

(and other sizes and sizings made from glue), fish glue, isinglass, finings and other kinds of gelatine;

o Leather goods of the following descriptions:—

(B) Goods manufactured wholly or partly of leather, not otherwise prohibited;

(A) Linoleum;

(A) Logwood (chips, extract and preparations);

(A) Motor cars of thirty horse-power and over;

(A) Respirators and self-contained breathing sets intended to afford protection to the wearer against toxic atmospheres;

(B) Size and sizings of all kinds (whether nitrogenous or not), not including articles the exportation of which is prohibited to all destinations under the prohibitions attaching to farinaceous substances, dextrine, concentrated size and other size and sizings made from glue;

(A) Spirits, potable, of a strength of less than 43 degrees above proof;

(A) Tools, small, the following:—

Saws, cross cut, frame and pit;

(A) Willows and osiers;

(A) Wine.

Now, therefore, Their Lordships, having taken the said recommendation into consideration, are pleased to order, and it is hereby ordered, that the same be approved.

Whereof the Commissioners of His Majesty's Customs and Excise, the Director of the War Trade Department, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

Almeric FitzRoy.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.,

22nd January, 1918.

The KING has been graciously pleased to give Orders for the following appointments to the Order of the Companions of Honour for services in connection with the War. The appointments to date from the 1st January, 1918:—

To be Companions of the Order.

Sir John Furley.

James Seddon, Esq.

James Parker, Esq., M.P.

CARGOES EX GERMAN VESSELS IN BRAZILIAN PORTS.

With reference to the notification which was published in the London Gazette of December 28th last, His Majesty's Minister at Rio de Janeiro now reports by telegraph that the warehouse charges on cargo discharged from these vessels have been finally fixed at 16 per cent. on ordinary cargo and 32 per cent. on cargo classed "Sobre-Agua" in the Brazilian Customs tariff.

His Majesty's Minister adds that these charges will hold good until the end of February, by which time the local representative of the cargo-owners estimates that all cargo for transhipment will have been cleared.

Foreign Office,

18th January, 1918.

CARGOES EX ENEMY VESSELS IN PORTUGUESE HARBOURS.

With reference to the notification which was published in the London Gazette of the 14th ult., respecting the release of allied and neutral merchandise found on enemy vessels in Portuguese harbours, His Majesty's Minister at Lisbon reports that the Portuguese Official Gazette of December 29 last publishes a correction of Article I. of the Ministerial Order No. 1155 of November 27 last, which should now be read as follows:—

"I. That the Delivery Orders issued by masters and agents of ships shall be considered as equivalent to those issued by the ship-owners, for the purposes, etc."

Foreign Office,

19th January, 1918.

Whitehall, 17th January, 1918.

His Majesty the KING has been graciously pleased to award the Edward Medal to Wilby Booth, signal man, and William Jeffells, plane-man, under the following circumstances:—

On the 2nd of June, 1917, at the North Gawber Colliery, Yorkshire, a train of empty tubs was being hauled towards the face while at the same time a train of 36 tubs, containing the day shift of over 100 men, who were leaving work, was being hauled away from the face. Both trains were being hauled at about six miles an hour. Shortly before the trains met the incoming empty train ran off the rails, knocking down the roof supports and bringing a heavy fall of roof on to the tubs, which were piled in confusion. Both lines were completely blocked, and the signalling apparatus was injured, so that it was impossible to stop the outgoing train. After rapid consultation with Booth, Jeffells jumped on to the hauling rope and, after it had travelled about 25 yards, succeeded in drawing the bolt which secured the pin fastening the rope to the train. Booth, meanwhile, mounted the first tub, and, as soon as Jeffells had drawn the bolt, succeeded, after the rope had travelled a further 70 yards, in drawing out the pin, thus detaching the train from the rope. The train came to a standstill within 30 yards of the fall. As soon as the train was detached from the rope, the hauling engine accelerated to such a degree that Booth was jerked from the tub before he could leave hold of the rope, injuring both knees.

The resource and courage of both men undoubtedly avoided a serious accident, in which many lives must have been lost. Both men risked their lives, as had Jeffells slipped from the rope, as he might easily have done, he would certainly have been crushed by the train, while had Booth failed in the very difficult task of drawing the pin while the train was in motion he would have been the first to have been killed when the train crashed into the fall.

Also to Arthur Morris, a timberman at the Llanhilleth Colliery, Monmouth, under the following circumstances:—

On the morning of the 30th March, 1917, a timberman named William Henry Dixon was drawing out timber in a part of the mine which it had been decided to abandon, and Morris was assisting him in this work. They had been at work for an hour when, owing to the collapse