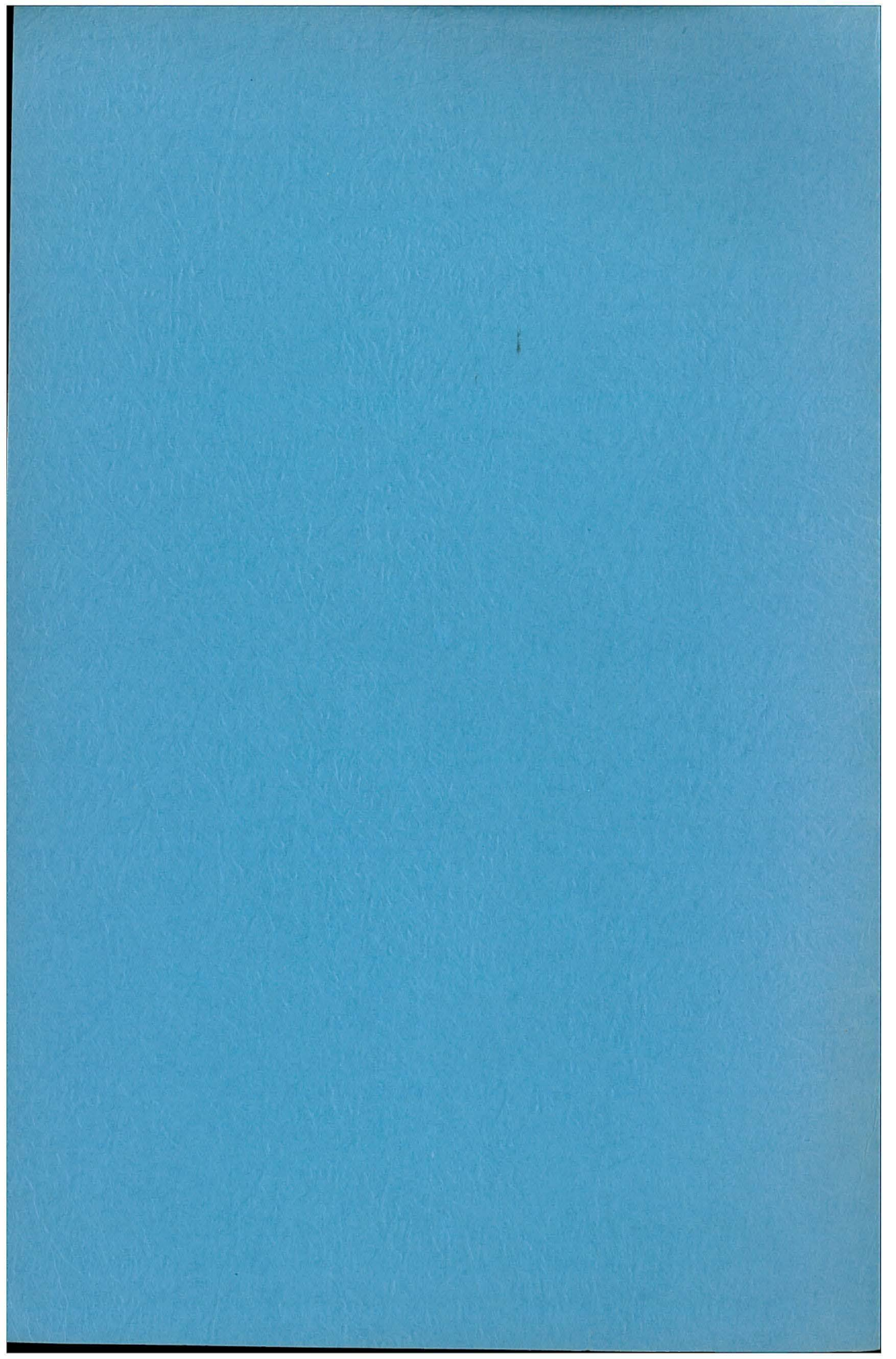


MEDALS
of the
HUDSON'S BAY COMPANY

By Larry Gingras

F.R.N.S., F.C.N.R.S.

RO85
G5



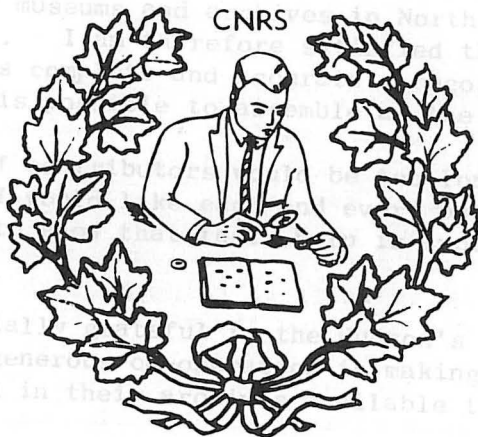
MEDALS

R085
G5

of the

HUDSON'S BAY COMPANY

by Larry Gingras, F.R.N.S., F.C.N.R.S.



Published under the auspices of

The Canadian Numismatic Research Society

1968

1908

ADAMS

of the

HUBBARD'S BAY COMPANY

by Larry G. Adams, M.R.N.S., F.C.N.R.S.



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FOREWORD

Because the Hudson's Bay Company has not considered it to be of vital importance that complete accurate records be kept of all medals issued from their London office, and because some were issued under the authority of local senior officials, no one can be certain as to what constitutes a complete listing of Company medals. However, to compile this work it was necessary to contact many individuals in the numismatic fraternity as well as present and former employees of the Company or members of their families, and it was also necessary to search through old documents and to examine medals in various museums and archives in North America and in England. I am therefore satisfied that this work provides as complete and accurate a record of Company medals as is possible to assemble at the present time.

The list of contributors would be too long to mention here, but I would like each and every party I have contacted to know that their help is appreciated very much.

I am especially grateful to the Hudson's Bay Company for their generous co-operation in making valuable information in their archives available to me.

INDIAN CHIEF MEDALS



Looking back into Canadian history around the latter part of the eighteenth century we find there was tremendous rivalry between the many fur trading companies then operating in Canada. Each was trying to outdo the other, either by fair or foul means, in order to win favour with the Indians. To get a better picture of the situation we might consider the industry as being divided into two main camps. On the one hand there was the Hudson's Bay Company operating under a charter granted to them by Charles II in 1670 and which gave them the "Sole trade and commerce" rights to a territory which may roughly be described as being from Labrador on the east to Central Alberta on the west, and from the Arctic to the southern part of Ontario and Quebec. On the other hand there were the many fur trading companies operating from around the Montreal area, bitterly competing with one another and having as their main target the breaking of the monopoly rights of the Hudson's Bay Company.

One of the practices that became commonplace among many of the companies was the giving of rum, tobacco, and other favours to the Indians in order to persuade them to bring furs to their respective trading posts.

In June of 1776, Thomas Hutchins, the Chief Factor at Albany Fort, suggested to the Governor and Committee in London that it would help the Company if they were to

present to Indian Chiefs a special medal bearing the King's portrait on one side and the Company's coat-of-arms on the other. The purpose of this medal was to implant in the minds of the Indians the name of the company which had honoured them, and thereby cementing relations for further trade. However, no records have come to light to indicate the suggestion was acted upon immediately.

In the past a few writers have speculated as to the year in which the Company presented the first medals to Indian Chiefs. These dates will range from the end of the eighteenth century to around the 1820's. We now have evidence which pin-points the date of presentation of the first medals as being not later than the Spring of 1793. I submit the following two notes taken from old Company journals.

The Lac la Pluie Journal dated 27 September 1793 states that "The Chief arrived from hunting but no luck. He wore a silver medal with the King's impression on one side and coat-of-arms on the other."

The Escabitchewan Post Journal dated 6 May 1793 goes into more detail and tells us that "About noon the great Lake le Pluie War Chief Capt. Ka Ke Kamick with eight canoes arrived, he wore a huge silver medal and a very large cressant curiously engraved, both of solid silver."

To narrow down the date of striking for the medals we must bear in mind that the Company used the Hudson's Bay route going to and from England and that these waters were navigated only during the summer months. With this in mind we can see that the medals could not have been struck later than the spring of 1792, and shipped to Canada that summer, in order for the Lac la Pluie Chief to be wearing one of them the following May.

The following notes tell of the further distribution of medals.

The indent of goods required for the use of Albany Factory in 1797 includes twelve silver medals measuring four and a half inches in diameter, "with the King's impression on one side, and the Honble Company's on the other" and twenty-four brass medals.

Peter Fidler, in his general report of Red River District, May 1819, remarks that all the Saulteaux Chiefs received "medals from the Colony last fall along with their annual present of Rum, Tobacco, Ammunition and Clothing."

The entry in the Company's London Minute Book concerning the meeting held on 15 February 1820 records: "Read a letter from W. Walker dated Soho 10th inst. Ordered medals with the head of his late Majesty to be sent the ensuing season." Among the items shipped that May to York Factory on the Company vessel Eddystone, Captain Benjamin Bell, was "parcel containing 24 medals for Indian Chiefs."

In February 1821 George Simpson, who was then in charge of the Company's Athabasca District, forwarded one medal each to Robert McVicar at Fort Resolution on Great Slave Lake, and Duncan Finlayson at Fort St. Mary, Peace River, with instructions that these were to be presented "to the principal chief with an appropriate speech in full state."

Simpson, in his entry for 30 March 1821 in his Fort Wedderburn Journal, recorded the presentation to Lezett, an Indian Chief, of "his medal, which is highly estimated."

The presentation of an Indian Chief medal was made at Fort St. Mary on 22 April 1821 when "the Main Pocque was ordained chief with a great deal of formality and the medal delivered with a suitable harangue on the occasion."

In one of his journals Simpson mentions that on the 4th of April 1825 he made the principal chief of the Thompson River area "a present of a medal bearing the Coys arms which he seemed to prize greatly."

The Company's London Minute Book for 1849-50 records that on 23 May 1849 "read a letter from Sir Henry Ellis dated British Museum May 12/49 returning thanks for medal sent to museum."

A letter from William Gregory Smith to Sir George Simpson, dated Hudson's Bay House, London, 14 May 1852, states: "There are a few of the Company's old medals

in existence with the Arms on one side and old King George the 3rd on the other, but they are not silver and I will send two to Moose by the P. Albert to your address."

