

such duties exposes them. Mr. Enslie was seven days in reaching the "Ashmore." Throughout this time he was in an open Japanese boat, exposed to the rigours of a commencing winter and the dangers of a stormy strait. Indeed, during his absence, the rumours of the boat being driven out to sea and cast away were so alarming and persistent, that I deemed it right to ask Mr. Consul Vyse, who was here on unexpired leave, to return to his post on service in the "Osprey," which Sir Augustus Kuper was good enough, on my representation, to despatch to Hakodadi.

In the case of the "Onward," Mr. Satow, Student-Interpreter of this Legation, proceeded in the "Coquette" to Cape Kona, and made his way on shore in the gig through a tempestuous surf, which they were only able to recross after their boat had been transported for four miles across a neck of sand to a more protected starting point.

The procedure of the Japanese Government, in these cases, is so uniformly distinguished by genuine hospitality and kindness, and is in such marked contrast to the inhumanity and rapacity almost everywhere shown by the kindred race on the opposite coast of China, that I trust your Lordship will hold me excused for occupying your Lordship's time with details of events which are otherwise of ordinary interest.

I have, &c.,

CHARLES O. WINCHESTER.

To the Right Honourable  
Earl Russell, K.G.,  
&c., &c., &c.

The following is the evidence of Captain Jenkins, of the British barque Ashmore, wrecked off Cape Sarawasaki, on the 24th November:—

Left Yokohama on Monday, the 15th November, 1864. Strong winds, fine weather, and at last arrived on the evening of the 24th, off Cape Sarawasaki. At eight o'clock, bearing south, distance seven miles, strong wind and thick weather, took in top-gallant sails, double reefed the top-sails, and about half-past nine a man sung out breakers on the starboard bow. I saw a passage between Low Island and the Cape; tried to steer the vessel between, and about five minutes after the vessel struck heavily. The yards were immediately backed in order to move the ship off, but could do nothing, the seas making a breach over her, which hove her stern right on to the rocks and took the rudder off. I ordered the Carpenter to sound the pumps about half-an-hour after she struck, and found five feet of water in the hold; got the hands turned to, and got some provisions on shore; took a couple of sails to make a tent. At 4 A.M. found the water up to the lower deck beams. All hands went on shore by ropes. At daylight went on board and tried to save some of our effects. The mate and four hands got the whaleboat and tried to go to Hakodadi to report the wreck; I and the remainder of the crew stopped trying to save all we could. Saved the treasure at great risk. At 8.30 the ship sank in 4½ fathoms water. On Friday afternoon the ship went to pieces. On Thursday morning at 9.30, some Japanese came off bringing rice. Assistance from the Consulate arrived, but nothing could be done till Tuesday morning, on which day H.B.M.'s Acting Consul came himself. We left for Hakodadi in junks the following morning.

(Signed) JOHN JENKINS, Master.

December 18, 1864.

I, Ferdinand C. Kreeft, late Master of the British barque "Onward," of Melbourne, which was wrecked on the east coast of Nipon on the 29th December, 1864, wish to express my thanks for the great kindness and protection received by myself, crew, and family, from the Japanese authorities at Kasima, where the vessel was wrecked.

During nine days, and until relieved by Her Majesty's steamer "Coquette," every want and necessary was supplied to us.

The magistrate or chief Yakonin of that locality was so civil and attentive as to personally escort us on board the "Coquette," and further to render great assistance to Mrs. Kreeft and children, and also to the officers and crew of the "Coquette's" gig, detained during two days by an impassable bar, and eventually had the boat and treasure carried over a distance of four miles to another part of the coast, to enable them to get off; the said head Yakonin himself seeing the last safely on board the "Coquette."

I have no hesitation in saying, from my experience, that the kind treatment and efficient assistance which I received from those Japanese authorities could not have been surpassed in any part of the world.

(Signed) F. C. KREEFT.

Yokohama, January 11, 1865.

Done before me, at Her British Majesty's Consulate, Kanagawa, this 11th January, 1865.

(Signed) MARCUS FLOWERS,  
Acting Consul.

*War Office, March 28, 1865.*

THE Queen has been graciously pleased to give orders for the following appointments to the Most Honourable Order of the Bath:—

To be Ordinary Members of the Military Division of the First Class, or Knights Grand Cross of the said Most Honourable Order; viz.:—

Admiral Sir Edward Harvey, K.C.B.  
Admiral Sir Fairfax Moresby, K.C.B.  
General Sir William Rowan, K.C.B.  
Admiral Sir Houston Stewart, K.C.B.  
General Sir William John Codrington, K.C.B.  
General Sir George Augustus Wetherall, K.C.B.  
Admiral Sir Henry Ducie Chads, K.C.B.  
General Sir James Frederick Love, K.C.B.  
General Sir James Jackson, K.C.B.  
Lieutenant-General Sir John Cheape, K.C.B.,  
Royal (late Bengal) Engineers.  
Lieutenant-General Henry, Viscount Melville,  
K.C.B.  
Vice-Admiral the Honourable Sir Frederick William Grey, K.C.B., and  
Vice-Admiral Sir James Hope, K.C.B.

To be Ordinary Members of the Military Division of the Second Class, or Knights Commanders of the said Most Honourable Order; viz.:—

General William Wood, C.B.  
General Thomas Kenah, C.B.  
Admiral Sir George Rose Sartorius, Knt.  
General Abraham Roberts, C.B.  
Lieutenant-General Thomas Monteath-Douglas,  
C.B., Bengal Army.  
Lieutenant-General William Cator, C.B.  
Lieutenant-General Patrick Montgomerie, C.B.,  
Royal (late Madras) Artillery.