

side, encouraging the Turkish troops. He died soon afterwards. His death is to be deplored, as Her Majesty has lost in him the services of a most promising and brave young officer, for whom his highness Omer Pasha has frequently expressed to me his high esteem. This young officer had accompanied me from the commencement of the war in Turkey.

Whilst this operation was proceeding on the left, a brigade moved down to the right, under Osman Pasha, and forced a passage in front of a force believed to be of 4 battalions, but without artillery and not entrenched. This operation succeeded; and soon after dark the Turkish forces on the left bank were in communication from right to left, and complete masters of that side of the river throughout this length.

The loss on the side of the Turks has been 310 killed and wounded, of whom 68 are killed, and 4 missing.

His highness has been pleased to express himself in terms of the highest satisfaction of the conduct of the British officers who accompanied his force. Lieutenant-Colonel Ballard conducted the advanced guard, and sustained a very heavy fire from the enemy at the principal ford, about 100 yards wide, from noon until dark at 5 P.M., occupying the enemy until his position was turned by the Turkish left.

Captain Caddell also rendered good service, attached as Second Senior Artillery Officer to that branch of the service. His interpreter was killed.

The loss on the side of the enemy has not yet been ascertained, but up to the present time (noon) 347 have been buried, of whom eight officers, among which the prisoners report there are two colonels.

The prisoners report that there were eight battalions of infantry, besides a great number of Mingrelian militia opposite the main ford.

I am, &c.,

(Signed) JOHN L. A. SIMMONS.

The Earl of Clarendon,
 &c. &c. &c.

AT the Court at Windsor, the 21st day of November, 1855.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS ships arriving from foreign parts at ports or places within the United Kingdom, and proceeding in ballast to other ports or places within the United Kingdom, for the purpose of taking on board cargo for delivery within the United Kingdom are not exempted from compulsory pilotage when so navigating in ballast.

And whereas it is expedient that such ships should have the privilege of being exempt from compulsory pilotage.

And whereas by the 332nd section of the "Merchant Shipping Act, 1854," it is enacted, that "every pilotage authority shall have power by "bye-law, made with the consent of Her Majesty "in Council, to exempt the masters of any ships, "or of any classes of ships, from being compelled "to employ qualified pilots, and to annex any "terms and conditions to such exemptions."

And whereas the Trinity House, being a pilotage authority, hath submitted, for the consent of

Her Majesty in Council, the following bye-law videlicet:—

"That all ships which shall arrive from foreign parts at ports or places in the United Kingdom, within the pilotage jurisdiction of the Trinity House, shall when navigating from thence in ballast to a port or place in the United Kingdom, for the purpose of taking on board cargo for delivery at some other port or place in the United Kingdom, be exempt from compulsory pilotage while navigating within the limits of such pilotage jurisdiction, subject, nevertheless, to the terms and conditions following, that is to say:—

"First. That the owner or master of the ship claiming exemption from such compulsory pilotage shall provide himself with a certificate of such exemption for the particular voyage therein specified; such certificate to be signed by the secretary or other proper officer of the Trinity House, and to be delivered to the owner or master of such ship, upon his making a declaration, setting forth that the said ship last arrived from foreign parts, and is about to navigate in ballast to some port or place in the United Kingdom, for the purpose of taking on board cargo, for delivery at another port or place, also in the United Kingdom, and such ports or places being named in such declaration. And further, that the master of such ship shall produce the said certificate, to any duly licensed Trinity House pilot, who shall offer his services to pilot such ship on such voyage; and such master shall on every such occasion, make an entry in the ship's log, of the offer by a Trinity House pilot; of the certificate of exemption having been produced to the said pilot; and of his services having been declined.

"Second. That in every case in which a certificate of exemption shall have been obtained by misrepresentation, the person on whose application such certificate shall have been granted, shall forfeit double the amount of the pilotage to which the ship so exempted would, but for such certificate, have been liable; to be recovered in like manner as penalties are recoverable under the said Act; and

"Third. That in every case in which a ship, for which a certificate of exemption has been granted, shall proceed over sea, either before or after arriving at the port or place specified in such certificate, without navigating with cargo to some other port or place in the United Kingdom, the pilotage to which such ship would have been liable, had a pilot been employed, shall be paid to the pilotage authority or sub-commissioners of the district, and be applied to the purposes of the pilotage fund."

Now, therefore, Her Majesty having taken the said bye-law into consideration, is pleased, by and with the advice of Her Privy Council, and by virtue of the power vested in her by the said recited Act, to declare her consent to the same, and the said bye-law is hereby approved accordingly.

Wm. L. Bathurst.

Admiralty, 26th November, 1855.

Rear-Admiral of the Red Sir Edmund Lyons, Bart., G.C.B., K.C.H., to be an Admiral of the Blue, during such time as he may retain the command of Her Majesty's ships and vessels on the Mediterranean station.