

MEDALS TOKENS AND PAPER MONEY

of the

HUDSON'S BAY COMPANY

By Larry Gingras

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A BRIEF HISTORY OF THE HUDSON'S BAY COMPANY

For almost two centuries, following the granting of their Royal Charter in 1670, the Hudson's Bay Company held complete authority over much of what is now Canada with the right to enact laws, to try civil and criminal cases and to impose penalties in accordance with English law. The Company ruled with a stern hand and contributed a great deal towards the development of the country by pushing the frontier north to the Arctic and west to the Pacific, fostering peace among the Indians and generally paving the way for the new Dominion in 1867. Thus it can truly be said that the history of the Dominion of Canada is, to a great extent, the history of the Hudson's Bay Company.

Much of the Company's history has already been written by historians and is available from our public libraries and for several years now the Company has been researching their own archives and making available to the public information that has been kept more or less secret. To give a detailed history of the Company would require many many volumes and is quite unnecessary for this work. However, a few brief highlights of events leading up to and following the granting of the charter in 1670 would provide a better understanding of the important role the Company played in Canadian history and thereby a greater appreciation for the numismatic pieces described herein.

Therefore, let us begin by saying it was due to exploring the openings on the eastern coast of North America by Europeans for a shorter route to the rich markets of the Far East that led to the discovery of the great fur forests of Canada, a discovery of great significance because at the time in Europe a new fashion had created a demand for furs.

In 1534 Jacques Cartier explored the St. Lawrence River as far west as Lachine and proclaimed French sovereignty over the area, thus being the first nation to secure a foothold in Canada. In 1608 Samuel de Champlain established a settlement at Quebec and later a post for trading with the Indians where Montreal now stands.

Although John Cabot had explored Cape Breton Island in 1497 in the name of the King of England, it was not until 1583 that Sir Humphrey Gilbert formally proclaimed English sovereignty over Newfoundland. The Dutch, in the meantime, had explored the Hudson River where they also established trading posts.

The French, along the St. Lawrence River, were trading with the Huron and Algonquin Indians while the Dutch, on the Hudson, received their furs from the Iroquois. This led to great animosity being built up between the tribes for the favour of the white man and resulted in many fierce wars which injured the trade. Medard Chouart Sieur des Groseilliers, a French trader, was determined to find the exact source of the furs, and venturing west to the Great Lakes he learned that most of the furs were coming from the forests lying to the north. With his brother-in-law, Pierre Radisson, he embarked on an expedition to these forests, returning in 1663 with a rich harvest of furs, proving beyond doubt that this was indeed one of the world's greatest fur forests. Upon their return the Governor of New France charged them with illegal trading and subjected them to severe fines which robbed them of most of their profits. Their appeal to France fell upon deaf ears and so they turned to the English.

Their plan to approach the fur forests from the north was favourably received in England and resulted in an expedition being backed by Prince Rupert and men from the court of Charles II. The NONSUCH, with Groseilliers on board, sailed from England in June of 1668, across the North Atlantic, through Hudson's Strait, and arrived at the southern end of James Bay on September 29th where Fort Charles was established. The EAGLET, with Radisson on board, had accompanied the Nonsuch but was forced to return to England due to damage suffered during a storm. With the coming of spring the Nonsuch was headed back to England loaded with furs and those who had backed the expedition were so elated they immediately applied for a Royal Charter.

And so it was that on the 2nd of May 1670, the "Governor and Company of Adventurers of England Trading into Hudson's Bay" were granted a Royal Charter which, in

the words of the Charter, gave them the:

"sole trade and commerce of all those Seas Streights Bayes Rivers Lakes Creekes and Soundes in whatsoever latitude they shall bee that lye within the entrance of the Streights commonly called Hudsons Streights together with all the Landes Countryes and Territor-yes upon the Coastes and Confynes of the Seas Striegh-tes Bayes Lakes Rivers Creekes and Soundes aforesaid which are not now actually possessed by any of our Subiectes or by the Subiectes of any other Christian Prince or State."

Under this charter they became "The true and absolute Lordes and Proprietors" to a territory which may be roughly described as being the greater part of Ontario and Quebec, the provinces of Manitoba and Saskatchewan, parts of Alberta and the North West Territories, or approximately 40% of Canada as we know it today.

The French, on the St. Lawrence, lost no time in trying to destroy these new "invaders" from the north and for many years there was to be great rivalry and much bloodshed. Fierce battles were fought for possession of the forts established by the Company along the shores of Hudson's Bay and many were captured by the French. It was not until the signing of the Treaty of Utrecht in 1713 that the forts were returned to the Company, but the struggle for supremacy in the fur trade continued on.

For the first 100 years the Company traded only from forts along Hudson's Bay but when the French penetrated beyond the Great Lakes and set up trading posts in company territory in what is now Manitoba and Saskatchewan, they counteracted by sending countless expeditions inland in an attempt to induce the Indians to continue bringing their furs to the Bay. To convince the Indians to transport furs so many miles to the Bay when they could secure rum and other goods from posts in their own area was an impossible task and eventually, in 1774, the Hudson's Bay Company built Cumberland House, on the Saskatchewan River, the first of hundreds of posts to be built throughout the north and the west.

By far the greatest Company rival was the North West Company which was organized in Montreal about 1784 from

a group of several fur trading companies. The North-Westerners paid no attention to the monopoly rights of the Hudson's Bay Company and set up their own trading posts in the very heart of Company territory, and this bitter rivalry did not cease until the two companies were amalgamated in 1821.

By an Act of Parliament in 1821 the Company was granted the monopoly over all lands north to the Arctic and west to the Pacific Ocean and for the next forty-eight years the Company was in control of all of Canada with the exception of the Maritime Provinces and certain areas around the Great Lakes and the St. Lawrence River (Upper and Lower Canada).

In 1763 France ceded Canada to the British, and in 1841 the Province of Canada came into being with the union of Upper and Lower Canada. The New Canadian Government, eager to extend its jurisdiction to the rest of Canada, charged the Company with abusing the power granted to them under the charter and of being opposed to settlement of the west. A select committee of the British House of Commons was set up in 1857 to enquire into these charges and it handed down a ruling that Canada's plea was quite in order and that when Canada had settled certain portions of the west and provided transportation, it should be transferred to her.

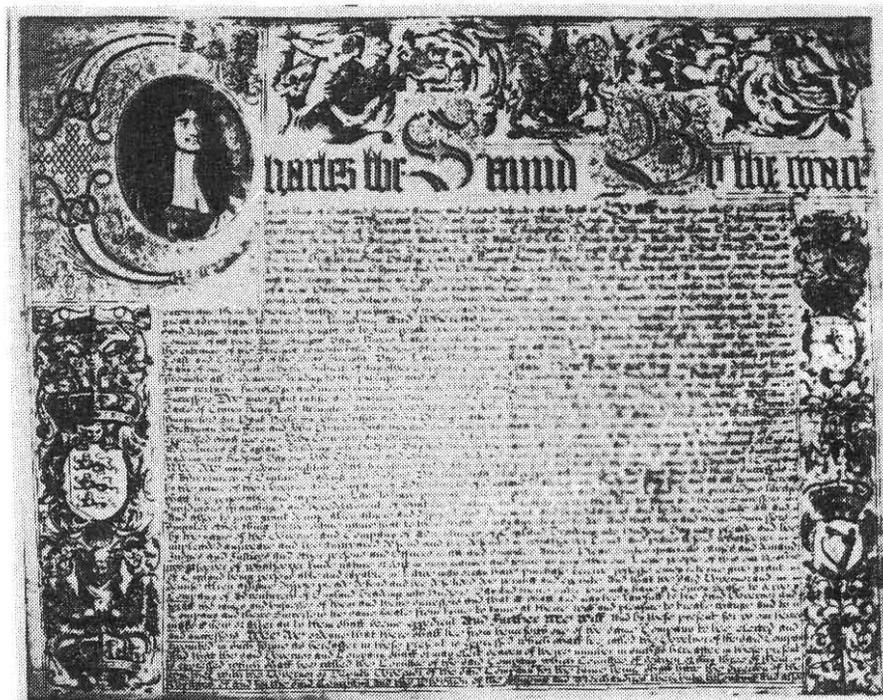
The British North American Act of 1867 and the Ruperts Land Act of 1868 paved the way for the surrender of the Company's territories to the Dominion of Canada which was finally accomplished by the Deed of Surrender of 1869. In compensation the Company was to receive 300,000 pounds sterling from the Government of Canada and approximately 7,000,000 acres of land lying within the fertile belt. The Company, however, did not relinquish its Royal Charter. Thus ended a monopoly that had existed for 200 years, but rather than being downhearted the Company accepted the challenge and went on to greater glories.

Whereas in the past the Company was concerned primarily with dealing in furs and other commodities from trading posts scattered throughout Canada, they now branched out into other fields. A special department was set up to handle the land received under the Deed of Surrender and,

they have large mining and oil holdings, as well as several subsidiary companies. The old trading posts being almost non-existent have been replaced in many communities by modern department stores.

It is interesting to note that the official title of the Company is still "The Governor and Company of Adventurers of England Trading into Hudson's Bay", a title which is seldom seen today except on the most official documents. They have almost always been referred to as the "Hudson's Bay Company", a title known to have been used in correspondence between Canada and London as early as the spring of 1680. Their letterheads still bear this title. Today, many of their stores are known merely as "The Bay".