It may be only a coincidence, still, I feel that the presentation of these medals is tied in with the existence of the North West Company. We know the North West Company was formed in 1784 and became the Company's most bitter rival. We have seen that within a few years, possibly taking up the suggestion of Thomas Hutchins, the Company resorted to the presentation of medals as a further means of winning favour with the Indians. On the other hand the records show that the presentation of medals petered out shortly after the union of the Hudson's Bay and North West Companies in 1821

The inscription on the medal does not mention George III as being King of France and therefore it must have been struck after George renounced his claim to the throne of France in 1802. The initials "C.H.K." (Conrad Heinrich Kuchler, the engraver) are found under the bust. On the lower left may be seen the "George" (St. George slaying the dragon), the badge of the Order of the Garter. On the reverse side there is a rather prominent die crack just above the tail of the fox. I have yet to examine or to hear on one of these medals without the die crack.

Very little seems to have been recorded about the engraver. We know, however, that Conrad Heinrich Kuchler was a native of Flanders, and that he worked in Germany as a die-sinker at Darmstadt, Mannheim and at Frankfurt-on-Main. Boulton induced him to come to the Soho Mint sometime in the eighteenth century (probably about 1790). Kuchler cut dies for many English patterns, for the 1804 Bank of England dollars, the Bermuda Penny etc. He is believed to have died around 1822 and is buried in Handsworth churchyard in Birmingham.

The whereabouts of 10 bronze and 4 silver medals has been definitely established up to the present time. These figures are made up as follows :

Bronze - 6 in museums and 4 in private collections

Silver - 3 in museums and 1 in a private collection

At least three other different medals are known, each bearing the Company's coat-of-arms on the reverse, and which have been mistaken for genuine medals. They are nothing more than mules and will be discussed in the last chapter.

Company records have revealed that medals were presented in silver and in bronze, but it appears that only the silver medals, of the type illustrated on page I, are found in a worn condition and with a suspension ring attached. Surely this must tell us that they were intended to be worn and that they had been worn. Further proof that this is the genuine medal may be seen in the fact that this is the only type found in the Company's London Archives, and in the British Museum collection. You will recall that the Company sent a specimen to the British Museum in 1849.

Although the bronze medals are the most common and are found in uncirculated condition and without a suspension ring, they should not be considered as being restrikes, such as those which are presently available in a somewhat similar series, namely, the American Indian PEACE medals. A more logical explanation is that they are a part of the unissued lot still in the Company's possession in 1852.

The inscription on the medal tells us that they must have been struck after 1802, but what about the medals the Company presented to Indian Chiefs prior to that date?

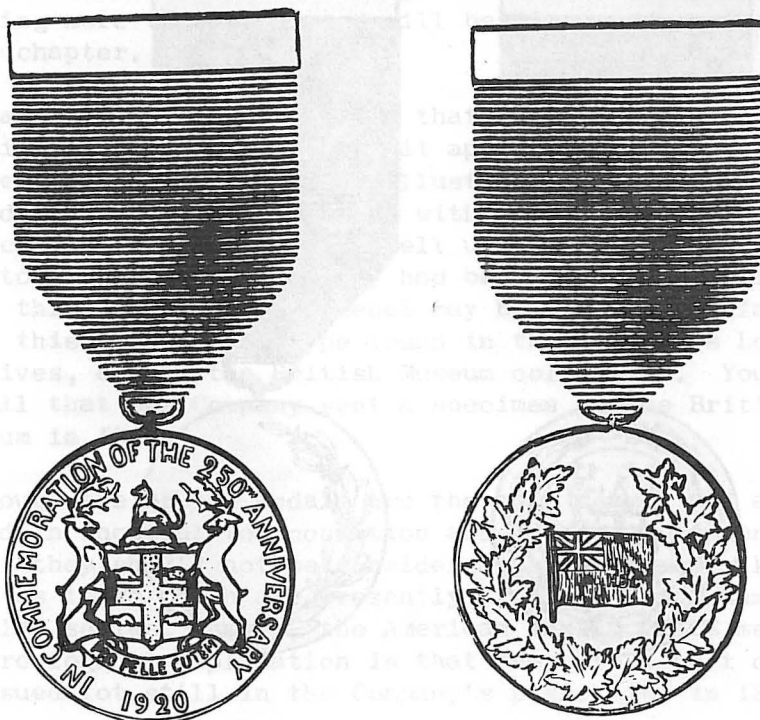
Company records have shown that twelve medals measuring four and a half inches in diameter were sent to Albany in 1797, and the Escabitchewan Post Journal describes the medal worn by the Lac la Pluie chief in 1793 as being huge. Undoubtedly the earlier Indian Chief medals presented by the Company must have been much larger than those we know of today, and the inscription would refer to George III as being King of France and Ireland.

But what do they look like? Will a specimen ever be found? Were some of them actually struck in brass such as we are told were sent to Albany in 1797?



Illustrated here is a silver medal suspended from a blue satin ribbon from the Company's collection at Lower Fort Garry. No records have been found as to why or when it was struck, but the overall appearance, the workmanship, etc. gives the impression it is not a recent striking.

THE 250th ANNIVERSARY MEDALS



On the 2nd of May 1920 the Hudson's Bay Company commemorated the 250th anniversary of the granting of their Royal Charter by Charles II, and being a very significant milestone in the history of this great company, it was fitting that the Governor of the Company, Sir Robert Molesworth Kindersley (accompanied by Lady Kindersley and family) should journey from England to Canada, the birthplace of the Company, in order to participate in the many events planned for the occasion. Although celebrations were held at many of the important company centers throughout Canada, the main celebrations took place at Winnipeg, where the Company's Canadian headquarters are located. The most colorful event by far being the pageant down the Red River to Lower Fort Garry, some twenty miles north of Winnipeg.

In describing the pageant, W. J. McKenzie tells us in his book : "The pageant on the Red River to the Lower Fort was something to dream about, and not likely to be ever seen again. Indians from all over the Dominion, in their birch-bark canoes and York Boats, dressed in materials of

all shades and colours, eagles' feathers and paint, representing all tribes and customs for the past two hundred and fifty years. The banks of the Red River were lined for miles with thousands of admiring and wondering spectators, men, women and children. The landing at the Lower Fort, where thousands had congregated was made amidst the booming of cannon in the good old orthodox Hudson's Bay style. The Governor smoked the pipe of peace, which was presented to him, as was also many other beautiful presents of Indian work and marten skins of furs, after which he decorated the most deserving Indians with medals . . . "

During his brief stay in Winnipeg the Governor attended a special staff dinner at the Fort Garry Hotel and was also entertained by the leading businessmen of the city. On the 4th of May the Governor left Winnipeg to attend further celebrations at important Company centers in Western Canada. Medals were distributed at these functions, and in the case of isolated areas it was left to the manager of the post to see that medals were given to the most deserving.

The Holford Bottomley Advertising Services Ltd. of London were retained to handle all arrangements for the anniversary celebrations, and according to Company records, the advertising company placed an order during December of 1919 with Elkington & Co., of London, for 1560 bronze medals. Company records also show that this same number of medals were shipped to Canada in April of 1920. There is no record of the medals being struck in any other metal, nor have any die varieties come to light.

The legend on the obverse is of rather low relief and the letters plain without serifs. This seems to take away some of the beauty of the medal and gives the impression of being a weak strike or worn on that particular portion. This is in contrast to the coat-of-arms which stands out very well.

The reverse side is quite interesting in that it is the only occasion in the entire series of Hudson's Bay Company medals, tokens or paper money where the flag of the Company is displayed. The Company has been granted the privilege to fly the red ensign with the initials H. B. C. in white letters on the field.

LONG SERVICE MEDALS

Although the Company had special bronze medals struck to commemorate their 250th anniversary, and which were distributed, more or less, among dignitaries and those holding supervisory positions in the Company, they were not unmindful of the important roll played by other faithful employees. In order to show their appreciation and to have them participate in the anniversary celebrations of 1920, it was decided to present silver medals to all employees having fifteen years or more of service and gold medals to all employees having thirty or more years of service. A bar was to be given for each additional five years of service.

An order was therefore placed with Elkington & Co. of London for fifty-four gold and ninety-one silver medals for the Canadian staff, and for nine gold and nine silver medals for the London staff. Medals for the Canadian staff were shipped to Canada on the Minnedosa the 9th of April 1920.

Notice the obverse of this medal was struck from the same die used for striking the 250th anniversary medals.



The presentation of Long Service medals in 1920 met with such great enthusiasm that later on that year it was decided to continue this practice in the years to come. The obverse was to bear the same inscription because it was felt that an employee who worked for the Company in 1920 became eligible for the medal commemorating that occasion after he had worked for the prescribed number of years.

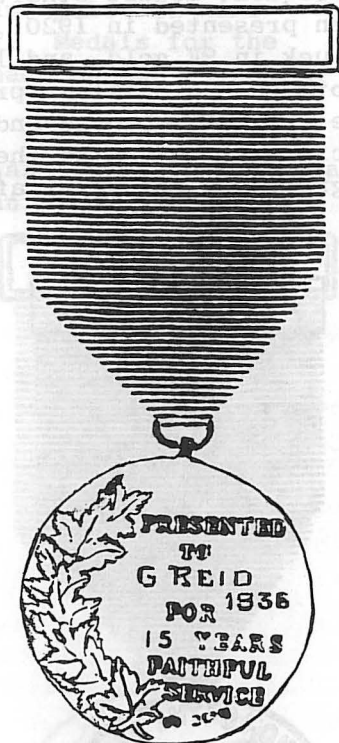
Between 1925 and 1939 the contract for supplying Long Service medals was given to the Alexander Clark Company of London, with the original obverse and reverse dies being used. The only difference is in the maker's mark stamped below the word "service".

In September of 1928 the Company instructed the Alexander Clark Company to engrave the year of presentation on all subsequent medals otherwise it would appear they had all been presented in 1920. The thirty year medals were struck in 9K gold, and like all long service medals (both gold and silver presented between 1920 and 1939) the original obverse and reverse dies are used. The recipient's name and the numeral "15" or "30" are engraved on the medal after being struck.

