

the force named in the margin* to occupy the town of Port Said, and, if possible to surprise and capture the soldiers whilst in barracks, and before they had any time to commit any acts of incendiarism, I made the following disposition of the force under my command.

1. Lieutenant A. Cook, R.N., with "Iris" Naval Brigade, a Gatling gun, and a company of the Royal Marine Battalion under the command of Captain R. P. Coffin, R.M.L.I., were to land abreast of the "Iris," and double along the beach, the company of Marines turning down the street in which the barracks are situated and halting immediately opposite them, the men from H.M.S. "Iris" advancing along the beach till they reached the narrow neck of land which separates the European from the native town, there to place sentries across from the sea to the road that passes down the centre of it.

Commander T. F. Hammill, with two companies of seamen from the "Monarch," was ordered to land abreast of the ship, and doubling through the southern part of the town (leaving half a company to protect the block of buildings in which the British Consulate is situated) to push on to the neck and form a line of sentries from Lake Menzaleh to the road, thus completing with the "Iris" men a chain of sentries right across from the lake to the sea, and barring escape from the town.

3. The company of the Marine Battalion under Captain F. M. Eden, R.M.L.I., and a Gatling from the "Monarch" under Lieutenant Charles Windham, R.N., was to proceed up the centre of the town, and halt on the other side of the barracks to that occupied by the other company of Marines.

4. Arrangements were made that the force should fall in with the least possible noise, so as not to alarm the sentries on the quay. A lighter was planked over, and after dark placed alongside the ship—this, a few minutes before landing, was hauled to the shore, and with the launch formed a floating bridge over which the men were able to pass.

5. The Khedive's Governor, who had been living on board the P. and O. steamer, came on board the "Monarch" at 3 A.M. and landed with me.

6. Major Tulloch, of the Royal Welsh Fusiliers (who gave me much valuable information and assistance), landed with six Marines, and secured three out of the four sentries on the quay.

7. At 3.30 commenced landing, and succeeded in getting on shore without observation, and all the arrangements made were carried out in every particular. I was accompanied by Major James W. Scott, R.M.L.I., commanding the two companies of the Royal Marine Battalion, who posted his men in such a way that escape from the barracks was impossible.

8. The soldiers, who when we arrived appeared to be asleep, were ordered to surrender. Shortly after, 160 fell in and laid down their arms.

The Governor having addressed them, they swore allegiance to the Khedive, and his Excellency then requested that I would permit them to return to their barracks, but two officers were arrested and sent on board H.M.S. "Iris."

9. On Monday afternoon I received a request

* From H.M.S. "Monarch," Seamen, 100 Small Arms Men, 18 Gatling Gun's Crews, 48 Royal Marines, 1 Gatling Gun. From H.M.S. "Iris," Seamen, 80 Small Arms Men, 18 Gatling Gun's Crews, 28 Royal Marines, 1 Gatling Gun. From R.M. Battalion, 200 Royal Marines. Total, 180 Small Arms Men, 36 Gatling Gun's Crews, 276 Royal Marines, 2 Gatling Guns.

from the Governor that I should make prisoners of the soldiers, as he found they were leaving the town, and some were trying to incite the Arabs against the English. I therefore ordered two companies to arrest them in barracks, where only 52 were found. They were marched down to the quay, where they were embarked, and sent off to H.M.S. "Northumberland."

10. I am much indebted to Commander T. F. Hammill and Major J. W. Scott, R.M.L.I., for the able way in which they executed my orders, the silent and orderly manner in which the work was done, contributing very much to the success of the undertaking.

11. The conduct of the officers and men landed gave me entire satisfaction.

I have, &c.,

H. FAIRFAX, Captain.

Rear-Admiral Anthony H. Hoskins,
C.B., &c., Senior Officer.

OPERATIONS IN THE SUEZ CANAL.

"Euryalus," at Suez,

August 21, 1882.

Sir,

ON Friday last, the 18th instant, I had the honour of receiving, through Rear-Admiral Hoskins, C.B., a copy of the plan of operations in the Suez Canal agreed to between yourself and Sir Garnet Wolseley, and your telegram of the 17th instant gave me authority to act on it.

2. I immediately put in train the work to be carried out at Suez, and telegraphed to you that your instructions had been received and would be complied with.

3. In the course of the same afternoon the rebels were observed entrenching themselves in our front, and movements of Bedouins on our left flank also called for attention. I consulted with Brigadier-General Tanner, C.B., who commanded the troops, and we agreed that the Naval Brigade would be too weak to hold the place by itself if attacked by a large force, such as we knew to be in our vicinity. I, therefore, with the concurrence of the Brigadier-General, telegraphed to you that one hundred of the Seaforth Highlanders would be detained at Suez until the arrival of the troops from India.

4. Later on Captain Hastings, whom I had sent in the "Seagull" to reconnoitre the banks of the Canal, returned with a report that showed the information sent me from time to time by Captain Fitzroy of the movements of the enemy in our direction to be fairly correct; and the Brigadier-General then agreed with me that it would not be prudent to send any of the Highlanders away without previously reconnoitring the neighbourhood, for, as I have already stated in my telegram, the collection of military stores at Suez represented a considerable value; and a matter of still more serious consequence was the fact that the town had recently become crowded with women and children, Copt Christians, who had sought refuge at Suez from the brutalities of the surrounding Bedouins.

4. On the Friday night I caused the telegraph wires to be cut between Suez and the first Canal Station, and on Saturday morning notices were issued that from that date, the 19th instant, until the prohibition was formally removed, no ships or boats would be allowed to pass into the Canal from the Suez side without my special permission. The damage to the wire on the above occasion was soon repaired, but on the following night I caused the poles which conveyed the line across the creek, close to the Company's offices, to be cut down, and placed a guard over them to prevent their being restored.