The head office of the Company had always been located in London, England but in 1970 it was moved to Canada where they do the bulk of their business. Immediately following approval by the shareholders of the transfer of the head office of the Company to Canada, Mr. George T. Richardson became the 33rd Governor of the Company and the first Canadian-born Governor.



The original Charter was written on five sheets of parchment about thirty-one inches wide and twenty-five deep. Illustrated here is a facsimile of the first page.

GOVERNORS
OF THE HUDSON'S BAY COMPANY

His Highness Prince Rupert	1670-1683
H.R.H. James, Duke of York (King James II)	1683-1685
John, Lord Churchell (Duke of Marlborough)	1685-1691
Sir Stephen Evance, Kt.	1691-1696
The Rt. Hon. Sir William Trumbull	1696-1700
Sir Stephen Evance, Kt	1700-1712
Sir Bibye Lake, Bart	1712-1743
Benjamin Pitt	1743-1746
Thomas Knapp	1746-1750
Sir Atwell Lake, Bart	1750-1760
Sir William Baker, Kt.	1760-1770
Bibye Lake	1770-1782
Samuel Wegg	1782-1799
Sir James Winter Lake, Bart	1799-1807
William Mainwaring	1807-1812
Joseph Berens, Junior	1812-1822
Sir John Henry Pelly, Bart	1822-1852
Andrew Colville	1852-1856
John Shepherd	1856-1858
Henry Hulse Berens	1858-1863
Rt. Hon. Sir Edmund Walker Head, Bart.,K.C.B.	1863-1868
Rt. Hon. The Earl of Kimberley	1868-1869
Rt. Hon. Sir Stafford H. Northcote, Bart., M.P.(Earl of Iddesleigh)	1869-1874
Rt. Hon. George Joachim Goschen, M.P.	1874-1880
Eden Colville	1880-1889
Donald A. Smith (Lord Strathcona and Mount Royal,G.C.M.G.).	1889-1914
Sir Thomas Skinner, Bart.	1914-1916
Sir Robert Molesworth Kindersley, G.B.E..	1916-1925
Charles Vincent Sale	1925-1931
Patrick Ashley Cooper	1931-1952
William Johnston Keswick.	1952-1965
Viscount Amory	1965-1970
George T. Richardson	1970-

MEDAL SECTION

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.

C.N.R.S. RARITY SCALE

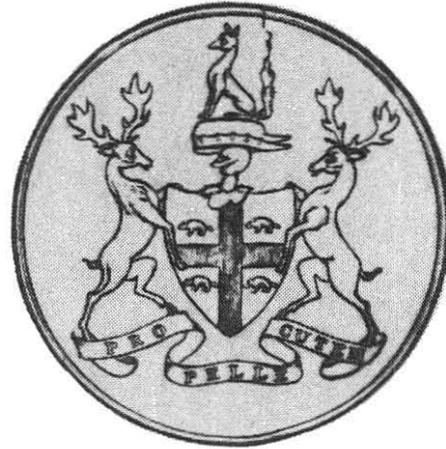
R10 One known	R5 21 to 30 known
R9 2 known	R4 31 to 40 known
R8 3 to 5 known	R3 Plentiful
R7 6 to 10 known	R2 Easily obtained, not in use, still on company books
R6 11 to 20 known	RI Common, still in use

INDIAN CHIEF MEDALS



Bz. 100

R6



S. 100a

R8

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. The re-organized North West Comapny (formed about 1784) 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 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 of 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 Frankfort-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 in July of 1810 and 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.

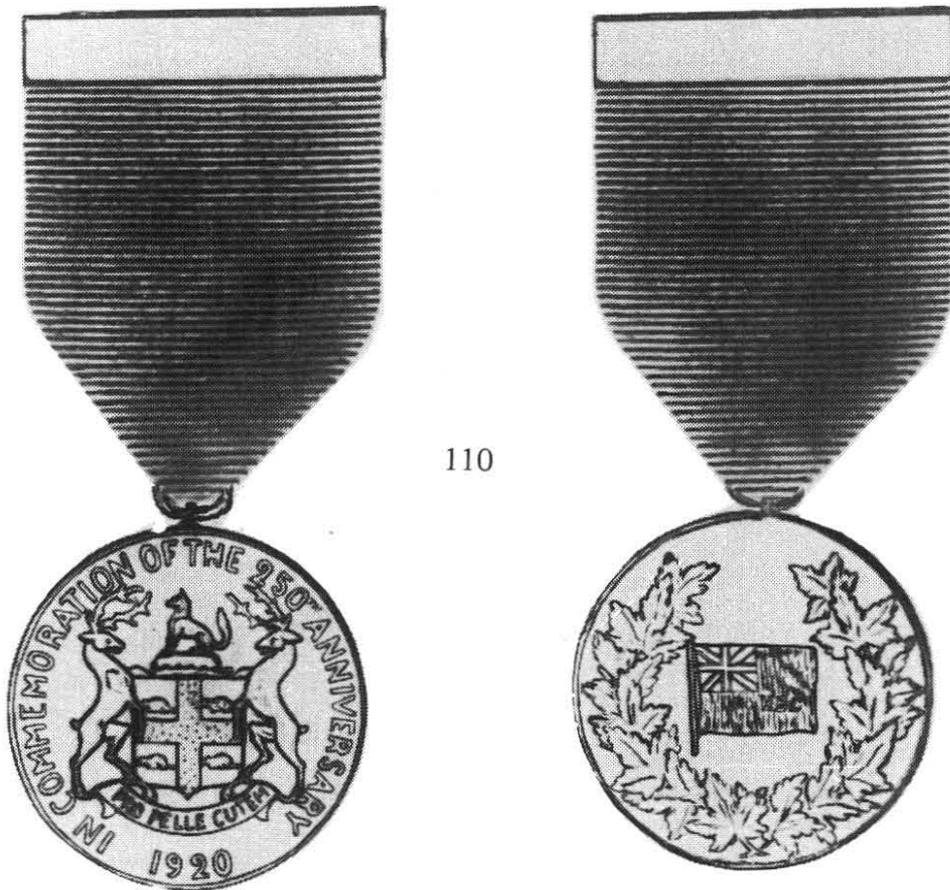
But what do they look like? Will a specimen ever be found? Were some of them actually struck in brass such as we are told were sent to Albany in 1797?



105

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.



S 115

G 115a

Bz. 115b
Rarity 9



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 1935 the original obverse and reverse dies are still used. The recipient's name, year of presentation and the numeral "15" or "30" are engraved on the medal after being struck.



S 116



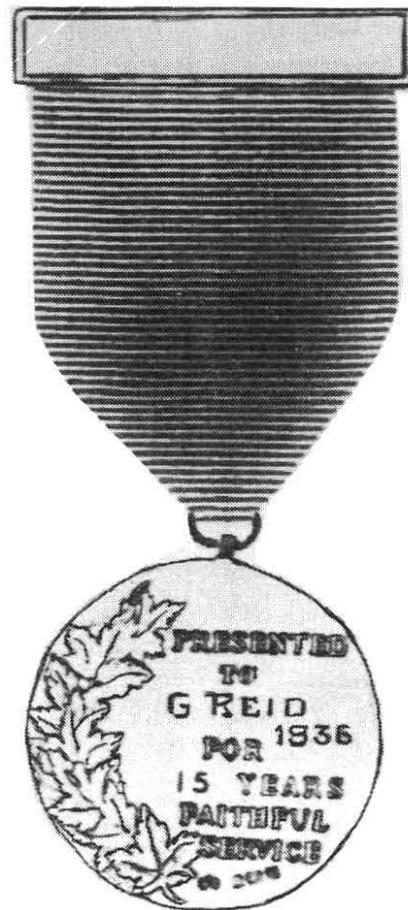
G 116a

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.

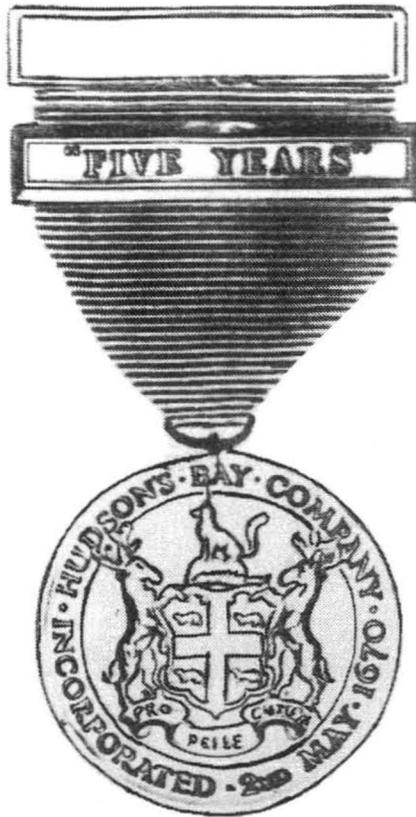
Only the obverse die for the fifteen year medal is changed at this time.



