

plete improvements in Pimlico and in the neighbourhood of Buckingham Palace.

An Act for making a railway from the Lancaster and Carlisle Railway, in the parish of Kendal, in the county of Westmoreland, to the North-Western Railway, at or near Ingleton, in the West Riding of the county of York, with a branch therefrom; and for other purposes.

An Act for incorporating the Eastern Bengal Railway Company, and for other purpose.

An Act for authorising the Scinde Railway Company to extend their operations, and for regulating the capital of the Company; and for other purposes.

An Act for consolidating the docks at Liverpool and Birkenhead into one estate, and for vesting the control and management of them in one public trust; and for other purposes.

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*Board of Trade, Whitehall,  
August 26, 1857.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Acting Consul at Naples, reporting that the permission to export lupins, macaroni, paste, and biscuits has been extended to the 31st of December next.

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**NOTICE TO SHIPOWNERS AND MASTERS.**

REGULATIONS of the Turkish Authorities for Merchant Vessels passing through the Dardanelles.

THE Lords of the Committee of Privy Council for Trade have received, through the Secretary of State for Foreign Affairs, a Despatch from Her Majesty's Ambassador at Constantinople, enclosing a copy of the Regulations of the Turkish Government now in force for vessels passing through the Dardanelles, of which the following is a translation:—

(Copy.) (Translation.)

REGULATIONS drawn up for the protection of the Dardanelles and Bosphorus, as agreed upon by the Sublime Porte.

Merchant ships in general belonging to foreign nations or to subjects of the Ottoman Empire, have been from former times prohibited from passing through the above straits after sunset, and also, with regard to steamers engaged in commerce, it has been officially notified to foreign missions that these are not to enter or leave the straits after sunset, but regulate the periods of their course accordingly; and this arrangement has been accepted and confirmed by the above missions. Accordingly, upon any merchant vessel, whether steam or otherwise, persisting in trying to pass the straits after sunset, the prohibition will first be stated and made known, and, if not attended to, a blank gun will be fired three times, and, should the vessel still persist in her course, however much the principle of exclusion from the straits applies to men-of-war, it is equally applicable at night time to merchant ships, seeing that by night it is impossible to distinguish between the two classes, consequently such vessel will be subject to the treatment above specified with regard to men-of-war. She will be

fired at with shotted guns, and prevented from entering under any circumstances.

As above stated, vessels are prevented by treaty from passing the Bosphorus and Dardanelles after sunset; the former strait, however, is not in the same category as the latter, and when a vessel is overtaken by heavy weather she cannot lie to or find a safe harbour there, before she gets to Buyuk Liman. On the appearance of a vessel off the Black Sea mouth of the Bosphorus, by night, she is signalled to from the two lighthouses by burning blue lights and powder, in order to stop her; if she holds on her course, she is signalled to stop in like manner from the batteries of Til Bumu and Buyuk Liman, and if she still persists, shotted guns are fired to stop her. Vessels putting in under stress of weather are allowed to proceed as far as Buyuk Liman, where they are detained, and the (necessity of the) circumstance investigated by day light, when they are allowed to continue their course. The above is the current practice and usual proceeding, and attention will be paid to the continuance of its operation for the future being confined to the Bosphorus, at the same time that the strictest regard is paid to the important circumstance of the prohibition (in general).

Dated 13th Zilhijeh, 1260 (1844).

Although the principle of closing the straits was recently suspended on account of the late war, yet as that event is now terminated and exchanged for peace and harmony, and as communications have taken place with the Porte upon the subject of carrying the ancient principle into execution, calculating from the 30th of March last, the straits are now closed for the future, the exclusion having commenced on that day.

2 Zilhijeh, 1273.—July 23, 1857.

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*War-Office, Pall-Mall,  
28th August, 1857.*

*1st Regiment of Life Guards, Cornet and Sub-Lieutenant the Honourable Seymour John Grey Egerton to be Lieutenant, by purchase, vice Craven, who retires. Dated 28th August, 1857.*  
Edward Heneage, Gent., to be Cornet and Sub-Lieutenant, by purchase, vice Egerton. Dated 28th August, 1857.

*1st Dragoon Guards, Serjeant-Major Henry Barker to be Cornet, without purchase, vice Edlmann, promoted. Dated 28th August, 1857.*  
Riding-Master Maitland Noake, from the Military Train, to be Riding-Master, vice Kemp, promoted. Dated 28th August, 1857.

*2nd Dragoon Guards, Robert Henry Torrens, Gent., to be Cornet, without purchase. Dated 28th August, 1857.*

*6th Dragoon Guards, Cornet George Stephen Le G. Stoddart to be Lieutenant, without purchase, vice Wilkin, appointed to the 7th Light Dragoons. Dated 28th August, 1857.*

*7th Light Dragoons, Ensign John B. Phillipson, from the 31st Foot, to be Cornet, without purchase. Dated 28th August, 1857.*

Ensign Assheton W. Craven, from 22nd Foot, to be Cornet, without purchase. Dated 28th August, 1857.

Edward Percy Thompson, Gent., to be Cornet, by purchase, vice Bulkeley, promoted. Dated 28th August, 1857.