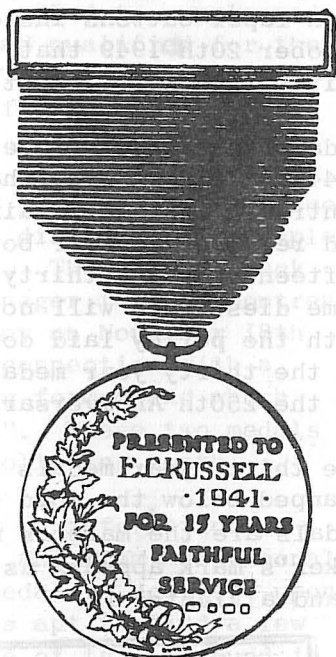
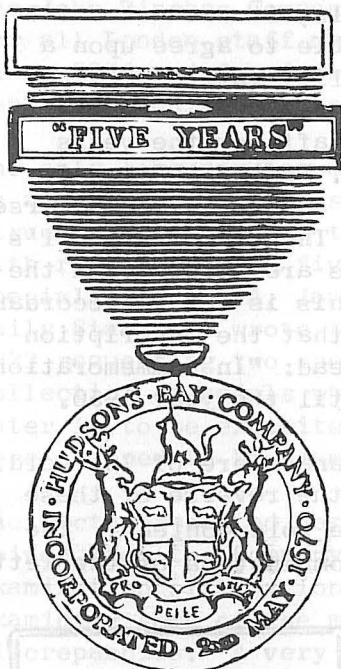


Realizing in 1935 that employees now becoming eligible for the fifteen year medal had not been with the Company in 1920, the Committee came to the decision at a meeting in London on April 30th 1935 that the obverse inscription on all such medals to be presented on or after May 2nd 1935 should be altered to read: "Hudson's Bay Company, Incorporated May 2nd 1670". The inscription on the thirty year medals would not be altered until 1950, thirty years after the celebrations of 1920.

Only the obverse die for the fifteen year medal is changed at this time.



For the years 1940 to 1943 inclusive, the Long Service medals were supplied by John Pinches of London, and here we find a change in the obverse and reverse dies for both medals. The inscriptions are not changed and the thirty year medals still struck in 9K gold.



One of the outcomes of a meeting of the Committee in London on January 7th 1943 was that all future medals for the Canadian staff should be struck in Canada. Although the Canadian Committee came to the decision on the 13th of April 1944 that they would award long service employees with lapel buttons instead of medals, it was not until October 20th 1949 that they were able to agree upon a suitable design and put the new policy into effect.

Medals and bars for the Canadian staff for the years 1944 to 1949 were purchased from C. Lamond & Fils of Montreal, and once again we have a change in the obverse and reverse dies for both medals. The Canadian staff's fifteen year and thirty year medals are struck from the same dies. You will notice that this is not in accordance with the policy laid down in 1920 that the inscription on the thirty year medals was to read: "In commemoration of the 250th Anniversary, 1920" until the year 1950.

The thirty year medals struck in Canada are of 14K gold. Stamped below the word service on the reverse of these medals are the maker's mark and the gold content. The maker's mark appears as "LF", a combination of the letters L and a slanted F.



At a meeting of the London Committee on June 14th 1944 it was agreed that they too would follow the new policy of the Canadian Committee and award lapel buttons in place of medals but no further action was taken on the matter. In 1949 the London Committee reversed their earlier decision and re-introduced long service medals. The John Pinches Company was again asked to supply medals for all London staff members who had qualified for them since 1944 and for future needs. This company still supplies medals for the London staff.

The only long service medals known to have been struck in a metal other than sterling and gold are two specimens struck in bronze from the original dies of 1920, complete with ribbon and two five-year bars. They were struck specially for M. A. Jamieson, a manager for the Montreal Daily Star, who wrote to the Company on November 18th 1932 requesting two specimens "in connection with a collection of medals which is being formed and which later is to be exhibited in Canada". These two medals were shipped to Mr. Jamieson the following month.

The facts presented here are based on information received from the Company's Archives and from my personal examination of many long service medals. However, upon examining some of the medals one is apt to find a few discrepancies. A very good example of this I found in the medals presented to Captain R. J. Summers. From the last photograph you will notice that the Summers' thirty year medal was presented in 1946, and this would mean that he became eligible for the fifteen year medal in 1931. However, my examination of the Captain's fifteen year medal revealed that the year of presentation was 1932 and it was struck from the John Pinches' dies which were used between 1940 and 1943. This puzzled me somewhat at first but upon questioning Mrs. Summers she recalled that her husband's name had been overlooked when he became eligible for the fifteen year medal and it was not until some twelve years later that the error was rectified. The Company would have no alternative but to present him with an antedated medal of the type then being used.

The long service medals provide us with an excellent opportunity to study the various markings stamped on medals. For example: on the silver medals manufactured

by the Alexander Clark Company between 1925 and 1939 we may see - an anchor, a Lion, and a letter, each contained within a square. This is the hallmark applied by the Assay Office after they have tested and approved the purity of the silver. The Anchor signifies the article was manufactured and hallmarked in Birmingham; the Lion signifies that the silver is of the required standard; and the letter denotes the year of manufacture.

Each manufacturer has his own maker's mark registered at the Goldsmiths Hall, and this is also added. We may find the initials T & S or A.C. The initials T & S is the mark for Turner and Simpson Ltd., an associate member. It signifies that the particular item was manufactured at the Legge Lane Factory, whereas the A.C. mark denotes the Hylton Street Factory.

The conjoined heads of King George and Queen Mary may also be found stamped on some of the medals as a part of the hallmark. This resulted from permission being granted to have this mark stamped on all silverware made during the years 1933, 1934, and 1935 only, to commemorate their silver jubilee.



VANCOUVER PIONEERS' ASSOCIATION MEDALS

The Vancouver Pioneers' Association, as we know it today, came into being in 1911 and was incorporated under the Society's Act in 1926. This Association is actually a reorganization of the Vancouver Pioneer Society which was formed in the year 1893.

14K gold medals, made by Birks, were provided by the Hudson's Bay Company between 1922 and 1928 for presentation by the Association to outstanding pioneers of Vancouver, British Columbia. They are by far the most delicate and the most beautiful of all the medals associated with the Company.

There does not seem to be any existing records as to how it came about that the Company should provide these medals, but we do know that the recipients were chosen by members of the Association. Members were almost unanimous in their opinion that Henry J. Cambie should be the recipient of the first medal, but such harmony within the Association did not last for long. It seems that no matter who was chosen to receive the medal there were always some who found fault.

1922 recipient
Henry J. Cambie



Mr. Cambie was born in Ireland on October 25th 1836 and came to Canada at the age of sixteen years.

Between 1854 and 1861 he was employed as an engineer with the Grand Trunk Railway. He came to British Columbia in 1874 to survey the route for the Trans-Continental railway and to take charge of construction of the C.P.R. through the rugged Fraser Canyon. Cambie Street in Vancouver is named in his honour. He was President of the Association in 1918 and passed away April 22nd 1928.

The Cambie medal is made entirely by hand. The large oval on the obverse is also of 14K gold, painted with a blue enamel and secured to the body of the medal by four rivets which may be seen on the reverse side. The enamel on this oval has been chipped away so as to reveal in gold the inscription "Hudson's Bay Company A.D. 1670". Shown in the center of the reverse is the original coat-of-arms of the City of Vancouver which was discarded in 1903.

The reverse inscription reads: "Awarded to H.J. Cambie Esq. C.E. by Pioneers Association of Vancouver, for eminent services 1885 - 1922."

The dates refer to the year the recipient arrived in Vancouver and the year the medal was bestowed.

1923 recipient

Rev. Ebenezer Duncan McLaren

Rev. McLaren was born in Lanark, Ontario in 1850 and came to Vancouver in 1889. He was the first minister of St. Andrews Presbyterian Church in 1889 ; Moderator of the Presbyterian Church in 1903 ; Chaplain of the 158th Overseas Battalion, C.E.F. Shaugnessy Military Hospital ; Co-Founder of the Children's Aid Society ; President of the Western Residential Schools ; Grand Master, A.F. & A.M. in 1897. He served as the Association's President in 1915, and passed away on November 29th 1935 in his 86th year.

1924 recipient
Alexander Morrison

Mr. Morrison was a partner in the firm of Armstrong and Morrison, builders of the Granville Bridge in 1909 and the Trail Bridge in 1912 (The firm had medals struck to commemorate the opening of both bridges). They were also the contractors for the Georgia Street Viaduct and the first New Westminster Bridge. Mr. Morrison came to Vancouver from Montreal in 1890. He was a charter member of the Association and passed away on June 30, 1928.

The only evidence I found as to who the recipients were for the 1923 and the 1924 medals came from a write-up in the Vancouver Province at the time the 1925 medal was presented. At that presentation Mr. Lockyer, General Manager of the Hudson's Bay Company in Vancouver, mentioned that the two previous recipients had been the Rev. E. D. McLaren and Alexander Morrison. However, neither the McLaren nor the Morrison family have any knowledge of these medals.

1925 recipient
Mrs. Angus Fraser



On May 8th 1925 Mrs. Angus Fraser was decorated with the Hudson's Bay Company's gold medal for her outstanding meritorious services to the City. She was the only woman to be the recipient of the medal. She was an Hon. President of the Pioneers' Association, and Hon. President of the Rosemary Club. She was active in the Red Cross during the Great War and a life-long member of the Presbyterian Church.

Unlike the Cambie medal, the Fraser medal is "die struck". The oval on the reverse is of blue enamel with gold lettering. The inscription reads:

"Vancouver Pioneer's Association, 1925, donated by Hudson's Bay Company, Annabella Fraser, widow of Angus Fraser, born Douglastown, N.B. August 12th 1850 arrived in B.C. September 1873, her children shall arise and call her blessed."

Although Mrs. Fraser's given name was Annabella, through some unknown reason the medal was originally engraved with the name "Ruth". Late in 1963 the medal was returned to Birks and the name changed to Annabella.

The bickering among members of the Association as to who should be chosen as the next recipient of the medal came to a head in the spring of 1926, and the Association suggested to the Hudson's Bay Company that it might be best for all concerned if no further medals were presented. That the Company did not agree with the suggestion is shown in the following letter dated 15 March 1926.

Dear Mr. Gordon:

"The committee are of the opinion that it would be unwise to discontinue the practice of presenting a H.B.C. medallion to the Pioneer Assn. and have authorized the presentation of a medallion for 1926."

Sincerely for H.B.C.

H. T. Lockyer, Gen. Mgr.

1926 recipient
George Robertson Gordon

Mr. Gordon was born in Gooderich, Ontario on September 1st 1861. In 1884 he came west to Spences Bridge where he spent two years before settling in Vancouver. He operated a men's clothing store on Powell Street and had large real estate holdings in the city. He was the Association's Treasurer in 1911 and elected to the Presidency in 1916. He passed away May 28th 1937.

Although I have not been able to locate this medal I feel it is reasonable to assume the obverse was struck from the same die as was used in 1925. Correspondence with the only surviving member of the family verifies Mr. Gordon as the recipient and contains a hint as to the disposition of the medal. The letters say, in part: "I cannot be of any help in regard to the Pioneer medal given to my father. . . . the medal has not been in my possession for some time. . . none of my father's relatives ever had the medal . . . you will have to accept my word that it is impossible to find the medal".