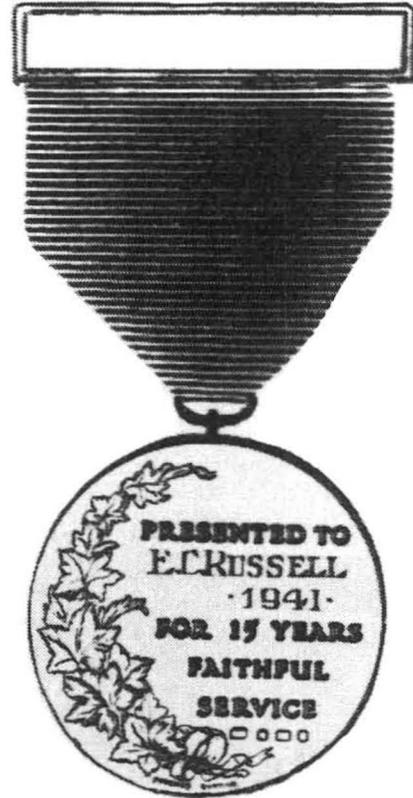
S 117



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.



S 118



G 119



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.

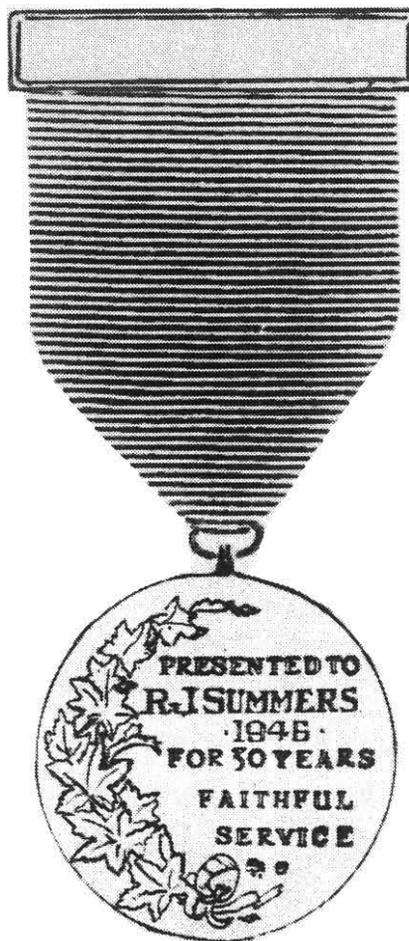
Medals and bars for the Canadian staff for the years 1944 to 1949 were purchased from C. Lamond & Fils of Montreal, and once again we have a change in the obverse and reverse dies for both medals. The Canadian staff's fifteen year and thirty year medals are struck from the same dies. You will notice 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.



S 120

G 120a



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

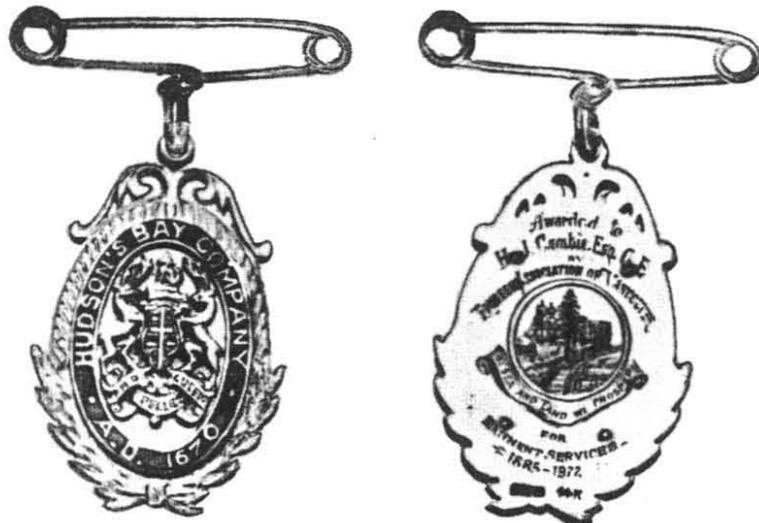
The Vancouver Pioneers' Association, as we know it today, came into being in 1911 and was incorporated under the Society's Act in 1926. This Association is actually a reorganization of the Vancouver Pioneer Society which was formed in the year 1893.

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

126



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 126a

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 126b

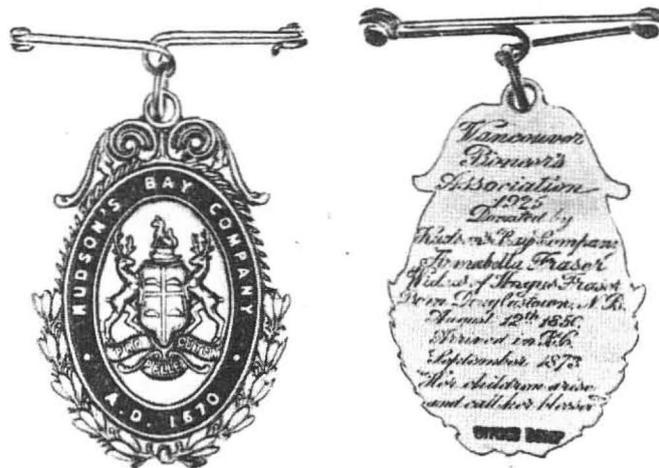
Mr. Morrison was a partner in the firm of Armstrong and Morrison, builders of the Granville Bridge in 1909 and the Trail Bridge in 1912 (The firm had medals struck to commemorate the opening of both bridges). They were also the contractors for the Georgia Street Viaduct and the first New Westminster 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 Morrison medal is "die struck" from the same die used for the Fraser medal. This medal is on display at the Old Hastings Mill Store Museum in Vancouver and was donated to the museum by the Executor of the Morrison estate, G.L. Fowler.

The inscription reads: "Awarded to Alexander Morrison by the Vancouver Pioneer's Association as a Captain of Industry 1889 - 1924"

1925 recipient
Mrs. Angus Fraser

126c



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 obverse 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 re-
turned 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 presen-
ted. 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 author-
ized the presentation of a medallion for 1926."

Sincerely for H.B.C.

H. T. Lockyer, Gen. Mgr.

1926 recipient
George Robertson Gordon 126d

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
126e



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. 1866 - 1927".

1928 recipient
William David Burdis

126f



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:

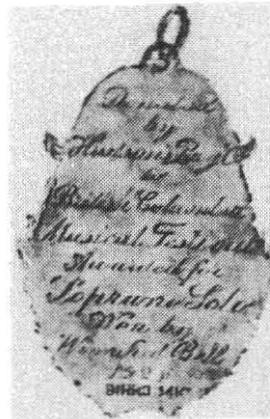
Dear Sir:

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.

B.C. MUSICAL FESTIVAL MEDAL



128

In 1923 Mr. E.S.H. Winn, Past Grand Chancellor of the Knights of Pythias for British Columbia, was the man responsible for leading this fraternal society into providing another worthwhile community service by sponsoring a musical festival in the province. Various business firms, organizations and individuals were offered the opportunity to participate by providing awards to the winners in the various competitions.

The Hudson's Bay Company chose to donate a 14K gold medal for first place in the soprano solo class. One Company medal was donated each year from 1923 to 1931 when they were replaced by a different type of award.

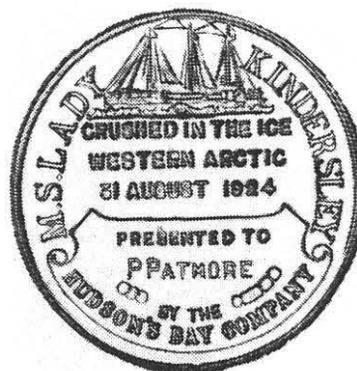
Illustrated above is the 1924 medal won by Winnifred Bell. The inscription reads: "Donated by Hudson's Bay Co. to British Columbia Musical Festival Awarded for Soprano solo Won by Winnifred Bell 1924".

THE LADY KINDERSLEY MEDALS



Bz 130

G 130a



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.

They 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 exerpt 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, viz; 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.

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

130b



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.

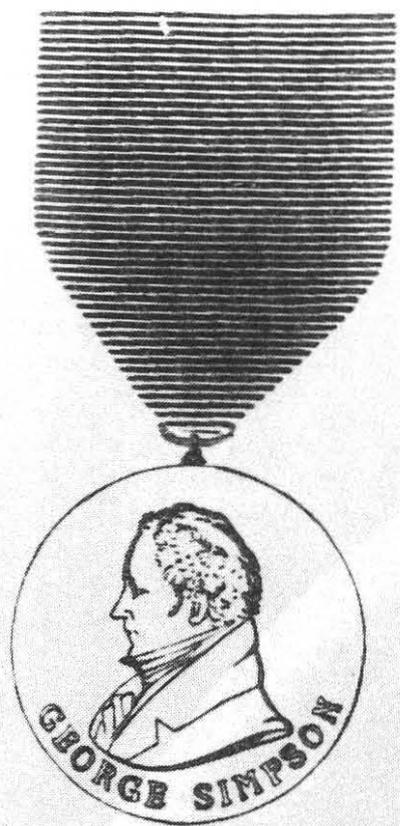
The outstanding medal of this group is, of course, the unique 9K gold medal presented to Percy Patmore. Some time ago I had the great pleasure to examine and photograph this beautiful medal. Mr Patmore passed away on February 16th 1964 at the age of eighty-four years ; his medal remains with the family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



Bz 140

S 140a



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



145



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 have now been defaced and are in a Western Canadian collection.

