

carried out in the face of the enemy might point out to them the position of these passages and enable them to make use of them, thereby depriving the town of its most important line of defence, General Aide-de-Camp Séméka, in view of a state of affairs new in maritime warfare, and consequently not foreseen by International Law, has the honour to request the enemy's ships of war to withdraw out of sight for the time necessary for the removal of neutral ships (namely, for hours), warning them that if they do not agree to this demand, neutral ships will not be allowed out, and the Imperial Russian Government declines all responsibility for the consequences.

*Her Britannic Majesty's Consulate,
Taganrog, May 4, 1877.*

MY LORD,
I HAVE the honour to hand herewith a notice sent to me by his Excellency the Governor of Taganrog, who at the same time has given assurance that every assistance will be afforded to foreign vessels of friendly neutral powers on their passage at the respective ports, in order that trade may not be impeded.

I have, &c.,
(Signed) H. CARRUTHERS.

*The Right Honourable the Earl of Derby,
Her Majesty's Principal Secretary of
State for Foreign Affairs, &c.,
Foreign Office, London.*

(Translation.)

Approved by the Commander of the Odessa
Military Department, April 12, 1877.

NOTICE.

FROM the time of the declaration of war ($\frac{1}{2}$ th April, 1877) the entrance of, and the departure of vessels from, the Port of Odessa, from Liman of the Dnieper, and from the Bough, the Straits of Kertch, and the Bay of Sebastopol, is only permitted subject to the following conditions, which are not provided for by Maritime International Law, but which must necessarily arise now that harbours are protected by barring them with mines, the passage through which is kept absolutely secret:—

1. Every vessel on arriving must stop outside the line of mines. Russian officers with a crew will go and meet her; they will assume command of the said vessel, and navigate her into the harbour, after having satisfied themselves that the ship's papers are in regular order.

2. The Captain of the said vessel shall engage in writing on behalf of himself and his crew and passengers that, while passing through the line of torpedoes, no person shall remain on the bridge, or watch through portholes or other openings the course followed by the ship.

3. The same rule shall be enforced when merchantmen quit the harbour; that is to say, a Russian officer and crew shall, in conformity with Articles I and II, take command of the said vessels.

4. If a man-of-war should make its appearance at a spot whence it would be possible to watch the entry and departure of vessels, the Russian authorities will insist upon its retiring to a certain distance, during a period of time sufficient to navigate a vessel in or out. Until this formality is complied with, no vessel will be allowed to enter or leave.

AT the Court at Windsor, the 14th day of May, 1877.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the Merchant Shipping (Colonial) Act, 1869, it is (among other things) enacted, that where the Legislature of any British Possession provides for the examination of and grant of certificate of competency to persons intending to act as masters, mates, or engineers on board British ships, and the Board of Trade reports to Her Majesty that they are satisfied that the examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, and that the certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts, and are liable to be forfeited for the like reasons, and in the like manner, it shall be lawful for Her Majesty, by Order in Council,—

1. To declare that the said certificates shall be of the same force as if they had been granted under the said Acts.

2. To declare that all or any of the provisions of the said Acts which relate to certificates of competency granted under those Acts shall apply to the certificates referred to in the said Order.

3. To impose such conditions and to make such regulations with respect to the said certificates, and to the use, issue, delivery, cancellation, and suspension thereof, as to Her Majesty may seem fit, and to impose penalties not exceeding fifty pounds for the breach of such conditions and regulations.

And that upon the publication in the London Gazette of any such Order in Council as last aforesaid, the provisions therein contained shall, from a date to be mentioned for the purpose in such Order, take effect as if they had been contained in the Act, and that it shall be lawful for Her Majesty in Council to revoke any Order made as aforesaid.

And whereas the Legislature of the British Possession of Newfoundland have provided for the examination of and grant of certificates of competency for foreign ships to persons intending to act as masters and mates on board British ships, which certificates are hereinafter denominated Colonial Certificates of Competency, and the Board of Trade have reported to Her Majesty that they are satisfied that the said examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, and that the certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts, and are liable to be forfeited for the like reasons and in the like manner:

Now, therefore, Her Majesty, in exercise of the powers vested in Her by the said first recited Act, by and with the advice and consent of Her Privy Council, is pleased,—

1. To declare that the said Colonial Certificates of Competency granted by the Governor of the said British Possession of Newfoundland shall be of the same force as if they had been granted under the said Acts.

2. To declare that all the provisions of the said Acts which relate to certificates of competency for the foreign trade granted under those Acts, except so much of the 139th section of the Merchant