1927 recipient
George Munro



Mr. Munro was born at Bonners Ferry, Scotland, in 1845. As a youth of seventeen he came to this country where he engaged in railway construction work, a profession he was to follow for nearly half a century. He was the first member on the roll of the Pioneers' Association. He was elected Vice-President of the Association in 1925, and was chosen President in 1926.

This medal is die struck from the same die as used for the 1925 medal. The inscription reads: "Hudson's Bay Company, gold medal, awarded to, George Munro, for merit, by, the Pioneers Association, of Vancouver, B.C. 1886 - 1927".

1928 recipient
William David Burdis



Mr. Burdis was born in the north of England. He came to Canada in 1873 and settled in Vancouver in 1889. He took a great interest in civic affairs and became very active in promoting community spirit, and associated himself with many schemes which were a benefit to the city. In business he was Secretary for the B. C. Salmon Cannery Association for a quarter of a century, and also became the private Secretary to Mayor Openheimer. He loved to reminisce on the old days of Vancouver and because of this love it was fitting that he should be appointed as historian for the Pioneers' Association.

This medal is die struck from the same die as used for the 1925 medal. The inscription reads: "Hudson's Bay Company's gold medal, awarded to, William David Burdis, by, the Vancouver Pioneers Association, as a loyal pioneer citizen of Vancouver, B.C. 1889-1928."

The dissatisfaction among the Association's members as to who should receive the yearly medal continued. They could not come to an amiable agreement when it came time to choose the recipient for the 1929 medal and once again the Association approached the Hudson's Bay Company, this time offering a solution to their problem. The manner in which they solved the problem and returned harmony within their ranks may be seen in a letter sent by the Hudson's Bay Company on the

27th of September 1929 to the Pioneers' Association.
The letter reads:

Dear Sir:

The committee to whom was referred the question of the H.B.Co. medal beg to report that in view of a change in the manager at Vancouver and that the Association are donating a Past-President medal to those who have filled the President's chair: we recommend that we discontinue the presentation of the Hudson's Bay medal.

Respectfully submitted

In the Company's collection at Lower Fort Garry there is a specimen of the Pioneers' medal struck in 14K gold. This specimen was also struck from the 1925 die, but does not have an inscription on the reverse. As far as can be ascertained at this time, this specimen was sent to the Company in Winnipeg by Mr. H. T. Lockyer.

THE LADY KINDERSLEY MEDALS



The Lady Kindersley was a three-masted schooner, constructed of wood with iron bark sheathing for service in the Hudson's Bay Company's Western Arctic trade. She was 200 feet long, and had a beam of 36 feet and was equipped with auxilliary oil engines.

The ship (named after the wife of the 28th Governor of the Company, Sir Robert Molesworth Kindersley) was built in Vancouver and launched at high tide on March 21st 1921. She left on her maiden voyage to Herschel Island on June 27th 1921. Under the command of Captain Gus Foellmer the schooner departed from Vancouver on the 28th of June 1924 on what was destined to be her last voyage to the Western Arctic.

The Lady Kindersley arrived at Barrow Station, in the Western Arctic, on August 3rd and moored to the shore ice while Supercargo Percy Patmore, and the First Mate Clifford Smith, went ashore to buy provisions and hire men. Upon their return they found that during their absence the shore ice had broken away carrying the schooner with it.

Mr. Patmore immediately took charge of rescue operations, keeping a daily log in which he entered details pertaining to the operation. Published here, for the first time, is the report submitted by Percy Patmore in regard to his attempt to rescue officers and crew of the Lady Kindersley.

P. PATMORE'S REPORT RE ATTEMPT TO RESCUE
OFFICERS AND CREW OF M/S "LADY KINDERSLEY"

1924

Aug. 3

At Barrow left vessel at 6:30 P.M., accompanied by Mr. Smith to go ashore over the ice, a distance of about $1\frac{1}{2}$ miles, for the purpose of buying reindeer meat, and hiring Eskimo to work cargo at the different ports of call.

Arrived ashore about 8 P.M. after a rather hazardous journey over ice, which necessitated our having to wade through three feet of surface water at times and jump across open leads too deep to wade. After hiring the Eskimo and buying reindeer meat, we attempted to return to the ship, but were unable to do so, owing to a dense fog and the ice floes having become too scattered to allow for jumping across or wading from one to the other.

The vessel kept sounding its fog horn in order to guide us if we should be on the ice when the fog descended. It would have been difficult to locate vessel by this means owing to the sound appearing to come from different points. Sounded to me as though vessel is drifting.

Aug. 4

The vessel is now about seven miles off Barrow and appears to be fast in heavy field ice and still drifting. If vessel had not been fast in the ice she could have anchored close to the beach today, as it is clear of ice.

During afternoon went aboard "Arctic", which vessel is also fast in the ice below Barrow, and is trying to blast her way out to an open lead, and was informed by the captain that as soon as he could get clear he would go to the "Lady Kindersley's" aid. Got clear about 6 P.M. and steamed towards the Lady Kindersley but could not get anywhere near her owing to heavy field ice, so returned and anchored off the station, and made preparations for the discharging of cargo.

The "Teddy Bear" arrived from the south.

Aug. 5

Fog and rain. Too foggy to sight Lady Kindersley. The ice

has closed in again, preventing the "Arctic" discharging cargo.

Aug. 6

Very foggy. "Arctic" and "Teddy Bear" have been forced to leave their anchorages owing to ice packing along the shore very thickly. The "Arctic" going south and the "Teddy Bear" towards the station.

Received radio from "Lady Kindersley" asking me to keep in constant touch with them and if I saw that vessel was drifting too far off shore to send natives to them in four whaleboats. I replied that I was staying on board "Arctic" until she leaves in case the "Lady Kindersley" wired for immediate assistance, in which event I would try to get to them with natives and as many skin boats as possible. I said "skin boats" as it would be a Herculean task and terrific loss of time to attempt to drag heavy whale boats over the rough ice.

Aug. 7

Foggy; received a radio message from "Lady Kindersley" giving her position and drift. They wanted to know from captain of "Arctic" whether advisable to abandon ship if it started drifting N.W. I showed the wire to the captain and he told me to tell the "Lady Kindersley's" captain that if vessel passed Point Barrow drifting N.W. he would advise then to abandon ship, but at present position he considered it not advisable to abandon without due judgment.

The "Arctic" is packed in solid ice about five miles below Barrow, and about one mile off shore.

Aug. 8

Foggy. "Lady Kindersley" said they had nothing to report.

Aug. 9

Fair; mild. I wired "Lady Kindersley" telling them that unless they reported their position and condition at least once daily it would be impossible to tell whether they had to abandon ship and needed a rescue party.

They wired back later that they were unable to get longitude observation for two days, but had observed latitude 71.40, also giving condition.

Aug. 10

Foggy. Was awakened at 3:45 a.m. by the grinding of ice

against vessel's side and immediately someone shouted that the vessel was sinking. Dressed and made my way on deck, meeting the captain, who told me the vessel was sinking. All pumps were immediately started.

There was a rush made by the deck officers, (other than the captain) and crew to pack their belongings and they immediately abandoned the vessel and got on to the ice, leaving the captain, two engineers, wireless operator, storekeeper and myself aboard. Such is the discipline aboard an American ship.

An S.O.S. call was sent out, but we all know it will be futile. At 10 a.m. holds full of water and vessel being kept afloat by the ice pressure. During afternoon captain sold vessel and cargo for \$275.00.

Aug. 11

Wind variable. Slight movement of ice. "Arctic" now lying over at about an angle of 45 degrees.

Aug. 12

Very foggy. Shore clear of ice around station. Main pack as far as can be seen is still solid. Unable to sight "Lady Kindersley". Asked captain of "Arctic" whether any of the wireless apparatus had been salvaged and he informed me he thought so, so I asked him if he would have his operator assemble and erect same in order to listen in for the "Lady Kindersley". He said certainly, and as soon as the pieces could be gathered together and hauled by dog team to Barrow station he would get it going. I spoke to the operator, who informed me that he did not think he would be able to send, only listen in. Snowing a little and freezing at 11 p.m.

Aug. 13

Fine; clear. This is the first clear day since the "Lady Kindersley" got into the drift. Am very anxious about the officers and crew, and am afraid they might have been compelled to abandon ship, so I chartered the "Teddy Bear" and left Barrow at 7 p.m. to look for them. We cruised N.E. from Point Barrow to edge of field ice, thence E. alongside it, all night.

Aug. 14

Bitterly cold E. wind, freezing. Cruising among loose ice for about 30 miles E. Very heavy field ice all along.

Turned back for Point Barrow at 4:30 a.m., still following along edge of field ice and sweeping the ice through binoculars, but see neither ship nor crew. If the vessel is not already clear of the pack, and at, or, on the way to Herschel Island, she must be at least 20 miles in from edge of field, as otherwise we would have sighted her or the crew.

The ice has left the shore for a distance of 8 to 14 miles and is packed against the field. Called at Point Barrow at 12:15 p.m. and asked natives there if they had seen the "Lady Kindersley", and was informed they had not, as it had been foggy all the time up to the 13th inst. Arrived at Barrow at 4 p.m. Mr. Smith informed me that the operator had not got the listening in set working during my absence. It appeared to me before I left that the operator was rather inclined to be apathetic in the latter.

Aug. 15

Foggy at times, and hail. Ice drifting to the E. during morning. Went over to Barrow Station and saw the operator and told him I would send Mr. Smith over to help him.

The "Teddy Bear" is going to try and work its way through the ice towards Nome tomorrow, (Saturday) so sent telegrams to Company at Vancouver, telling of the "Lady Kindersley" situation, and one to U.S. Revenue Cutter "Algonquin", asking if she would come to Barrow and make search along edge of field ice in case crew had been compelled to abandon ship and are on the ice.

Both telegrams were afterwards cancelled by me, because of hearing the "Lady Kindersley" this evening.

About 6 p.m. Mr. Smith and the operator got the radio working. At 10:30 p.m. heard the "Lady Kindersley" calling St. Paul. Picked up another message at 11:5 p.m. from "Lady Kindersley" to Beaver, giving her position on the 14th inst., etc. At 11:25 heard another message to Beaver saying that if there was no change by Monday they would abandon etc.

Aug. 16

Overcast, clear, freezing: Ice not moving today. Made arrangements with captain and chief engineer of "Arctic" to go with me in a launch and skin boat to rescue crew

when they abandon ship. Both willingly agreed to go.

At 11 p.m. picked up a message from "Lady Kindersley" to "Boxer" saying they were abandoning ship tomorrow (Sunday) afternoon instead of Monday.