TERCENTENARY MEDALS

The Roland Michener Medal



150 Rarity 10

When His Excellency Governor-General Roland Michener visited Churchill, Manitoba, on the 2nd of May 1969, he was presented with this unique cast bronze medal, the work of one of Canada's foremost artists, Dora de Pedery Hunt. The medal was enclosed in a hand-made olive-green suede pouch with a velvet lining and presented by the manager of the Churchill store.

The combined dates 1670 and 1970, which appear under the Company's coat-of-arms on all the medals struck to commemorate the Tercentenary, was the work of the Canadian graphic designer, Allan Fleming, and was a symbol used quite frequently by the Hudson's Bay Company in their advertising and promotions during that year

The name of the artist "Hunt" appears just aft of the stern of the Nonsuch.

The Nonsuch, you will recall, was the ketch which crossed the North Atlantic in 1688 carrying Groseilliers and his companions to the southern shores of James Bay where they established Fort Charles.

Dora de Pedery Hunt was commissioned to create the three special medals for the tercentenary celebrations. All are similar in design, with the coat-of-arms of the Company on one side and the Nonsuch on the other.

Mrs. Hunt came from her native Hungary about 1950 and settled in Toronto. Since then she has created many outstanding works of art - among them being the designing of the medal commemorating Canada's 100th birthday in 1967, medals of Sir Winston Churchill and Prime Minister Trudeau, and the Ontario Arts Council medal for 1968.

The V.I.P. Medals

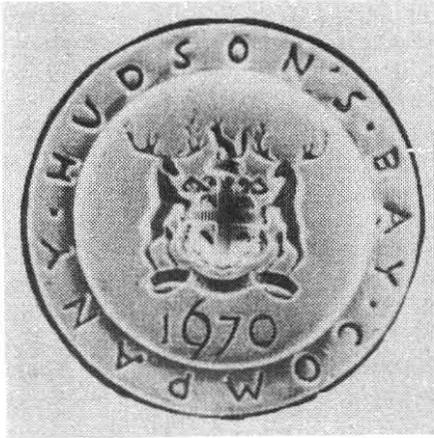
155



There were 100 of these 4 inch cast bronze medals presented as gifts to Very Important People and for other special occasions during the Tercentenary year.

The name of the artist "Hunt" appears immediately below the prow of the Nonsuch.

The Staff Medals



Bz 160
NS plate
160a

H



Company records show 47,000 of these medals were struck in bronze with a rose gold finish, and were first distributed to shareholders along with the 1970 Annual Report. They were later given to the staff to coincide with the 300th Anniversary on May 2nd, 1970.

During the latter part of 1970 approximately 2463 of the remaining medals were returned to the manufacturer to be refinished in nickel-silver and these were sold to the general public for \$1.75 each.

The staff medals are 45mm in diameter and bear the characteristic bevelled edge of the Lombardo Mint.

The name of the designer, "Hunt", appears in front of the prow of the Nonsuch.

The General Public Medals 165

Approximately 11,500 medals, identical to the staff medals but reduced in size to 39mm, were struck for sale at \$1.50 each. Of this amount 1,950 were used in Lucite paperweights or made into pendants.

An advertisement on page 61 of the Spring issue of the 1970 Beaver stated a set of three medals in gold plate, silver plate, and bronze in a presentation case would be available at \$5.00 per set. These sets were never produced.

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 "I798".

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.



A



B



C

TOKEN SECTION

Although barter was the original means used by the Company for trading with the natives in North America, this system gradually gave way to the use of counters such as ivory discs, small sticks of wood and other objects that were available because they were easier for the natives to understand the transactions.

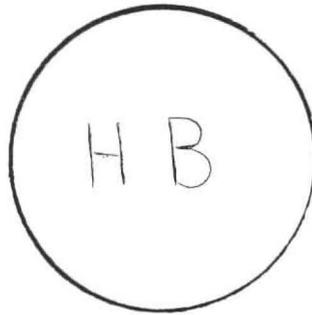
It was probably around the 1850's that the use of the counters gave way to tokens with a value stamped on them. The unit of value used by the Company in trading for furs was a MADE BEAVER or, in other words, a prime beaver skin. Tokens used in the north-eastern part of Canada were almost always in made beaver denominations, whereas in the prairies and western Canada, where the trading was not primarily for furs, we find, with but one exception, that the tokens have values based on the dollar.

The use of Company tokens eventually got out of hand and at the request of Angus Brabant, the Fur Trade Commissioner in Winnipeg, Mr. C.H. French, the District Manager for British Columbia, in a letter dated 20 July 1926, gave details of the tokens used in his district. This information was discussed with the Governor of the Company, Charles Vincent Sale, during his visit to Canada and on September 28th 1926, Mr. Brabant informed the Governor and Committee in London that :

"The question of the use of trade tokens at posts has been considered by the Governor, and on his instructions they are to be discontinued where they take the place of cash."

All Company posts were then ordered to deliver to the Canadian Head Office in Winnipeg all stocks of Company money they had on hand. It was from this stock that the Company, in the 1950's, offered for sale to the public, the East Main, the Labrador, and the St. Lawrence-Labrador tokens, as well as the promissory notes of York Factory.

DISK COUNTERS



200
R 10

In the American Numismatic Association Convention sale of 1952, Lot 909 was described as :

"Round token made of walrus ivory H.B. lightly scratched on obverse, reverse blank, 34mm. Said to have represented "one beaver" and to have been used at the James Bay and Mackenzie River stations of the Company long previous to the brass tokens. Accompanied by a note Confirming the above information."

Other round flat disks measuring about 22mm and believed cut from bone or shell, were found at Moose Factory and are said to have been used there as counters.
R 7

SKIN COUNTERS

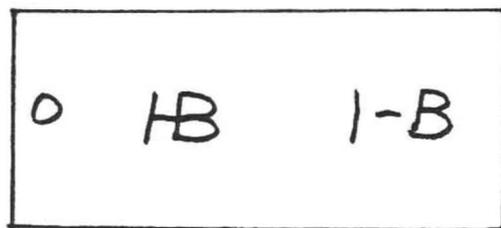


205
R 8

Three of these skin pieces were purchased by Wayte Raymond from the W.W.C. Wilson Sale. They eventually found their way to the cabinet of J. Douglas Ferguson, and two of them are now in our National Collection.

Along with the skins was a letter which said they had been secured from the daughter of a former factor of the Hudson's Bay Company whose territory was at one time on the Canadian Labrador Coast and at another time in the Canadian Arctic, and that they had the same trading value as one beaver skin token.

WOODEN COUNTERS

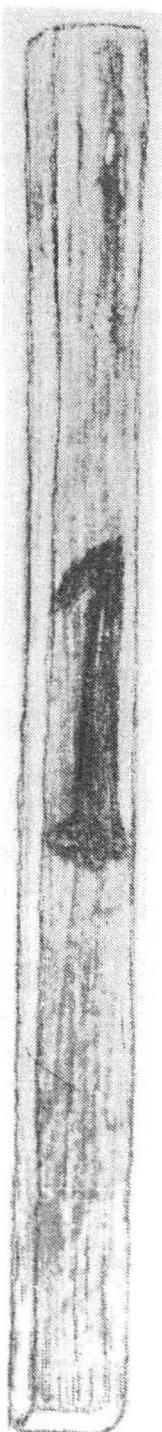


210

The counter illustrated above is made of hard wood with the numeral and letters branded into it, and was drawn from memory of one seen by M. Sorensen about the time of the first World War near the Upper Waters of the Assiniboine River.

The counter illustrated on the left is about $\frac{1}{2}$ inch square, made from Oak, with the numeral "1" branded into it. Sticks such as these, or similar to them, are known to have been used by the Company as counters at their post at Baker Lake, N.W.T. It is the Company's opinion these counters were used at Fort Churchill just before 1800.

Other wooden counters, about the size of the Canadian Silver Dollar, with a Beaver and the letters H.B.C. inscribed on them, have been seen in Northern British Columbia at Fort Ware and at Fort Grahame. R 9



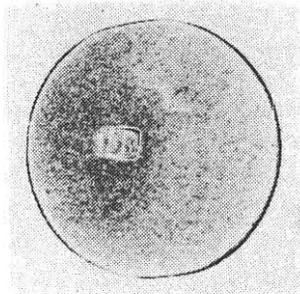
210a
R 7

COUNTERSTAMPED PIECES



215a R8
Imm. Spade Guines
"H" for Hazelton

215 X



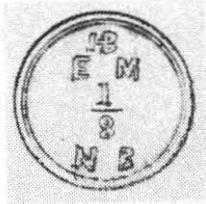
215b
1779 U.S.A. 1¢ X



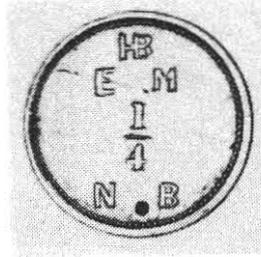
215c
1956 Can. \$ X

It is a known fact that many Indians had more faith in Hudson's Bay money than in official government issues, and it was not uncommon to see coins from various countries counterstamped H.B.C. and used in trade. Illustrated here are a few of the known pieces.

