

(Limitation) Act, 1915, there shall be substituted in the case of mines in the South Wales and Monmouthshire and Forest of Dean districts, and in South Staffordshire and East Worcestershire, south of a line drawn from Bushbury Station on the London and North Western Railway to Streetly Station on the Midland Railway, a standard amount of thirteen shillings, and in the case of mines situated elsewhere a standard amount of ten shillings and sixpence.

2. The price at which coal may be sold or offered for sale at the pit's mouth for use in the United Kingdom shall be the price at which coal of the same description was sold in similar quantities and under similar conditions affecting the sale at the pit's mouth at the same coal mine on the corresponding date (or as near thereto as having regard to the course of business may be practicable) in the twelve months ended the thirtieth day of June, nineteen hundred and fourteen, increased by the amounts mentioned in paragraph 1, and such price shall be both the maximum and, unless the Controller of Coal Mines in any particular case otherwise orders, the minimum price. The price of all such coal despatched from the Colliery on or after the 8th July under any existing contract shall be increased accordingly.

3. Where in consequence of this Order the price paid or to be paid by any person to whom coal is or has been sold is increased the price paid or to be paid by any person to whom the coal is or has been sold, in pursuance of any subsidiary contract shall be increased by the same amount, and all contracts for the purchase and sale of coal shall remain in force subject to such modification as aforesaid.

4. This Order shall come into force on the 8th day of July, 1918, and may be cited as the Coal (Pit's Mouth) Prices No. 2 Order, 1918.

A. H. Stanley,
President of the Board of Trade.

Admiralty, 8th July, 1918.

The KING has been graciously pleased to approve of the award of the Albert Medal to

Captain George Parker Bevan, C.M.G.,
D.S.O., R.N.,
for gallantry in saving life at sea.

The following is the account of the services in respect of which the decoration has been conferred:—

On the 8th November, 1916, a series of explosions and fires occurred at Bakaritsa, Port of Archangel, on merchant ships and on the wharves. The S.S. "Baron Driesen" had blown up at 1 p.m. and part of the S.S. "Earl of Forfar" forty minutes later, and fresh explosions were expected every instant. It was thought that all their crews had either escaped or been killed or rescued, but after dark cries of distress were heard from the "Earl of Forfar." The ship was a mass of flame at the time, and burning embers from the fire which was raging on shore were continually showered over her. She had a cargo of explosives on board and was abreast of the main conflagration. The flames were blown towards her by the wind, and the remaining portion of the ship was expected to be blown up at any moment. Captain Bevan, however, on hearing the cries proceeded on board, accompanied by Lieu-

tenant-Commander MacMahon, and, hearing moans from under the smouldering débris of the fore-castle, cleared away the wreckage and extricated the mate, who had an arm and a leg and his collarbone broken, and passed him into a tug.

Captain Bevan displayed the utmost gallantry and disregard of his personal safety.

The KING has further been graciously pleased to approve of the award of the Albert Medal to

Lieutenant Edward Henry Richardson,
R.N.R.,
2nd Engineer Christopher Watson,
A.B. James Dixon Henry, and
A.B. Malcolm Thompson,
for gallantry in saving life at sea.

The following is the account of the services in respect of which the decoration has been conferred:—

On the 8th November, 1916, a series of fires and explosions occurred at Bakaritsa, Port of Archangel, on merchant ships and on the wharves. The S.S. "Baron Driesen" had blown up at 1 p.m. and part of the S.S. "Earl of Forfar" forty minutes later. The latter ship, with a cargo of explosives, was on fire, and might have blown up at any moment, and explosions were continually taking place in the immediate vicinity. The ship was alongside the main fire on shore, and burning embers were constantly showered over her.

Lieutenant Richardson, 2nd Engineer Watson, and Able Seamen Henry and Thompson, of the Tug "Sunderland," nevertheless volunteered to board the "Earl of Forfar" and effected the rescue of a considerable number of wounded and helpless men who would otherwise have perished.

They displayed the utmost gallantry and disregard of their own personal safety in saving the lives of others.

Admiralty, 1st July, 1918.

R.M.L.I.

Maj. and Bt. Lt.-Col. (temp. Lt.-Col.) William Wellington Godfrey, C.M.G., is appointed Gen. Staff Offr., 1st Gde., whilst holding a spec. appt. 27th Aug. 1917.

William Edwin Kennard Head (from Temp. 2nd Lieut., General List, Army) to be temp. 2nd Lieut. 1st July 1918.

Admiralty, 2nd July, 1918.

R.M.

Thomas William Lawson (from Sapper, R.E. (T.)) to be tempy. 2nd Lieut. 24th June 1918.

The undermentioned to be tempy. and Hon. Capt. on the Unattached List, Royal Marines, and appointed to Malta for disposal as a Deputy Naval Store Officer:—

Leonard Road. 27th June 1918.

Engineers.

The undermentioned to be tempy. Capt.:—
Charles Richard Alfred Butcher. 24th June 1918.