(Captain Foellmer had radioed Mr. C. H. French, the Company's chief representative in British Columbia, that he intended to abandon ship on the 18th. Mr. French answered saying: "If lives endangered, abandon ship. Baychimo (HBC Steamer) clears Comox noon, desirable you hang on if possible until her arrival." As we will see later, the Baychimo did not arrive in time.)

I decided to again charter the "Teddy Bear" instead of trying to rescue them with a launch and skin boat.

The "Teddy Bear" was already chartered for the Nome trip and had tried to leave today, but had got fast in the ice below Barrow. Interviewed the charterer and obtained his permission to allow the captain to charter his vessel to me. Sent a letter by two natives to the captain explaining the situation and telling him to try and be at Barrow station by 8 o'clock Sunday morning.

Aug. 17

At 3 a.m. received letter from captain of "Teddy Bear" saying that he would make every endeavor to get clear of ice and arrive at the time and place mentioned.

Wind N.E.; clear; overcast. "Teddy Bear" arrived at 8 p.m.

The captain asked me whether I could insure his vessel and how he stood in the event of getting it crushed in the ice. Informed him I had no authority to promise compensation in such a case. I was rather nervous that he would refuse to go unless guaranteed against loss or damage, but after talking the matter over, he, like a good sport, decided to take the chance.

Put provisions and oil aboard and left at 9:30 a.m., taking with me the captain of the "Arctic", Mr. Smith, and Mr. Hansen.

Called at Point Barrow, picked up a sled and proceeded, cruising eastward to a point 12 miles N.E. true from Cape Simpson, arriving at midnight, and tied to pack ice. Sent up two rockets.

Aug. 18

Cold, clear, freezing. Walked over pack a short distance and searched with binoculars, but can see no trace of ship or crew. Pack drifting W.S.W.

Left at 2:20 a.m. and cruised Westward, arriving off Tangent Point at 5:00 a.m. Cruised among loose ice for hours for signs of crew, finally having to come to within $1\frac{1}{2}$ miles of Tangent Point in order to get by, as the ice is closing from pack to shore very fast. If we had been a couple of hours later the vessel would have got caught in the ice.

Cruised in between the E. & W. floes and found lots of loose ice covering many square miles, which makes it very difficult to search for men, particularly as the floes are rapidly closing again. Continued Westward to Point Barrow, thence N.W. from Point for ten miles. Returning, touched at the Point, landed sled and arrived at Barrow station at 1:30 p.m. Later on in the afternoon, I received a letter which had come overland from Wainwright, from the "Boxer", enclosing two telegrams from the "Lady Kindersley", saying that they intended to abandon vessel today, and that it was imperative that natives be sent to Tangent Point to meet them.

As the operator ashore here had picked up a message on the 16th inst. that they intended to abandon today, and I have just arrived from Tangent Point, I can only come to the conclusion that after sending these messages they decided not to abandon, therefore did not consider it now necessary to send natives.

Aug. 19

Dull; overcast. Ice conditions unchanged. "Teddy Bear" left for Nome about 9 a.m.

Prepared a telegram for the "Lady Kindersley" to go forward on "Boxer's" arrival, telling them what I had been doing, also that if they were compelled to abandon before "Boxer's" arrival, to wireless exact position and drift per hour, date and hour of abandoning and what part of the coast they will make for, and I would try to get as near

to them as possible with one or two gas launches; also that if it was foggy, I would keep sounding fog horn. "Boxer" arrived at 2 p.m. and I went on board and had the telegram sent. Conferred with the captain of the "Boxer" explaining my intentions, re gas boats, etc., and he offered me the vessel's gas launch providing I could supply an engineer for same. Asked him if he could lend me one of his engineers and he said no.

Sent Mr. Smith ashore to order the grub, procure skin boats, and natives, after getting the captain's advice as to the quantity and number required. The captain explained the route the launches should take to Tangent Point.

Received a wire from "Lady Kindersley" saying that if I could arrange for two gas boats to be at Tangent Point by midnight tonight they would abandon at once. Replied that we would leave in two hours' time and that the "Boxer" would take us and the launches as far as possible. They wired back saying they would abandon in half an hour.

Went ashore and asked two of the "Arctic" engineers if they would run the engines of the gas launches, which they are very willing to do. Tried to get a gas launch, which was on shore opposite the wrecked "Arctic", but it would take a small army of men and a long time to do so, so had to abandon the attempt.

Nothing now remained but a covered launch, which I could only charter at the preposterous rate of 50 dollars per day, a guarantee against loss or damage, exclusive of gasoline used and supplying my own engineer. As it was of vital importance that I obtain another launch, I had to agree to the extortionate terms.

Had considerable difficulty procuring native crews, as they are frightened to go on the ice in its present condition, but after assuring them that the launches would do the work among the floe ice, they decided to go.

Very foggy during afternoon and evening. Appears to me as though the ice is again closing in along the shore. Decided to place Mr. C. Smith in charge of the open launch and go myself in it, and Mr. P. Steen in charge of the covered in launch.

After many exasperating delays, finally got the two launches under way. Sent Steen's launch under its own power direct to the head of the lagoon, there to await our arrival with the open launch and skin boat, both of which were put aboard the "Boxer", which vessel only took us to a point about two miles east of Point Barrow.

By 11 p.m. got clear of "Boxer" but had considerable trouble getting the engine started. Picked up the light of the other launch at the head of the lagoon but had to do a lot of cruising around before being able to reach it owing to the ice, which was drifting east, closing up from the pack to the head of the lagoon.

Aug. 20

After arriving alongside Steen's launch I turned the skin boat over to them to tow, as the lagoon was rough and they being the larger launch and covered in, were better able to handle it.

Proceeding towards Tangent Point the launch shipped a considerable amount of spray and all hands got pretty wet. Turning out of the lagoon both launches followed along the outside of sand spits, on one of which we were forced to land, owing to a dense fog and heavy ice. By the time we had made a fire from driftwood and partaken of a sumptuous meal of boiled tea, canned sausages and hard tack, the fog had lifted a little, and we proceeded as far as Martin's Island, where we were again forced to land on account of heavy ice, which it was impossible to pass, so Steen and his crew prepared a camp, and our launch proceeded into the lagoon to try and get by, but the water there was so rough and shallow that we nearly lost the launch by it being pounded on the bottom, so there was nothing for it but to return to the outside of Martin's Island and wait for a lead to open up.

It is now snowing. All hands had something to eat and a short sleep, by the time a lead had opened up, into which we proceeded to work the launches, arriving at Tangent Point at midday. The ice is about two miles off shore.

At 1:30 p.m. both launches (Steen's launch towing skin boat) left the base (Tangent Point) and steering a course NxE magnetic, ran for over three hours, cruising first through heavy loose drift ice, then dodging through very heavy field ice, (E & W Floe), all of which was drifting 2 to 2½ knots per hour to the eastward, until we sighted the

tops of the "Lady Kindersley" masts away off, but they were quickly shut out by the fog.

Continuing on, and sounding fog horn and firing guns we arrived alongside huge pans of blue ice, closely packed and some of them twenty to thirty feet high. These huge pans seemed to be slowly circling towards the N.E., as the other ice passing by was drifting to the eastward. We dodged about until we spied a narrow lead, between two huge pans, and then ran the launch into it, travelled up it a short distance, until stopped by another huge pan ahead. This pan we tied the launch to, and placed a watchman to keep a lookout that the lead did not close up and crush our launch, thereby leaving us stranded without grub.

The rest of us climbed on to the ice and walked for a short distance until we came to the edge of it, and saw more water, but whether it was on open space surrounded by huge pans, we were unable to ascertain, owing to a fog hanging over the water. Neither could we see for any distance through glasses, owing to the height of the ice obstructing our view, and fog.

Continuing along the edge, we were stopped by a shout and the blowing of the fog horn, and quickly ran back to the launch, scrambled in and got it under way, arriving at the mouth of the lead with just room enough to get the launch through. Phew!!!

Steen's launch had left us before we had sighted the "Lady Kindersley" with the intention of working to the westward, so we worked our way for some distance west and towards the sand spits to try and sight him, but owing to the maze of ice, it was like looking for a needle in a hay stack, so we turned and worked our way east, encircling the large and high pans of ice in case the crew of the "Lady Kindersley" were on the drift and might be behind one of the pans, in which event it would have been quite easy to pass quite close to them and not see them nor they us, notwithstanding the continual sounding of the fog horn and firing of guns, as the vast and terrible surroundings seem to throttle any puny sound we could make with mechanical appliances, before it had hardly got started.

Preceding east, we found that the shore ice had tightened up since we went through it in the early afternoon and we had a very difficult and anxious time trying to get

through. When we did so, and got into open water, found we were more than three miles below our camp, at which place we arrived at 10 P.M. Thus ended a very trying day, contending against ice, snow, and fog.

Steen's launch arrived at 11 P.M., having had to contend against similar conditions, strong west wind and very cold.

Put a watchman on all night to keep a lookout for any rockets and blue flames, the crew of the Lady Kindersley might send up, if on the ice.

Aug. 21

A thick fog is hanging over the pack, and the ice is starting to close in on the sand spits. The watchman saw no signals that night.

We are all suspicious that the crew of the Lady Kindersley either did not abandon, or else made the attempt and then returned to their ship. I intend to take Steen's launch and go to Barrow to find out. Also try and get the operator of the Arctic to come down here with the radio set to enable us to keep in constant touch with what the Lady Kindersley and the Boxer are doing.

We are also in need of more camp equipment, gasoline and provisions. During my absence the other launch will continue the searching for the crew.

Left at 9:30 A.M. Passing up the lagoon which is very choppy, we were signalled by a party of six men, members of the U.S. Geological Survey, Washington, D.C., camped on a sand spit, who asked me if I would take them to Barrow as they had been unable to leave the spit on account of adverse weather conditions. Took them on board and proceeded.

On arriving at the head of the lagoon, sighted the Boxer anchored about one mile east of Point Barrow. Boarding the vessel, I was informed by the Captain that he had sent a note by natives addressed to me at Tangent Point, saying that the crew of the Lady Kindersley had returned to their ship. He also told me that the Boxer had not gone back to Barrow since taking the launches around on the 19th inst. He could not have gone back anyway, as the ice is tightly packed along the shore from Point Barrow southwards.

I sent a wire to the "Lady Kindersley" explaining what we had been doing, and what the ice conditions were at Tangent Point. Also asked them to establish bases from ship to pack, put up a tent and flag at the highest point, and I would try and get to them as soon as a launch could again be worked through the ice.

The replied that depots would be put up in a direction towards Tangent Point.