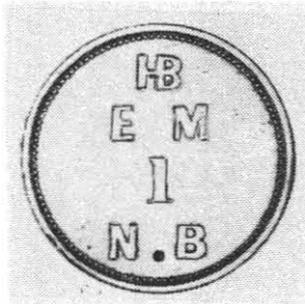
EAST MAIN DISTRICT



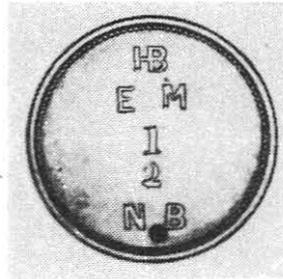
220



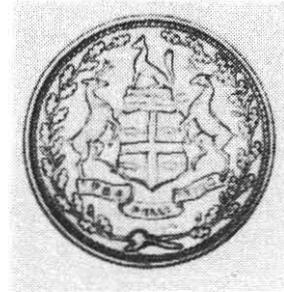
220a



220c



220b



common obverse

All tokens R 3

The East Main District is east and south of Hudson's Bay. The tokens are struck in brass, and the dies are in the Company's Archives.

The letters on the reverse are explained as follows: HB (Hudson's Bay), E (East), M (Main), N (should be M for made), B (Beaver).

In his book "Behind the Palisades" George Simpson McTavish, son of the man credited with designing the tokens, said "My father informed me that the N was an error on the die, and the proper letter should have been M denoting the value Made Beaver." It is generally agreed that when McTavish submitted his design to London he must have followed a common Company practice of joining two letters together. Thus M B was written M̄B and the die cutter mistook this to mean N B.

The first East Main token to come to the attention of numismatists was a 1/2 M B token. This token, reported to have been brought out of the north by a ship's captain, was the subject of a short article in the April 1883 edition of the Canadian Antiquarian and apparently it caused quite a stir in the Montreal area.

In 1892 McLachlan wrote that shortly after the discovery of the token one eager collector paid the unprecedented

price of \$125. for it. Others bidded their time and some two years later a complete set made its appearance. McLachlan goes on to say that in 1888 nine complete sets were discovered at Little Whale River by Messrs. A.P. Low and C.H. McNutt, members of a geological and natural history survey detailed to prospect the country east of Hudson's Bay, and at the time of writing he was aware of the existence of about 25 sets. It is interesting to note that in the Hart Sale of 1888 a ½ M B token in VF condition realized only \$8.

Most writers in the past have said the tokens were introduced about the year 1857, and some even suggest 1854 but there is nothing to substantiate either date. The year 1854 could very likely have been arrived at by reading "Castorologia" by Horace Martin, written in 1892. Martin said "In 1854, Mr. George Simpson McTavish, then in charge of Albany Fort, suggested the issue of metal tokens to meet the requirements. With the suggestion which was forwarded to London, Mr. McTavish sent sketches of the proposed tokens . . ." The fact that McTavish actually took charge of Albany in 1860 and not in 1854 leaves some doubt as to the accuracy of Martin's information. Assuming that the suggestion was made in 1854, it would have been quite some time before the tokens could have been prepared and therefore the year 1857 is more logical than 1854.

The only known record in support of the year 1857 is contained in a letter from a Factor in the East Main District addressed to Breton in the early 1890's. Breton had inquired about the tokens and in reply was told ". . . they are not in circulation now and are mostly defaced between the N and B by a punch to cancel them . . . were only struck about 1857, and recalled shortly afterwards . . ."

In "Behind the Palisades" McTavish tells us : "There was no money, and with one exception, no metal tokens to non plus or confuse the natives . . . the exception referred to was introduced in East Main District about 1870 by my father . . ." One would imagine he should know the year his father introduced the tokens but on the following page he tells us the year 1870 was only the opinion expressed by Alan Nicholson, who had spent twenty-eight years at Rupert's House.

In any event, at this writing, the Company does not accept 1854 as being the year of issue, and if the theory is true that the tokens were designed by Mr. McTavish while he was in charge of Albany, the year of issue would be 1860 or later.

EAST MAIN DISTRICT TOKENS

IN PRESENTATION CASES

On the 28th of May, 1958, Trans-Canada Airlines (now Air Canada) inaugurated a flight from Vancouver, B.C. to London, England, using Super-Constellation aircraft, and because the route taken by the aircraft going to and from London was over Hudson's Bay it was thought appropriate that it be designated as the "Hudson's Bay Route".

With this theme in mind the Public Relations Department of Trans-Canada Airlines approached the Hudson's Bay Company at Winnipeg and the result was that seventy $\frac{1}{2}$ M B East Main District tokens were given to the airline for distribution to the passengers on the inaugural flight. Each token was placed in a $2\frac{1}{2}$ " by $2\frac{1}{2}$ " box covered with black imitation leather, with an insert pad of red velvet and a top cushion of white satin.

BALE MARKS ? ?



225
R 7

These tokens are erroneously referred to as "Bale Marks" and the only reason for this name seems to be because they were called such in the 1920 Hunter Sale. Lot 159 in the sale reads: "Bale-Mark 1 HT H B C on strip of copper 15 X 31 fine." Oldtimers of the Company are quite certain metallic labels were never attached to bales of furs and the lack of a hole in them would bear this out.

They are obviously tokens with the numeral "1" indicating possibly one Made Beaver. The lettering is incuse and the copper likely came from powder kegs. The crudeness of these pieces would indicate they were made well before 1900.

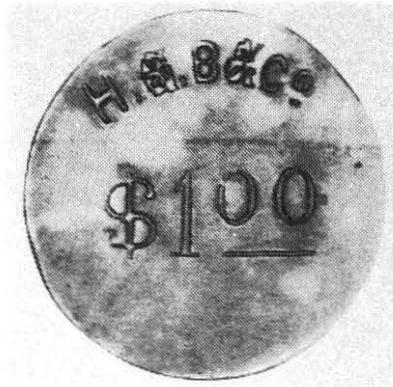
No more than eight of these pieces are known and all were found in British Columbia. The letters "H T" would seem to indicate the place of issue but neither the Company nor a search of old records has been able to shed any light on this.

I.G.B & Co
RE-STAMPED H.B.Co



230

230a



230b

All tokens R 8



230c

These uniface brass tokens, with incuse letters and figures, were originally struck for the I.G. Baker Company whose head office was located at St. Louis, Missouri. The company had entered the Canadian market about 1871 by establishing a series of trading posts in southern Alberta and Saskatchewan.

In 1891 the Hudson's Bay Company purchased the Canadian interests of the I.G. Baker Company and re-stamped the tokens for their own use. The tokens were originally stamped I.G.B & Co and it is easy to see what a simple task it must have been for the Hudson's Bay Company to transform these initials into those of their own. One punch blanked out the "G" and the "&", the other changed the "I" to an "H".

CAST TOKENS



235 R8

25 "N"



235f R9



235i R9

235c R9



235a R8



235d R8

X all except

50 "S"

not seen

50 "M"

not seen



235b R7



235e R8



235h R7

\$1 "M"

not seen

Very little is known as to the years in which these tokens were in use or the exact posts from which they were issued, and since they were undoubtedly issued by local officers, the Company has no record of them. Most of the tokens, both plain and counterstamped, have been found in the Prince Rupert area and we can therefore be reasonably certain they were used in the north western part of British Columbia, and that the counterstamp indicates the post from which they were issued.

In a letter dated 20 July 1926 to the Fur Trade Commissioner in Winnipeg, Mr. C.H. French, Manager of the British Columbia District, mentions the Company started to issue tokens in British Columbia about the 1870's. Mr. French goes on to say : "Since my connection with this

District (1894) the token system has been abolished at all posts excepting Fort Grahame, McDames Creek, and at Liard."

Mr. French was probably referring to the cardboard notes still in use at that time and which will be found listed under the paper money section. We might therefore assume the tokens were probably issued around 1870, but the year in which they were discontinued is somewhat obscured.

An elderly former employee of the Company mentioned in 1959 that upon orders from his superiors he gathered up about 5,000 of these tokens, wrapped them in a burlap bag and deposited them in the Pacific Ocean just off Fort Simpson, British Columbia, but his mind was somewhat hazy as to the exact year he did this. He seemed to think it was about 1900.

There are only three denominations of the cast tokens known, and they are found either plain or counterstamped with "N", "S", or "M". In the September 1914 issue of the Numismatist, Basil G. Hamilton refers to one of these tokens as being counterstamped with an "H" for Hazelton.

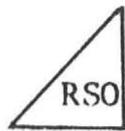
In the past, various writers have attributed the tokens to : Fort Simpson, Fort Nelson, Nanaimo, and Hazelton. Other possibilities are : Naas River, Skeena River, Masset and McDames Creek. Until we receive more concrete information, all this must be considered as pure supposition.

Some of the tokens have the appearance of being cast in bronze while others appear to be cast in brass.

