

Sir William Hewett at Suez has been instructed to allow no ship to enter the Canal on Saturday ; therefore, it may be assumed that there will be found to be no ships on the other side of Lake Timsah.

*Details of Operation.*

The following force will leave Port Said soon after nightfall under Commander H. H. Edwards, who will have charge of the whole operations, viz. :—

3 officers and 35 men of H.M.S. "Northumberland."

4 officers and 56 men of H.M.S. "Penelope."

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Total 7 officers and 91 men.

On proceeding up the Canal, 1 officer and 15 men are to be placed on board each dredge met with, with orders to get her into the bank as close as possible, or, if close, not to allow her to be moved.

The officers and men of the "Northumberland" are to be landed at Kantara with the telegraph clerks, who will accompany them and carry out the instructions given them.

The remaining officers and men of the "Penelope" are to be kept ready to occupy any gare which may require it.

All steamers met with bound northward, if gared, are to be ordered to remain so. If under weigh, or secured to the bank of the Canal, to make fast immediately in the next gare. At the same time a despatch boat is to be sent back past the next gare to warn following vessels not to pass the gare. Until the vessel going north has gared, they should make fast to the bank.

The party of 1 officer and 10 men to be sent in a boat to occupy the Gare Station until this has been done, returning in the boat.

For this service a picket boat ("Northumberland's"), a torpedo boat ("Iris"), a steam cutter ("Tourmaline's"), and steam pinnace ("Monarch's") will be appropriated.

A. H. HOSKINS, Rear-Admiral.

*"Orion," Lake Timsah,  
August 21, 1882.*

SIR,

I HAVE the honour to report, that in accordance with your secret orders of 18th instant, I took possession of Ismailia, the Arab town, and advanced sufficiently towards Nefiche to cover the Weir.

The force landed consisted of 565 officers and men, comprising 40 Marines, 1 9-pr. gun's crew, 1 Gatling, a Torpedo Engineer party, and 12 Riflemen from "Orion," 1 Gatling and Rifle Company from "Northumberland," and 1 7-pr. gun, "Coquette's" landing party with 21 Royal Marine Artillery of "Northumberland" and "Carysfort" under Captain Stephenson, C.B., including a Company of Marines under Captain Gore; also 100 Seamen and Marines from the "Nyanza" troopship belonging to "Northumberland."

The enemy were known to have a strong picket at Arab town, several patrols, and a guard at Ismailia. About 2,000 men and six guns encamped at Nefiche, and a considerable number of Bedouins in the neighbourhood.

At three A.M. on 20th, in perfect silence, the "Orion's" and "Coquette's" men landed, the "Carysfort's" shortly following, and advanced. The silence was so perfect that Commander Kane surrounded the Lock Guard before we were discovered. The Lock Guard fired their rifles, so did our men, and here Commander Kane was wounded by a rifle bullet on left cheek.

The Governor's guard laid down their arms to Lieutenant Lenox Napier and the Royal Marine Artillery under Lieutenant Swinburne. No further resistance was experienced in the town. Commander Kane seized the railway and telegraphs, the "Orion's" men the Canal Lock Bridge, town generally, and Government House (with the Governor), where I established my headquarters.

Captain Stephenson and his party had slight skirmishing in advancing, and in Arab town some of the enemy were killed. The ships at 3.40 bombarded the guard-houses at Arab town, firing five rounds of shell each. By four A.M. the whole place was occupied as ordered. By intercepted telegrams and reports, I ascertained the enemy were making arrangements to forward a large force to Nefiche at once to attack Ismailia and the ships. Considering this, the small force at my disposal, and that the inhabitants were getting alarmed, I determined to dislodge the enemy from Nefiche and destroy their camp and any trains running; therefore, "Orion" and "Carysfort" commenced a slow bombardment at eleven A.M., at a distance of about 4,200 yards; by noon the camp was destroyed and enemy retreating towards Cairo; also one train running south severely hit, and stopped for a time. The bombardment was stopped for a short time, but at four P.M., as another train was seen arriving and discharging men from Cairo way, it was continued, wrecking the train, jamming and apparently overturning trucks on the line, driving every one away, and from the position of the train on the Suez Line, completely blocking Arabi's communications with his forces between Nefiche and Suez by railroad. This was most satisfactory. The squadron was in charge of Commander Moore, Lieutenant Royds having charge of the "Carysfort" and her guns, under Commander Moore's orders. Her mastheads were the reconnoitring and look-out places. The bombardment then ceased until ten P.M., after which shells were fired at Nefiche at intervals of half-an-hour until daylight, to prevent the railway being cleared and to check troops coming by train from the west. My position was still an anxious one. At six P.M. 340 Marines arrived, 200 reinforced Commander Kane, 140 Captain Stephenson, who had, with the assistance of Major Fraser, entrenched himself in advance of Arab town. Lieutenant Napier had secured his admirable position in the Khedive's Palace, and I reinforced him with 20 seamen of "Northumberland" and an officer. I have since heard that on this afternoon Arabi, with 3,000 men in three trains, did advance to within a few miles of Nefiche, but retired again. During the night the search lights were worked as necessary.

At 10.30 P.M. General Graham arrived with the advanced guard of the Army, reinforced the different positions, and assumed military command. I was directed to retain command in Ismailia until four P.M. the 21st August, 1882, when Sir Garnet Wolseley relieved my guards. At eight A.M. to-day I sent a Gatling gun and crew under Lieutenant Adair and Lieutenant King-Harman, torpedo engineer party with General Graham, to occupy Nefiche, where they now remain; I have also a steam cutter and the jolly boat working on the Fresh Water Canal to Nefiche. The officers and men all did their work perfectly. I have to thank Captain Stephenson, Commander Kane, Commander Moore, Major Fraser, R.E., Lieutenants Napier, Royds, and King-Harman (who destroyed the railway approaches to my west front in two advanced positions), also my First Lieutenant Cross, who had,