Leaving the "Boxer" we ran the launch four miles down the lagoon, landed and commenced to walk seven miles to Barrow through sand which with every step we took went over the shoe tops. Half way across it commenced snowing hard.

(Captain Foellmer sent a radio message to Mr. French on the 21st to suggest that an aircraft might be used to rescue the crew, but this was ruled out by Deputy-Governor Charles V. Sale who was in Ottawa at the time. After a long delay, Mr. Sale wired back on the 31st saying: "Have personally interviewed the government authorities especially regarding airplane. Whilst every effort will be made, the experienced technical officers consider success very unlikely owing to extremely fragile nature of machine and difficulty of landing on ice. In any case could only rescue 2 at a time. In these circumstances you must consider every other possible means.")

Aug. 22.

Arrived at Barrow at 2:30 a.m. Interviewed the operator who willingly consented to come to Tangent Point. Got permission from the manager to take the radio set. Then curled myself up on the floor of the store and had a good sleep.

At 7 a.m. made arrangements for two dog teams to haul the provisions, radio set, etc. across the portage to our gas launch. Still snowing. Left Barrow at 1:30 p.m., walked across portage to launch, loaded on the provisions, etc. and pulled out for the "Boxer". Arriving, sent the following message to the "Lady Kindersley".

"My message should have said magnetic not true. Am leaving for Tangent at once, taking with me the "Arctic" Wireless operator with receiving set, we will listen in when you tell "Boxer" your base is completed. Hours for listening in 2, 4, 6, 8, 10 p.m. and midnight, Frisco time, commencing Saturday morning. Shall not be able to reach you until east wind or some other wind loosens ice. When we reach your base you all must be ready to come immediately, as we will have to work and move quickly in order to get launches out again. Keep a mast head light burning day and night together with flag at your base quarters. The day or night we start to work towards you the "Boxer" will try to work towards Tangent Point if ice permits. We have to make more than one attempt before being able to reach you so if you see us turn back it will be because of being forced to, but we will return to the fray. Advise position and drift at least once a day."

The following is an excerpt from their reply:

"A base put up today would probably be gone tomorrow. I think our best chance is to wait for a N.E. wind which would certainly move the ice which was within 7 miles of us. If then the "Boxer" along with you were to make for us and we could see her masts, we probably would reach you."

I talked the matter over with the captain of the "Boxer", telling him that under the changed circumstances it would be better for us to be governed by his wireless advice as he would be in a position, when the crew were on the ice, to know just where they are, and could wire us.

I then sent the following message to the "Lady Kindersley":

"Now that the plans are changed we shall move our camp about 6 miles west to lagoon side of Tangent Point and have the launches on that side, as the N.E. Wind packs the ice on to spits. Stop. We shall be prepared to bring skin boat on sled to meet you immediately you notify "Boxer" and us that you have abandoned ship. Stop. "Boxer" will steam towards you and we shall be governed by the "Boxer's" wireless advice entirely, as she being out in the ice will be in a position to wireless us whether to take a launch up or down the lagoon and out to you in order to get to a lead or take a skin boat over the ice. Stop. "Boxer" may also wireless us to bring one launch to him and work from ship towards you. Stop. If ship gets

crushed and you have to abandon in a hurry wireless both of us and we will try to reach you over the ice with skin boat on sled, but you must give us your exact position at time of abandoning. Stop. "Boxer" will be controlling three crews, vis; two launches and one skin boat crew stationed at Tangent Point, so between the bunch we should be able to rescue you."

Aug. 23

Cool. Left "Boxer" at 9 a.m.; arrived at Tangent Point at 3:30 p.m. Erected aerial and set up radio set. Kept watches until midnight, but did not hear either ship.

Aug. 24

Strong E. wind. Ice well off shore. Rough sea. Thick fog during afternoon. Picked up message from "Lady Kindersley", giving her position and drift.

Aug. 25

Overcast. Light E.N.E. wind during the morning. Cold E. wind during afternoon.

Crews keeping fit by playing baseball whilst waiting for the call from the "Lady Kindersley", saying when they are going to abandon again. The ball is made out of a piece of bacon rind, filled with sand, and sewn up, the bat being a piece of driftwood.

The U/S "Duxbury" passed going west early this morning.

Kept all wireless watches.

Aug. 26

Foggy; wind N.E. Owing to the ice coming in on shore, have anchored the launches about 5 miles W. in the lagoon.

Crews playing baseball.

Kept all wireless watches. Heard "Lady Kindersley" give "Boxer" her position.

Aug. 27

Light E. wind. Fine bright cold morning. At 7:00 p.m. light N.E. winds; very foggy. Ice still coming in on shore.

Kept all wireless watches; picked up a message from "Lady Kindersley" to Beaver, Vancouver, B.C., giving that vessel's position and drift.

Crews doing the same as yesterday, but are beginning to get restless.

Owing to the ice piling in, this base will very shortly be of no value as the launches will be unable to work through the heavy ice and the skin boat could not operate, owing to distance, time lost, and the uncertainty of being able to haul it over the ice before getting to an open lead, so I shall go to the "Boxer" tomorrow, and wire the "Lady Kindersley" that I shall break camp and operate from the ship

Aug. 28

Wind N.E. Foggy. Left in open launch at 7:00 a.m. Had hardly got under way when the clutch broke, and whilst the engineer was fixing it we had to row for some distance, and there being only two of us and the launch very heavy we made very slow progress.

Passed through lots of ice towards upper end of lagoon. A strong N.E. wind blowing.

Arrived on board "Boxer" at 3:30 p.m., all hands wet through and so darn cold, we could hardly climb the Jacob's ladder to get aboard.

Told the captain of my intentions, and then sent a wire to the "Lady Kindersley" as follows:

"Have just arrived from Tangent Point which place has now entirely lost its value as a base owing to ice packing in which prevents launches working towards you. Stop. The skin boat could not operate owing to the distance, time lost, and uncertainty of being unable to haul it over the ice before getting to first open lead so I propose to abandon Tangent Point as a base and try and pick a skin boat crew to operate from one of the ships, (Baychimo if she arrives). Stop. Believe I can get native crew to go with me over ice providing ship can get close enough to you to enable them to see your ship. Stop. Natives tell me that ice now probably to shore at Cape Simpson. It is now half mile from shore at Tangent Point and still coming in. Stop. There are no natives at Cape Simpson and when

we leave there will be none left at Tangent. Stop. Please let me know at once your views and suggestions also your position and direction of drift."

They wired as follows, addressing both Whitlam, ("Boxer's" captain) and myself:

"Strong N.E. wind here ice is under our bottom and am unable to move with engines full speed and sail set. Lanes of water within 600 feet of ice but unable to reach them. Drifting in a westerly direction at one mile per hour. At this rate should pass Point Barrow within ten or twelve miles by tomorrow evening. Had no sights today. Can you come towards us if safe for you and if it is possible for us to reach you we shall abandon. Will let you know more particulars tomorrow."

The captain replied, giving the force and direction of wind, conditions of ice, speed, drifting and position of "Boxer". Also that a good lookout would be kept and desperate attempts would be made to reach them with "Boxer" or launch.

I sent the following wire to Steen at Tangent Point:

Break camp immediately and bring everybody and gear to "Boxer" etc.

Which telegram broke up a camp of fourteen men, and the most northerly and unique life saving station in the world, being situated in 71.10 N., 154.50 W.

Aug. 29

On "Boxer". Strong N.E. wind. Foggy. Freezing.

Sent Mr. Smith in launch to Barrow to bring back six cases of gasoline, to replace a like number I had borrowed from the "Boxer".

Steen's launch arrived from Tangent Point at 11 a.m. with crews and camp gear.

Had the greatest difficulty to persuade any of the natives to stay with me and go on the ice when called upon, but after pointing out to them that if they were in the Position of the "Lady Kindersley" crew, white men would not hesitate about going after them, etc., I managed to get six of them.

The balance of the crews, with the exception of Mr. Smith, I sent to Barrow in Steen's launch together with the camp equipment, keeping back the skin boat and sled.

At 1 P.M., strong E.N.E. wind; very cold.

Various messages passed between the two vessels, re drift, position etc. during the day. At 9:10 P.M. the Lady Kindersley wired her position and drift. Also that if we start out tomorrow to meet them to state how far we can get on the course given, then they would start out immediately to meet us.

Aug. 30

Snowing; strong N.E. wind. Ther. 22 degrees.

At 9:30 A.M. "Boxer" hove up anchor and proceeded out from the Point, steaming N X E $\frac{1}{4}$ E, for about eighteen miles, through clear water, then about two miles through very loose ice. Sighted Lady Kindersley at 11:20 A.M. Tied to a pan of ice at 12:50 P.M. and about five miles from Lady Kindersley.

Talking the situation over, the captain and myself are of the opinion that by tomorrow the Lady Kindersley would be able to get out under her own power, and I suggested to him that he should wire the Lady Kindersley so, which he did, and they replied that if they could not get out tomorrow they would abandon, and asked us if we would come back for them.

Boxer cast off at 4 P.M. and arrived back at west side of Point Barrow at 6:20 P.M.

Aug. 31

Clear; strong N.E. wind.

Lady Kindersley wired Boxer that they intended to abandon.

Hove up anchor at 8:30 A.M. and proceeded towards Lady Kindersley. Ice conditions totally changed from that of yesterday.

Cruising through loose ice and finally into a lead towards Lady Kindersley.

Wired Lady Kindersley to abandon immediately.

Having doubts whether the Boxer would get anywhere within reasonable distance of them. I wired as follows: "When Boxer has gone as far as possible in ice, I shall leave her and work towards you with skin boat and sled."

Boxer arrived to within six miles Lady Kindersley. Could see crew on ice from the rigging.

Launched the skin boat and sled on to the ice, and proceeded towards them, accompanied by Mr. Smith and six natives. Once on the ice we could not sight them, owing to high ice intervening, but after going some distance and crossing two wide leads, we saw one of their number standing on a high pan of ice, and making towards him, the rest of the crew came in sight, the two parties meeting when about $1\frac{1}{2}$ miles off the Boxer, with Captain Falk and a sailor by the name of Fitzgerald in the lead, hauling one of three canoes on sleds.

As the donkeyman (McGinnis) was holding up the progress of the party, I had him ride in the skin boat.

Six men crossed the lead in canoes, and the balance in the skin boat, all arriving safely at the Boxer.

The ice conditions still changing quickly, the Boxer pulled out hurriedly, and after steering various courses and speeds through heavy ice, arrived back at Barrow at 10:30 P.M.

Some of the crew were sent on shore to sleep, and the others stayed on board the Boxer.



