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FRIDAY, 15 JULY, 1949

Westminster, 14th July, 1949.

This day, the Lords being met, a message was sent to the Honourable House of Commons, by the Gentleman Usher of the Black Rod, acquainting them that *The Lords, authorised by virtue of a Commission under the Great Seal, signed by His Majesty, for declaring His Royal Assent to the Acts agreed upon by both Houses, do desire the immediate attendance of the Honourable House in the House of Peers to hear the Commission read*; and the Commons being come thither, the said Commission, empowering the Lord Archbishop of Canterbury, and several other Lords therein named, to declare and notify the Royal Assent to the said Acts, was read accordingly, and the Royal Assent given to:—

- Lands Tribunal Act, 1949.
- Merchant Shipping (Safety Convention) Act, 1949.
- Superannuation Act, 1949.
- U.S.A. Veterans' Pensions (Administration) Act, 1949.
- House of Commons (Indemnification of Certain Members) Act, 1949.
- Alexander Scott's Hospital Order Confirmation Act, 1949.
- Royal Bank of Scotland Officers' Widows' Fund Order Confirmation Act, 1949.
- City of London (Various Powers) Act, 1949.
- People's Dispensary for Sick Animals Act, 1949.
- Teignmouth and Shaldon Bridge Act, 1949.
- Harwich Harbour Act, 1949.
- Royal Alexandra and Albert School Act, 1949.
- Church Dignitaries (Retirement) Measure, 1949.
- Parochial Church Councils (Powers) (Amendment) Measure, 1949.
- Pastoral Reorganisation Measure, 1949.

By this time the fire had spread rapidly and his clothes were burning. Although his legs were trapped by wreckage, he managed to get out of the cockpit, ran clear of the fire and smothered the flames on his clothing. He then looked for his navigator and, finding no one in sight, realised that he was still in the aircraft. Despite his injuries, and knowing that the aircraft was loaded with high explosive ammunition and in imminent danger of exploding, Pilot I Colbourne crawled back into the wreckage of the cockpit and found the navigator in the nose of the aircraft where he had been flung by the impact. At this point the aircraft exploded and the ammunition and pyrotechnics also ignited. Pilot I Colbourne, although severely burned, extricated the navigator and dragged him clear of the flames, where he was joined by a civilian who assisted in stripping the navigator of his blazing clothing. Despite his own very severe injuries and although in great pain, Pilot I Colbourne refused to be assisted into a vehicle for conveyance to hospital until he had satisfied himself that the navigator had been lifted in and was receiving attention. Throughout the journey Pilot I Colbourne remained conscious and showed great solicitude for the navigator. On arrival at the hospital both airmen were placed on the "dangerously injured" list, the navigator dying of his injuries some 20 hours later. Pilot I Colbourne has since been removed from the danger list but is still suffering considerably from severe burns. Pilot I Colbourne showed great fortitude, personal courage and devotion to duty under conditions of extreme danger when he was in considerable pain from his injuries. His actions were in every way in accordance with the highest traditions of the Royal Air Force.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

15th July, 1949.

The KING has been graciously pleased to approve the award of the George Medal to:—

(590994) Pilot I Richard COLBOURNE, Royal Air Force, No. 23/151 Squadron.

Pilot I Colbourne was the pilot of a Mosquito aircraft which crashed on the night of 14th February, 1949. The aircraft was en route to Hollbeach Gunnery Range to carry out a night air to ground firing exercise and was loaded with high explosive and ball ammunition. Shortly after take off both engines failed and the aircraft made a forced landing in a plantation of trees. The aircraft suffered severe damage before coming to rest and caught fire immediately afterwards. Pilot I Colbourne received a blow on the head as the aircraft landed and was temporarily dazed. In this condition he called to his navigator (who was not in his seat), and received a reply which he thought came from outside the aircraft.

Crown Office, House of Lords,

12th July, 1949.

The KING has been pleased by Letters Patent under the Great Seal to present The Reverend Ronald Harry Royle, M.C., to the Vicarage of Saint Matthew Westminster in the County of London and Diocese of London void by the resignation of the last Incumbent and in His Majesty's Gift for this turn only.

TENDERS FOR TREASURY BILLS.

1. The Lords Commissioners of His Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office, at the Bank of England on Friday, the 22nd July, 1949, at 1 p.m. for Treasury Bills to be issued under the Treasury Bills Act, 1877, the National Debt Act, 1889, and the National Loans Act, 1939, to the amount of £170,000,000.

2. The Bills will be in amounts of £5,000, £10,000, £25,000, £50,000 or £100,000. They will be dated at the option of the tenderer on any business day from Monday, the 25th July, 1949, to Saturday,