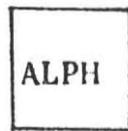
Basic shapes according to Parsons' description

RALPH PARSONS

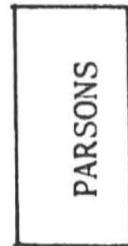
Lead Tokens



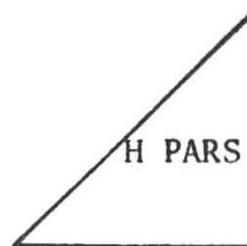
240
R8



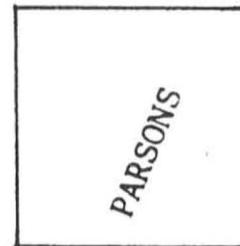
240a
R7



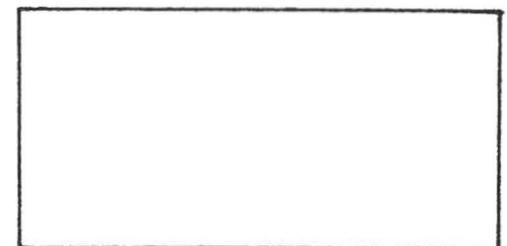
240b
R7



240c
R8

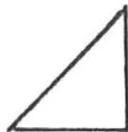


240d
R8



240e Not Seen

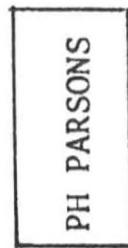
Copper Tokens



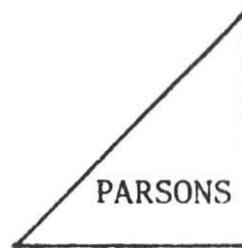
Not
Seen
240f



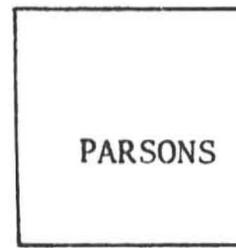
240g
R8



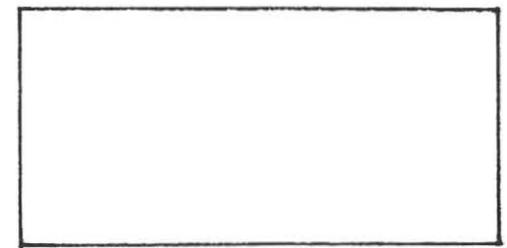
240h
R7



240i
R7



240j
R7



240k Not Seen

William Ralph Parsons was born at Bay Roberts, Newfoundland in 1881 and began his career with the Hudson's Bay Company as an apprentice at Cartwright in 1898. In 1900 he was transferred to Rigolet and in 1905 he took charge of the post at No. West River. He returned to Cartwright in 1907 to take charge of that post and between 1909 and 1915 was engaged in establishing posts in Hudson Strait and serving as District Manager. Although Parsons went on to serve as District Manager for the Labrador District and the amalgamated St. Lawrence Labrador District and eventually to the post of Fur Trade Commissioner, it is the period he spent establishing posts in Hudson Strait that we are interested in.

In 1964 I had the great pleasure of reading the entire journal kept by Mr. Parsons while establishing the post at Wolstenholme. He makes no mention of the tokens but he does give us an idea of the hardships he had to endure, for example:

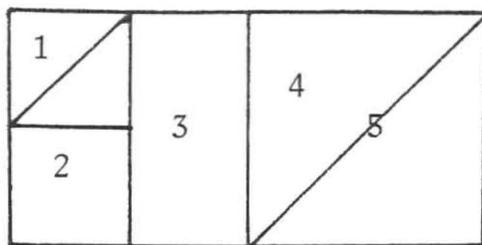
Wolstenholme Post Wed. April 20, 1909 -
"Snowing fast, very tough wind. This place should have been called 'WINDHOME' or something worse. Great place for a lunatic asylum, that sort of thing would pay."

May 10, 1909-
"This is an admirable place to practice patience another year would finish mine."

In his reply to a letter from Mr. J. Douglas Ferguson of Rock Island, Quebec, Mr. Parsons on February 14, 1948 mentions :

"When we established our first post at Wolstenholme in 1909 and at Lake Harbour, Baffin Land, in 1912 the natives at these places had very little idea of the relative value of their furs and country produce as compared with our trade goods, so we instituted a trade token that would give them visual knowledge of the comparative values of such country produce and types of furs that they traded with us. These tokens were also used in trading over the counter. We took a white fox as being the standard of value as represented in a piece of sheet pewter or copper about 2" x 1" x 1/16": then we divided it up in sections representing Ermine, Jar Seal skin,

Walrus, etc, as per illustration below:-



Each section represented a skin so that the native could see for example the relative value of a Jar Seal skin with a White Fox or how many white fox equalled a Blue Fox or a Polar Bear."

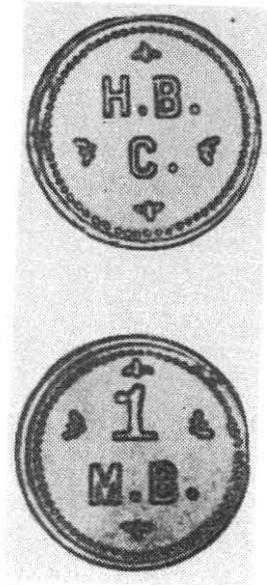
This letter is of great help to us even though it does not tell us which token represents which skin. Parsons also shows five different tokens in his drawing yet he mentions trading in more than six different skins.

An interesting part of the letter is where he said he began with a piece of metal about 2" x 1", and then divided **this** into squares, rectangles and triangles. From this we can assume that a token about 1" square would not have a different value than a token about 1 1/8" square. He was obviously not dealing with precise measurements. A token of about 1/2" square would, of course, have a different value from one about 1" square. The same would apply to the triangle and rectangle tokens.

Mr. L.A. Learmouth recalls using the copper tokens in 1919 at Dorset and at Lake Harbour. He also agrees the copper came from hoops used around powder kegs and the lead from caulking lead, about 1/8" thick, used for repairing cracks in the hulls of ships.

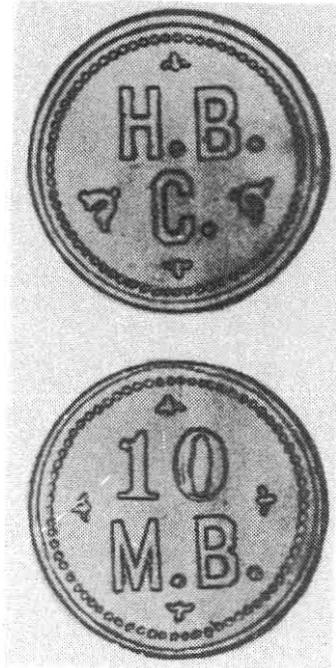
The fact that the tokens bear the name Ralph Parsons (or a part of it) rather than the Company's name has led to the rumour this was in preparation to leave the Company to enter business on his own. Those who knew Parsons claim he was far too loyal to the Company and he used his own name because it would have more meaning to the natives.

UNGAVA BAY DISTRICT



245
R 10

245

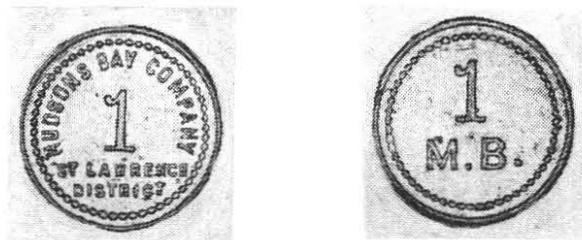


245b
R 10

According to Mr. C.N. Stephen, a former post manager of the Ungava District, these tokens is denominations of 1, 5, 10 and 20 Made Beavers were in use at all Ungava Bay posts beginning sometime in the early 1920's until around 1941 when they were gradually phased out. You will note that the year 1941 does not coincide with the orders given by Governor Sale in 1926.

Only the 1 and the 10 MB tokens are known to be extant at this writing. Both tokens are in a Western Canadian collection.

ST. LAWRENCE DISTRICT



250 R10

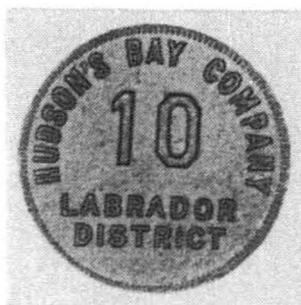
Only the I MB token in the St. Lawrence District series is known at this writing. It came to light in an Eastern Canadian collection about 1965 and is now in our National Collection in Ottawa.

The aluminum St. Lawrence District tokens were probably introduced about 1919.

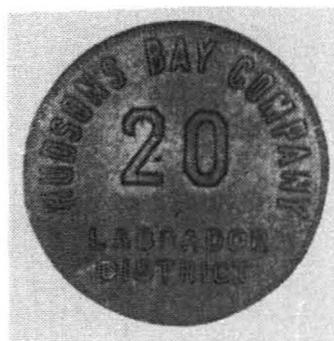
LABRADOR DISTRICT



255 R3 H



255c R3 H



255d R3



255a R3
reeded edge H

255b R6
beaded edge H



255f R10



255g R10

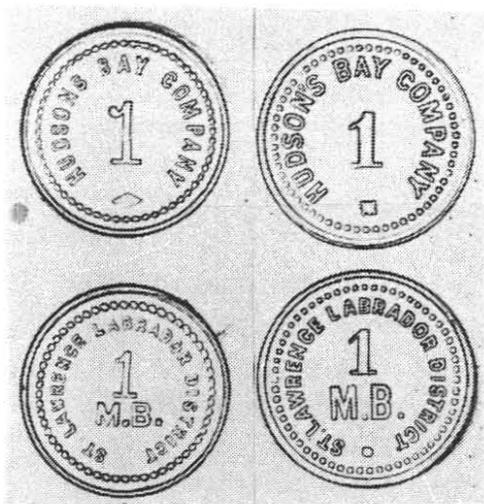


255h R10

The Labrador District tokens are believed to have replaced the Parson's tokens around 1919. Illustrated at the top is probably the first issue, made of tin and uniface. Below is a second issue, made of aluminum and struck on both sides. The three denominations of the second issue are in our National Collection. A I MB token of the second issue has not come to light.