Getting back to the Baychimo, the records show that she finally arrived at Point Barrow on September 1st and took the Kindersley crew south to Tin City, near Nome, Alaska. Orders were then received for the Baychimo to go back to the ice in an attempt to free the Kindersley. They worked the area north and west to the vicinity of Wrangle Isle, off the coast of Siberia, but never got a glimpse of her. On September 15th they gave up the search and returned to Vancouver.

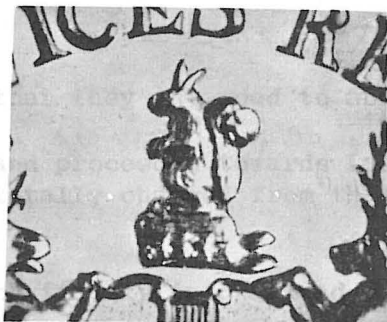
THE MEDALS

Special medals were struck for presentation to those who participated in the rescue. Actually, there were two sets of medals struck, both by the Alexander Clark Company of London, England.

In the first set there was one struck in 9K gold and forty-five in bronze. Twenty-five of the bronze medals were sent from London office to the crew of the Baychimo, while arrangements were being made for the distribution of the gold and some of the bronze medals by the Canadian Committee of the Company in Winnipeg.

Shortly after the medals had been sent out from London it was noticed that the crest on the coat-of-arms had been engraved incorrectly and the medals were ordered returned. Forty-two of the original set of medals were returned to the Alexander Clark Company and destroyed. Of the four remaining bronze medals, two, without names, are in the Company's archives ; the other two, sent to members of the Baychimo crew, were never returned.

the original crest



In the second set there was one medal struck in 9K gold and forty-four in bronze.

Because two recipients of the first issue did not return their medals, those of the second issue (with their names inscribed on them) are being withheld in the Company's Archives.

The medal from the first issue which was sent to the Deck Boy of the Baychimo was returned to the Company by the dead-letter office and has been destroyed ; the corresponding medal from the second issue remains unclaimed in the Company's Archives.

The medals were distributed as follows:

I	9K gold	Percy Patmore,	Supercargo,	the Kindersley
I	Bronze	Clifford Smith,	First Mate	" "
I	"	Newton, W.	Radio Opp.	" "
I	"	Killman,G.R.	Radio Opp.	" "
I	"	Whitlam,F.	Captain	The Boxer
I	"	Hough	Radio Opp.	" "
I	"	Bertancini	Captain	The Arctic
I	"	Nottingham,W.	Radio Opp.	" "
I	"	Wagner,J.H.	Bureau of Education,	Seattle
6	"	Natives at Point	Barrow	
2	"	Historical Exhibit at	Winnipeg (not engraved)	
2	"	Historical Exhibit at	Victoria (not engraved)	
I	"	Barr,N.		The Baychimo
I	"	Black,W.	Engineer	" "
I	"	Cornwall,S.A.	Captain	" "
I	"	Coe,F.L.	Ist Officer	" "
I	"	Davey,A		" "
I	"	Delacruz		" "
I	"	Denley,W.H.		" "
I	"	Ellis,T.A.		" "
I	"	Ivory,J.		" "
I	"	Jackson,S	3rd Officer	" "
I	"	Metcalf,B		" "
I	"	Kerridge,C		" "
I	"	Mitchell,D		" "
I	"	Richardson,R		" "
I	"	Roberts,L		" "
I	"	Rogers,E		" "
I	"	Servant,R		" "
I	"	Shires,A		" "

I	Bronze	Summers, R. J.	2nd. Officer	The Baychimo
I	"	Topping, E	2nd. Engineer	" "
I	"	Taylor, A	"	" "
I	"	Wallace, G	"	" "
I	"	Winscombe, J	3rd. Engineer	" "
I	"	+ Blann, R	"	" "
I	"	+ Woolhouse, M	"	" "
I	"	+ Aldcraft, N. K.	Deck Boy	" "

+ These medals held in the Archives.

A rather interesting letter from Mr. J. H. Wagner of the Bureau of Education, Alaska Division, dated Seattle the 24th of December 1925 to the Hudson's Bay Company in Winnipeg reveals there must have been some concern felt for the safe and proper delivery of medals to the six natives of Point Barrow. Mr. Wagner wrote as follows: "...It is a great pleasure indeed for me to be able finally to report delivery, through Captain Whitlam, not only of the \$300 which were to be distributed among the six natives, but also delivery of the bronze medals, and to express on behalf of these sincere natives their sincere thanks to your good company; Master Whitlam in reporting yesterday, stated to the writer that the medals were taken north from Nome without the inscription of the names but that when he read the post-script of your letter calling attention to the fact that there was a space on the medal for the name of each recipient, the earnest request was made to the Master that the medals be returned to Nome and the proper inscriptions made. This Master Whitlam did on the return of the Boxer from Point Barrow and by the time you receive this letter it is reasonable to suppose that the medals have been returned to the Point Barrow natives, properly inscribed...."

One point that has never ceased to amaze me is the manner in which the medals were distributed. Why did the crew of the Baychimo receive most of the medals when they played no part in the rescue? The inscription on the medals reads: "For services rendered in rescuing crew" and yet, all the Baychimo did was to spend about nine days in a hopeless search for a ship which by that time had either gone to the bottom of the Arctic Ocean, or, was well on its way to the North Pole.

And what about Captain Gus Foellmer of the Kindersley? His name does not appear among the list of recipients and

when I talked to Mrs. Foellmer some years ago she verified this. Mr. Patmore's report, and other records, reveal that Captain Foellmer did everything in his power to help in the rescue of his crew.

While doing research for this work I was fortunate in being able to discuss the rescue and the medals with some of the recipients and I found that some had also wondered about the distribution. One of the Baychimo crew was rather reluctant to talk about his medal because, as he said, he had done nothing to deserve it. Another of the Baychimo crew suggested that while searching for the ship they had ventured beyond the latitude stipulated in their contracts and therefore had put themselves to some risk. This may be so, still it has nothing to do with the rescue of the Lady Kindersley crew.

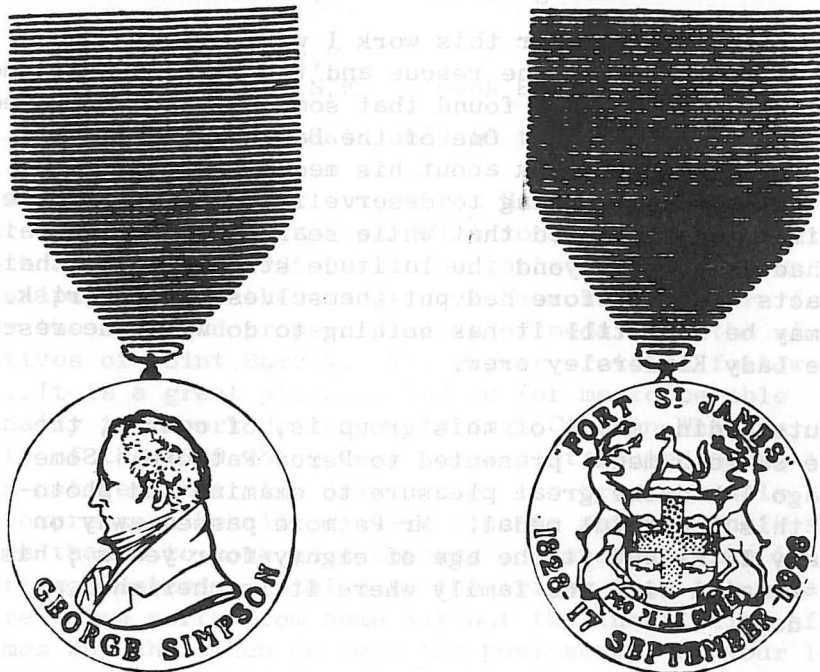
The outstanding medal of this group is, of course, the unique 9K gold medal presented to Percy Patmore. Some time ago I had the great pleasure to examine and photograph this beautiful medal. Mr Patmore passed away on February 16th 1964 at the age of eighty-four years ; his medal remains with the family where it is cherished a great deal.

To date I have examined six of these medals and judging from what I have seen and because only forty-five were struck, it is logical to assume that only one pair of dies was used. One interesting point I noticed is that on all specimens examined the left arm of the letter "Y" in the word "Lady" has been double-cut.

Apart from being struck in gold , the Patmore medal differs from the bronze medals only in that the maker's mark and the gold content are stamped below Patmore's name on either side of the words 'by the'.

These medals do not have the customary blue ribbon and clasp.

THE FORT ST. JAMES MEDALS



Probably no other name in the history of the fur trade in Canada stands out more prominently and is spoken with a higher regard than that of Sir George Simpson, the Scotsman from County Rosshire, who, more than any other individual, was chiefly responsible for restoring order to the fur trade after years of rivalry between the Hudson's Bay Company and its main competitor, the North West Company.

Following the union of the two companies in 1821, one of the most important problems facing the Company was to consolidate this union and to dispell the hostility built up between the men of both companies. This would be no easy task. It would call for a leader of strong character, and one free from prejudice towards men of the North West Company. Such a man was George Simpson.

In 1820 Simpson, at the age of twenty-eight, was sent by the London Office to the Athabasca District - into the very heart of a North West Company stronghold. During the year he spent in the Athabasca, he strengthened the Company's position and showed such great leadership that following the union he was appointed Governor of the Northern Department of Rupert's Land. Five years later he was also placed in charge of the Southern Department, and in 1839 he became the Governor-in-Chief of Rupert's Land.

Simpson made many journeys throughout company territory, eliminating waste and luxuries and imposing rigid discipline. Through his efforts stability was brought to the fur trade and raised out of the chaotic state into which it had fallen. In 1841 he was knighted by Her Majesty Queen Victoria, later retiring to Montreal where he passed away in 1860.

Many historians will agree that of all the journeys undertaken by Simpson through company territory, the most important was that which began in the summer of 1828 and took him and his party from York Factory, on Hudson's Bay, to the Pacific Coast. The main purpose behind this trip was to further consolidate the union and to spread goodwill among officers and men of both companies as well as among the Indians.

On the morning of September 17th 1828 the party arrived at Fort St. James where arrangements had been made for the triumphant entry of the Governor of Rupert's Land. Simpson, who insisted on great pomp and ceremony for all such occasions, made his gallant entry on horseback, accompanied as usual by his piper, Colin Fraser, in full Highland costume. The party was received at the fort by James Douglas who was later to become Sir James Douglas, the first Governor of British Columbia.

