

WINDSOR CASTLE, December 14, 1900.

The Queen was this day pleased to confer the honour of Knighthood on Matthew Ingle Joyce, Esq., one of the Justices of Her Majesty's High Court of Justice.

INDIA OFFICE, December 17, 1900.

The Queen has been graciously pleased to nominate and appoint His Majesty the Emperor of Korea to be an Honorary Knight Grand Commander of the Most Eminent Order of the Indian Empire.

[The following Notice is substituted for that which appeared in the Edinburgh Gazette of the 14th instant.]

FOREIGN OFFICE, October 24, 1900.

The Queen has been graciously pleased to appoint Captain Robert Arthur Benn to be Her Majesty's Vice-Consul for the Districts of Seistan and Kain.

WHITEHALL, December 17, 1900.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting the dignity of a Viscount of the said United Kingdom unto the Right Honourable George Joachim Goschen, and the heirs male of his body lawfully begotten, by the name, style, and title of Viscount Goschen, of Hawkhurst, in the County of Kent.

WHITEHALL, December 17, 1900.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting the dignity of a Viscount and Baron of the said United Kingdom unto the Right Honourable Sir Matthew White Ridley, Bart., and the heirs male of his body lawfully begotten, by the names, styles, and titles of Viscount Ridley, and Baron Wensleydale, of Blagdon and Blyth, both in the County of Northumberland.

WHITEHALL, December 14, 1900.

The Queen has been graciously pleased to confer the "Albert Medal of the Second Class" upon Mr. Frederick Miller Timme, in recognition of his gallantry in saving life during a cyclone at Darjeeling, Northern India, on the night of the 24th September 1899.

ADMIRALTY, December 15, 1900.

Her Majesty has been pleased to confer upon—

Lieutenant ARTHUR COLE LOWRY, R.N., the Albert Medal of the Second Class, on the recommendation of the Lords Commissioners of the Admiralty, in re-

cognition of his gallantry in saving life at sea in the following circumstances:—

At 9.15 P.M., on 18th September 1900, while Her Majesty's ship "Empress of India" was entering the Doro Channel, Cape Fassa, Isle of Andros, a steamer was observed firing signals of distress, and on nearer approach, about 10.45 P.M., was found to be anchored off a lee shore, and riding by a hawser only. She proved to be the Steamship "Charkich" of London, bound from Piræus to Constantinople, commanded by an Austrian, with a crew of forty to fifty hands, and carrying upwards of thirty passengers. Lieutenant LOWRY communicated with the ship in the cutter, and, learning that the shaft was broken, asked the Captain what he could do for him, and whether he wished his crew taken off. The Captain asked for a hawser to take him in tow, but by the time the cutter had returned with it, the ship had drifted too close to the shore for this plan to be feasible. Immediately afterwards she disappeared from view. It was evident by the sudden extinction of the lights that she had taken ground.

All efforts to find the vessel by search-light proved useless, and as the wind and sea made it impossible to search the coast with boats, the "Empress of India" stood off at 12.50 A.M. until daybreak, when the masts of the "Charkich" were seen standing out of the water. Three men were on the foremast, and three others on detached rocks close to the wreck. A heavy sea was running with a cross current, and much wreckage was about. Lieutenant LOWRY at once went in the cutter, and endeavoured under oars to float a line and life-buoy to the foremast to windward of the wreck. He failed owing to the cross current, but one man swam from the mast to the buoy, and was hauled into the boat. Having tried again for some time to get the buoy to the mast, with no success, and the men seeming unable to move, Lieutenant LOWRY jumped overboard about 7 A.M. and swam to the wreck with a life-buoy and line. As he reached the rigging, he lost the line which fouled some wreckage, and he was cut off.

Throughout the forenoon efforts were made to establish communication with the wreck. The cutter first made another attempt, but was struck by a heavy sea and half filled with water. Both sea boats were then sent in with oil to throw on the water, rockets and grass lines, but all in vain.

The "Empress of India" then proceeded to Pargo Bay and landed a party to try and reach the wreck from the shore. On her return it was found that the back of the wreck had broken. One of the men had got ashore on a large piece of wreckage. Lieutenant LOWRY, with the other man, was still in the fore-rigging, which might now give way at any moment. His own life-belt would possibly have enabled him to reach the shore, but he would not leave his companion, who had none.

Another attempt was made about 3 P.M., both by the shore party and by Lieutenant Vereker in the cutter, to reach the wreck. Lieutenant LOWRY directed the cutter from the mast of the wreck, and succeeded at last in throwing a line into her. With the aid of this the rescue was accomplished, Lieutenant LOWRY assisting the last man into the boat before leaving the wreck. Meanwhile one of the three men on the detached rocks managed to reach the shore. The others were washed off and drowned.