

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.

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 of a pair of timbers, a fall of roof and sides

occurred. Dixon was caught by the fall and fell in a sitting position, being buried up to the neck with rubbish and timber, about eight tons of which had fallen.

Morris was eight yards away when the fall occurred, and at once responded to Dixon's call for help, and, although heavy stones were still falling from the roof, and Morris was urged by Dixon to stand back, he persisted in his efforts to release his fellow-workman.

A large stone was then seen to be in imminent danger of falling on their heads, and with commendable presence of mind Morris ran back 20 yards for a piece of timber, which he fixed in a slanting position over Dixon to support the stone temporarily. Morris then restarted uncovering Dixon, and succeeded in releasing him in about twenty-five minutes after the accident occurred.

Dixon was badly bruised and cut all over his body, and while his injuries were being attended to by Morris, who himself suffered from cuts, the stone, which had been supported temporarily and which weighed about two tons, fell to the ground on the place where the men had been, and would undoubtedly have killed them both had the rescue been effected less expeditiously.

Morris displayed coolness, intelligence, and initiative. He was 600 yards from the nearest man working in the mine, and if, as is the usual custom, he had gone for help, Dixon would have been buried by the falling debris and have lost his life.

Also to Lieutenant John Morley Stebbings, Corporal Charles Ashley, Bombardier Bert Dugdale, Acting Serjeant Charles Thomas Harris, and Acting Bombardier Arthur Frederick Edwards on account of their gallant conduct in assisting in the rescue work on the occasion of the explosion which occurred at Faversham on the 2nd April 1916.

Also the Edward Medal in silver to George Henry Taylor and Thomas Stokes, and the Edward Medal to Thomas James White and Eli Purser, under the following circumstances :—

On the 31st May 1917 an accident occurred at the Askern Main Colliery, Yorkshire.

Two men were trapped by a fall of roof weighing about thirty tons, and extending over an area of about 160 square feet—one of them completely buried near the edge of the fall, and the other was partially buried and severely injured. Eight of their fellow-workmen were soon on the spot, and after working bravely for two hours succeeded in releasing both men alive. All the four men recommended for medals ran considerable risk, for a space of two hours, of being buried by further falls, and, had it not been for the presence of mind and self-sacrifice, their two comrades would certainly have lost their lives. Taylor and Stokes were exposed to the greatest danger, and displayed special initiative.

*Downing Street,
19th January 1918.*

The KING has been pleased to approve of the nomination of Arthur Knowlton Everest Hampshire, Esq., to be an Unofficial Member of the Federal Council of the Federated Malay States.