Fort St. James had been established early in 1806 by Simon Fraser while in the employ of the North West Company. This post (originally called New Caledonia Post) is situated on Stuart Lake, approximately one hundred miles west of the City of Prince George and was the second post to be built west of the Rockies. It is interesting to note that when Fraser descended the river bearing his name in 1808 he was accompanied by Jules Quesnell, after whom the Quesnell River was named by

Fraser, and whose gold membership medal in the famous Beaver Club has been preserved to this day and is now in the Public Archives in Ottawa.

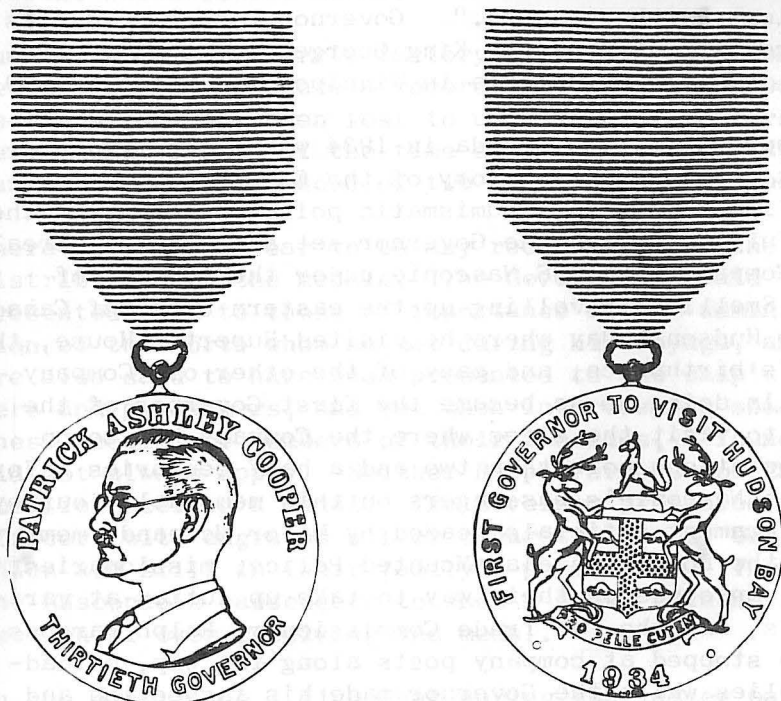
The centennial of Simpson's visit to Fort St. James was celebrated on September 17th 1928 with the Governor of the Company, Charles Vincent Sale, re-enacting the part played by Simpson one hundred years before.

To commemorate this event, the Company ordered two hundred bronze and fifty silver medals from Elkington and Company of London, England. The medals have the usual blue ribbon associated with most Company medals, the clasp being concealed behind the ribbon.

During the festivities, which began early in the day and continued well into the evening, Governor Sale presented the commemorative medals to leading Indians, employees of the Company, and to the guests.

In their London Archives the Company retains two specimens in silver and three in bronze.

THE PATRICK ASHLEY COOPER MEDAL



Following his graduation from Cambridge University, Patrick Ashley Cooper, the thirtieth Governor of the Hudson's Bay Company, saw service in the First World War and went on to become a prominent figure in the business world. His greatest ability seemed to be in matters of finance and this led to his appointment to many high positions on government commissions as well as in private business. Mr. Cooper was appointed to the governorship of the Company in 1931; he was knighted by George VI in 1944; retired on November 20th 1950, and passed away on March 22nd 1961.

Unlike his predecessors, Mr. Cooper paid many visits to Canada to see with his own eyes the Company's operations. Probably his most historic visit was that which took place in 1939 when for the first time in the two hundred and sixty-nine years of the Company's existence the Governor was called upon to fulfill an obligation laid down in the original charter of 1670. The charter, granted by

Charles II, called for the "Paying yearely to us our heires and successors for the same two Elkes and two Black Beavers whensoever and as often as we our heires and successors shall happen to enter into the said Countryes Territoryes and Regions hereby granted." Governor Cooper paid this lawful rent to His Majesty King George VI during a ceremony at old Fort Garry Gate in Winnipeg on May 24th 1939.

Mr. Cooper's visit to Canada in 1934 was not only a significant event in the history of the Company but of particular interest from a numismatic point of view. On the 7th of July that year the Governor set sail from Montreal on the Company ship S.S. Nascopie, under the command of Captain Smellie, travelling up the eastern coast of Canada and into Hudson's Bay where he visited Rupert's House, the Company's birthplace, and many of the other old Company forts. In doing so he became the first Governor of the Company to visit the sites where the Company had begun their operations more than two and a half centuries before. Among the Nascopie's passengers on this memorable journey were government officials headed by Major McKeand, members of the Royal Canadian Mounted Police, missionaries, company employees on their way to take up duties at various posts, and the Fur Trade Commissioner, Ralph Parsons. The ship stopped at company posts along the way, unloading supplies while the Governor made his inspection and gave encouragement to the men who were assigned to these lonely posts. On Sunday morning, August 19th, just six weeks after leaving Montreal, the Nascopie dropped anchor off Churchill, Manitoba. The Governor disembarked and following a brief inspection he continued on by train and by aircraft to the company's Canadian headquarters at Winnipeg where his historic journey came to an end.

To commemorate this historic voyage, Mr. Parsons ordered oxidized bronze medals to be struck by R.J. Orr, a manufacturing jewelry firm in Winnipeg which, a short time before, had acquired the Dingwall factory when that firm was taken over by Henry Birks and Son. Mr. Thomas Shingles, the well known die-sinker now retired from the staff of the Royal Canadian Mint, worked in the Dingwall factory at the time and continued on, for a short while, under Mr. Orr.

The Hudson's Bay Company had requested that Mr. Cooper was to appear on the medal in profile but they were not able to furnish a suitable photo from which to work.

Mr. Orr managed to locate a picture in a newspaper showing Mr. Cooper standing sidewise in front of a building. He had the picture enlarged and with the help of other front view photos Mr. Shingles was able to produce the profile shown on the medal.

The files from Mr. Orr's factory have long since been destroyed and therefore a record of the exact number of medals struck has been lost to us. However, others who were in his employ at the time seem to believe that it was in the neighbourhood of two or three hundred pieces.

There does not appear to be any record kept of the exact distribution of the medals. The Governor is said to have presented them to those of importance in the administration of the north whom he met during his voyage, and they are also said to have been presented to the ship's officers and passengers, and yet when interviewing some of these people, or members of their families, I found this did not always apply. Neither Ralph Parsons nor Captain Smellie received a medal. The Governor presented these officers with engraved silver cigarette cases, both of which are still in their family's possession. Three of the Nascopie's passengers to whom I spoke have no recollection of ever receiving the medal.

On the other hand I find that during the latter part of 1934 there were thirty-six medals shipped to England and presented by the Governor to acquaintances as a memento of his trip. The Company retains three specimens in their London Archives, and several in their collection at Lower Fort Garry. In my own cabinet I have the medal presented to one of the government officials on board the Nascopie. Major McKeand remembered the voyage very well and of being presented with the medal which he left in his Ottawa office at the time of his retirement. It is also known that senior Company officials in Winnipeg were presented with medals. I have one from this source also.

The Cooper medals also have the blue ribbon with the concealed clasp. The manufacturer's name "R.J.Orr" appears below the date on the reverse.

Only one set of dies were cut and these are in my own cabinet.

A PROPOSED MEDAL



On the first of September 1937 two Company vessels, the S. S. Nascopi from the Eastern Arctic, and the M. S. Aklavik from the Western Arctic, met in Bellot Straits and within a week of the meeting Fort Ross was built at this northernmost tip of the continent. This was of great significance because it would now enable the Company to utilize the Northwest Passage for bringing in supplies and shipping out furs from either direction.

Shown here is a sketch for a medal the Company proposed to have struck to commemorate this historic occasion. The sketch was engraved on a rectangular bronze plate by R. J. Orr at the request of the Company but dies were never prepared nor can any reason be found as to why the plan was abandoned.

MULES OFTEN MISTAKEN FOR GENUINE

INDIAN CHIEF MEDALS

Shown in the enclosed plate are three different medals, each bearing the Company's coat-of-arms on the reverse, and which have been for many years often mistaken for genuine Hudson's Bay Company Indian Chief medals. There is every indication these mules were struck by an unauthorized person and therefore I would certainly not consider them in a collection of Company medals, except possibly as curiosities. They are mentioned here only to set the records straight.

Specimen "A" The inscription on this medal refers to Britannia. Roughly translated it tells us that she is "Victorious at sea, and invincible on land," and that She has "Surpassed the honour She had previously attained", and the Roman numeral date "1798".

When this medal was first brought to my attention I was rather suspicious because the inscription could not refer to the Company and the year 1798 was not a significant date in the Company's history. Further investigation revealed this to be the reverse of a medal struck to commemorate the British Victories of 1798.

Specimen "B" This is the obverse which was originally used in conjunction with specimen "A", the British Victories medal.

Specimen "C" This is the obverse of a medal struck to commemorate the union of Ireland with Great Britain. The reverse showed Britannia and Hibernia shaking hands with the legend "JUNGUNTUR OPES FIRMATUR IMPERIUM", and the date " I Jan MDCCCI".

It is also known that the British Victories medal of 1798 is sometimes found muled with the Unification of Ireland medal.

Where did these mules come from ? I fail to see how we can come to any other conclusion than that Taylor, an English die-sinker, was responsible for them. Let us consider the following two notes taken from C. Wilson Peck's "English Copper, Tin and Bronze Coins in the British Museum."

1. "It appears that when the original Soho Mint was closed down and sold in 1848, Taylor, a well known die-sinker of the period, managed to purchase a quantity of scrap metal, amongst which were a number of old Soho punches and dies."
2. "The restrikes naturally caused the most trouble especially the Droz-type, including a few from Kuchler's dies."

In 1885 Mantagu wrote:

"Mules of all descriptions in bronze and silver have recently made their appearance, all struck by Messrs. Taylor and Son."

At the McCord Museum in Montreal there is, in storage, another rather interesting mule struck in a white metal. The accession records reveal that the medal has the Company's coat-of-arms on the reverse, and with the obverse inscription reading: "MAGN. BRIT.FR.ET.HIB.REX." This medal was purchased on the 28th of November 1927 from Miss M. Molson, and the thought that comes to my mind is that this may possibly be the same medal sold as lot #464 in the Wilson sale of 1926. Lot #464 was described as being struck in pewter.

This medal (Mule) in the McCord Museum collection was the subject of a very nice article in the June 1930 issue of the "Beaver" magazine, but unfortunately a photograph of the genuine medal was used to accompany this article and thereby giving the impression that a genuine Indian Chief medal had actually been struck in a white metal.

