure, hav-
ing only a few months' provisions on board
and no additional clothing. To the Ameri-
can whalers, both in the Atlantic and Pa-
cific, I look with more hope as competi-
tors for the prize, being well aware of their
numbers and strength, their thorough equip-
ment, and the bold spirit of enterprise which
animates their crews. But I venture to
look even beyond these. I am not without
hope that you will deem it not unworthy of
a great and kindred nation to take up the
cause of humanity, which I plead in a na-
tional spirit, and thus generously make it
your own.

I must here in gratitude adduce the ex-
ample of the Imperial Russian Government
which, as I am led to hope by his excel-
lency the Russian Ambassador in London,
who forwarded a memorial on the subject,
will send out exploring parties this summer
from the Asiatic side of Behring's Strait,
northwards, in search of the lost vessels.
It would be a noble spectacle to the world
if three great nations, possessed of the wis-
est empires on the face of the globe, were
thus to unite their efforts in the truly Chris-
tian work of saving their perishing fellow-
men from destruction.

It is not for me to suggest the mode in
which such benevolent efforts might best be
made. I will only say, however, that if
the conceptions of my own mind, to which
I do not venture to give utterance, were re-
alized, and that in the noble competition
which followed American seamen had the
good fortune to wrest from the glory, as
might be the case, of solving the problem
of the unfound passage, or the still greater
glory of saving our adventurous navigators
from a lingering fate which the mind sick-
ens to dwell on, though I should in either
case regret that it was not my own brave
countrymen whose seas whose devotion
was thus rewarded, yet should I rejoice
that it was to America we owed our restor-
ed happiness, and should be forever bound
to her by ties of affectionate gratitude.

I am not without some misgivings while
I thus address you. The intense anxieties
of a wife and of a daughter may have led
me to press too earnestly on your notice
the trial under which we are suffering, (yet
not so only, but hundreds of others,) and to
presume too much on the sympathy which
we are assured is felt beyond the limits of
our ownland. Yet, if you deem this to be the
case, you will still find, I am sure, even in
that personal intensity of feeling, an excuse
for the fearlessness with which I throw
myself on your generosity, and will pardon
the homage I thus pay to your own high
character, and to that of the people over
whom you have the high distinction to pre-
side.

I have the honor to be, sir, with great
respect, your obedient servant,
JANE FRANKLIN
I beg to annex some explanatory papers
Notice of the Expeditions of Discovery and
Search now in the Arctic Seas.
In the year 1845 her Majesty's Govern-
ment sent out an expedition for the purpose
of discovering a north west passage between
the Atlantic and Pacific Oceans, along the
northern coast of America, or between Dav-
is's and Behring's Straits.
The expedition consisted of two ships, the
"Erebus" and the "Terror," under the com-
mand of Sir John Franklin and Capt. Crozier;
the complement of officers and men in the
two ships being about one hundred and
thirty-eight. They were victualled for three
years.
Their instructions were to proceed to Baf-
fin's Bay, and as soon as the ice permitted,
to enter Lancaster Sound, and proceed west-
ward through Barrow's Strait, in the lat-
tude of about 74 N., until they reached the
longitude of Cape Walker, or about 96°
(SEE FOURTH PAGE.)