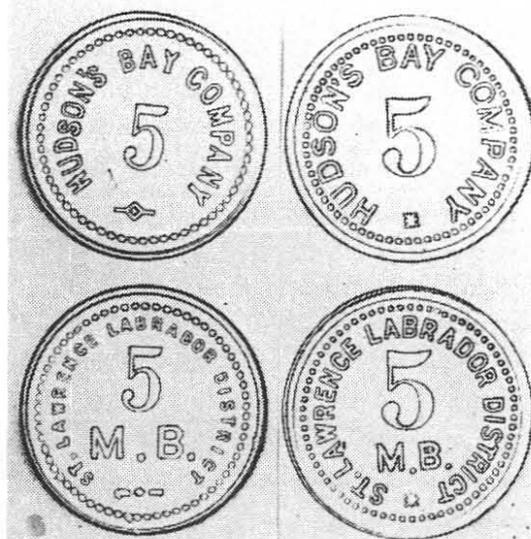
X = on want list

ST. LAWRENCE-LABRADOR DISTRICT



260 H

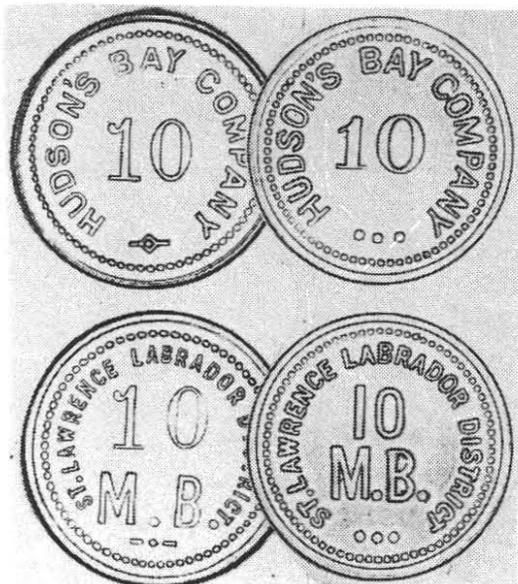
260d X



260a H

260e X

All tokens quite plentiful



260b X

260f H



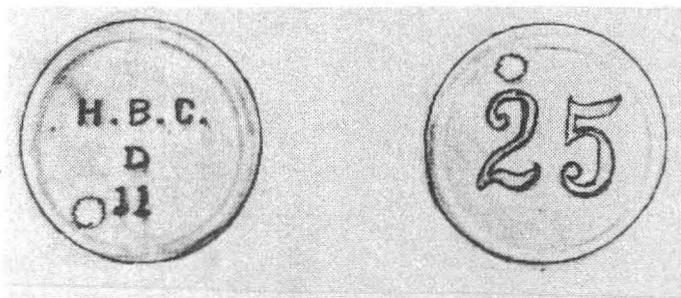
260c X

260g H

The St. Lawrence and the Labrador Districts were amalgamated in June of 1922 and these aluminum tokens are believed to have been introduced the following year. They are known with small and large lettering.

D II

(Ile-a-la-Crosse)



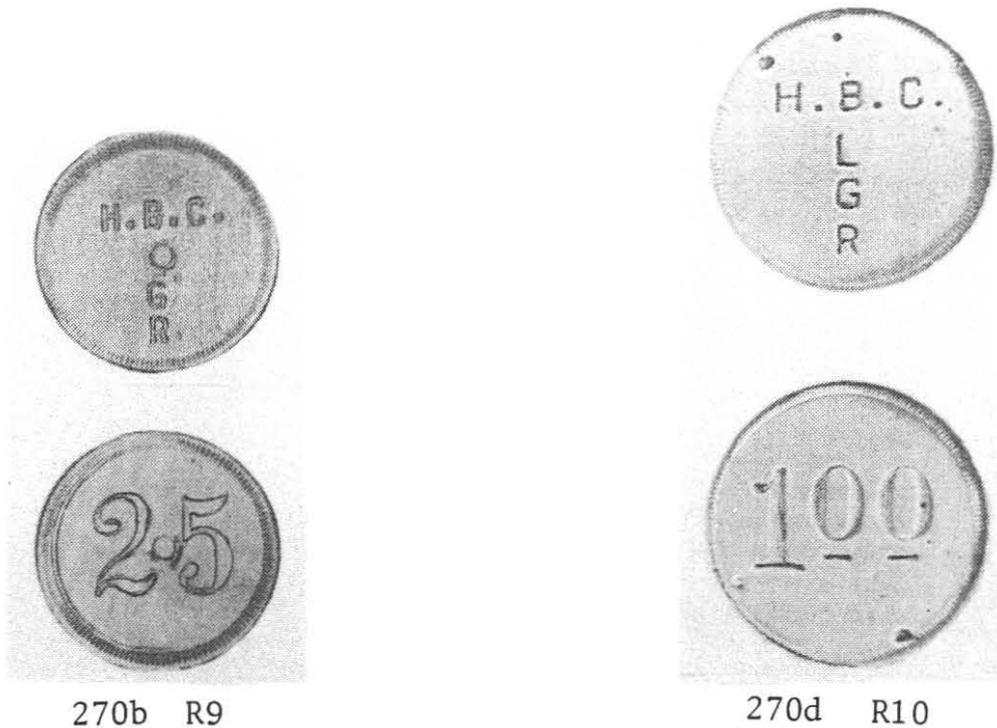
265b R10

D II is the old code number for Ile-a-la-Crosse, a settlement on Lac Ile-a-la-Crosse, (an expansion of the Churchill River) 175 miles north-west of Prince Albert, Saskatchewan. The name is derived from an island on the lake on which the Indians played lacrosse.

The first trading post was built on the west side of the lake in 1776 by Frobisher, a North West Partner.

Illustrated above is the only known denomination of this series to come to light. The token is struck in aluminum.

LITTLE GRAND RAPIDS



Little Grand Rapids is in the Norway House District at the north end of Family Lake, Manitoba, east of Lake Winnipeg and about twelve miles from the Ontario border.

A post was established there about 1848 by Wm. McKay who was in charge of Berens River at the time. The old post has now been replaced by a modern Company store. The supplies for the post came from York Factory, being transported by York Boat down the Nelson River and into Lake Winnipeg.

These tokens first came to my attention about 1962 shortly after a young man, who had been stationed at the post paid a visit to Winnipeg where he sold two of the 25¢ tokens to a local dealer. He is said to have had a 50¢ token also but would not part with it. Learning where this young man was now stationed, I wrote to him in search of information about the tokens. In his reply he mentioned he did have several of the tokens but they had all been lost in a house fire a short while before. Apparently the tokens were discovered when demolishing a building at the post. They had been used as washers when nailing shingles to the roof, and this accounts for the hole in some of them.

The tokens are struck in aluminum.

ONION LAKE



275 R8



275b R7



275d R8

Onion Lake is located about thirty miles north of the City of Lloydminster, Saskatchewan. The post was opened in 1887 and closed about 1928.

Only three denominations in this series of aluminum tokens are known but others were probably issued.

ANION LAKE ?

In the July 1940 issue of "Money Talks" there is a short note from the Editor reading as follows:

"A few years ago I obtained from a trapper a few unique H.B.Co. trades, tokens, and are as follows:

Obverse: H.B.Co. Anion Lake, Sask. 5 Dollars in Trade.

Anion Lake, Sask.

Reverse as obverse M.W. and octagon shape, size 2 inches.

2nd one: Same as last, but 2½ Dollars. Size 1 ¾ inch.

W.M.

3rd one: Same as last, but one Dollar. Size 1½ inch. W.M.

4th one: Same as last, but 50¢. Size 1 inch. W.M.

5th one: Same as last, but 25¢. Size ¾ inch. W.M.

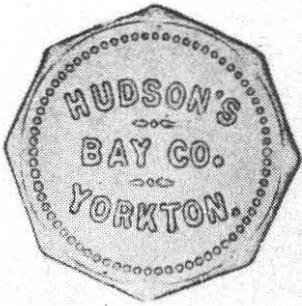
These were obtained in 1936 by me, and I took them to the head office of the H.B.Co. and found out that they had been in use in Saskatchewan at about 1820, or prior to that. One set has been sold to the H.B.Co. and the rest to an Eastern collector. "

There are a few things about this note which bother me. We can forget about the use of the word "unique" incorrectly, but what about the date 1820 ? We know at that period the Company was still using the English pound system. If this date is a typographical error, and should read 1920, which is more logical for tokens in dollars and cents, then it is also possible the word "Anion" is an error and should read Onion. If this is the case, then we now have five more tokens from Onion Lake which have disappeared.

These tokens are not in the Hudson's Bay collection and if they do exist, they are probably in the hands of some collector who prefers to keep the information secret.

Another point to remember is that Anion Lake is not known in Saskatchewan.

YORKTON



common obverse
All tokens R4



280

H²



280a H



280b

H²



280c

H



280d

H

York Farmer's Colonization Company, Ltd. Incorporated
May 1882. Head Office, No. 1, Victoria Street, Toronto.

This Company having secured 8 selected Townships, situated on a railway now surveyed, are offering free homesteads to all making their home in the York Settlement. . . . The settler will get 160 acres free and the adjoining 160 acres at \$2.00 per acre, with three years credit without interest, and he can obtain money from the company at 6 per cent per annum to improve his homestead. It is the intention of the company during 1883 to lay out a town site, erect a supply store and a grist mill, and otherwise develop the Colony. . . A saw mill is to be in active operation on adjoining lands early next spring, and one or more Post Offices having a weekly mail service will be established in the Colony.

The above notes were taken from File No. 41345 of the Department of the Interior.

Of the first group to reach York Colony in 1882, five men remained for the winter, the rest returning to their homes to prepare for bringing out their families. York Colony was ideal for farming - the soil was rich and the water in good supply. Several communities developed in the Colony, Yorkton, Saskatchewan, being one of them.

In 1898 the Hudson's Bay Company opened a small store in Yorkton to provide a better service for settlers in the area. Up to this time the settlers obtained their supplies from Winnipeg and had found this to be inconvenient. The Company's business expanded rapidly in the Colony and resulted in their having to enlarge the premises and to eventually construct a new store.

The tokens were issued under authority of the local Manager, who used them primarily to pay for produce brought to the store by farmers in the area. Old-time residents of Yorkton recall the tokens and are of the opinion they were in use about the time of the first World War.

Seven of the tokens are said to have been brought into Winnipeg by a couple from Dauphin, Manitoba about 1962. Before coming to rest in private collections the tokens passed through the hands of at least three full-time, and two vest-pocket dealers in Winnipeg, at ridiculously low prices, because one of them had taken the trouble to contact the Hudson's Bay Company which, having no record of them, informed him they could not have been issued by the Company. Seasoned numismatists, however, realized their rarity and offered substantial prices for them. They remained extremely rare until a few years later when a small hoard was found in Victoria.

EASTERN ARCTIC



285

H²



285a

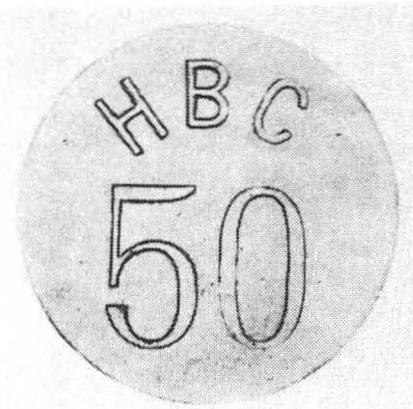
H²



285b

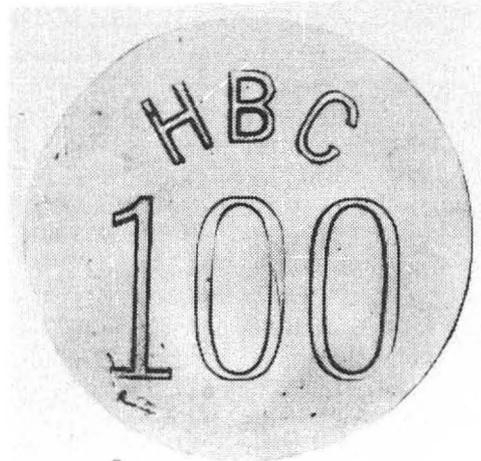
H²

All tokens R3



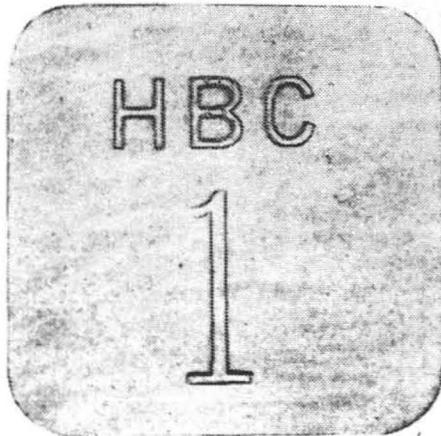
285c

H²



285d

H²



285e

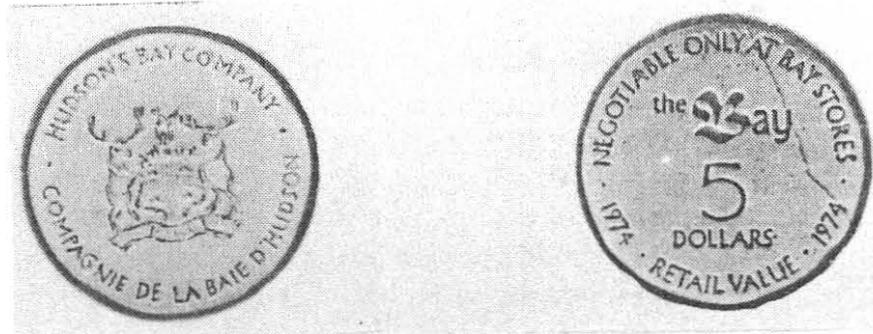
H²

One of the reasons for introducing these uniface aluminum tokens in 1946 was to familiarize the Eskimo with our decimal system. This was felt necessary because during the second World War traffic in and out of the Arctic had increased a great deal and there was every indication

it would continue to do so.

The figures on the round tokens indicate cents whereas the numeral "1" on the square token indicates "One White Fox" the standard of trade in the Arctic, By 1962 the tokens had served their purpose and were discontinued except at a few isolated posts.

1974 GIFT TOKEN



290 X

In 1974 the Hudson's Bay Company issued this token to supplement their paper gift certificate facilities. It was felt that the metal gift token would not only be more durable, re-usable and could be held as a collector's piece, but could also assist promotion of gift certificates by changing design to support the historical aspects of the Company.

100,000 of the \$5.00 gift tokens were struck in nickel alloy by the Sherrit Gordon Mines and distributed to the Toronto, Edmonton, Calgary, Ottawa and Winnipeg stores prior to December of 1974.

It is expected the Vancouver store will receive some of the tokens in the Fall of 1975. If the tokens are distributed to the Montreal store they would probably require a re-design for improved bilingual form.

Mr. S. Kraitberg now controller in the Toronto Region initiated the token idea and design when in his prior position as controller at Edmonton.

PAPER MONEY SECTION

In compiling the listing of Hudson's Bay Company paper money I have had access to the records of major collections, including that of the Hudson's Bay Company and the Bank of Canada. I have also had access to the most excellent files of Donald M. Stewart and of J. Douglas Ferguson and the assistance of many other individuals who may have a few or even one note in their cabinets. Sale catalogues and other records were checked but in no case was a note recorded in this work unless it was positively identified through its serial number. To do otherwise could mean duplication.

Although all paper money of the Hudson's Bay Company must be considered rare, there has been a great deal of misunderstanding over the years as to which notes are the rarest. I sincerely hope this work will help to clarify the matter, but one must bear in mind that not all notes have been recorded and that as others are brought to light the picture could change.

I would like to extend my sincere thanks to all who have assisted in this work and especially to Major Sheldon S. Carroll, Curator of the Bank of Canada's numismatic collection, and to the Hudson's Bay Company.

C. N. R. S. RARITY SCALE

R10	One known	R5	21 to 30 known
R9	2 known	R4	31 to 40 known
R8	3 to 5 known	R3	Quite plentiful
R7	6 to 10 known	R2	Easily obtained, not in use, still on company books
R6	11 to 20 known	R1	Common, still in use

YORK FACTORY PROMISSORY NOTES

In the years that followed the granting of their Royal Charter in 1670, the Hudson's Bay Company had carried on much of its business in Canada by means of barter, supplemented at some posts by the use of counters which might take the form of oak sticks, porcupine quills, ivory discs and so on. But with the influx of settlers to Western Canada, following the establishment of the Red River Colony, it became apparent to the Company that a more formal medium of exchange was essential.

And so it was that on the 27th of May 1820 the Company's supply ship Eddystone, under the command of Captain Benjamine Bell, left London for York Factory carrying in its holds (among other items) a parcel containing medals for Indian Chiefs, two thousand promissory notes for one pound each, and four thousand promissory notes for five shillings each. The notes came in book form - each book containing one hundred notes.

Accompanying the notes was a letter from the Governor and Committee in London addressed to William Williams, Governor-in-Chief of Rupert's Land, with instructions as to where and how the notes were to be used.

Governor Williams was informed that :

"We have understood that some circulation medium is very much wanted for the use of the colonists, we have therefore prepared promissory notes to serve for that purpose, and send you two thousand for 1 lb each, and four thousand of five shillings each, with instructions for the mode of issuing and keeping a check against forgeries. You will of course issue these notes only in payment of money due by the Hudson's Bay Company or for bills upon London payable sixty days after sight, taking care to satisfy yourself that the bills will be duly honored."

"Before the notes are put into circulation, they are to be countersigned by the Governor-in-Chief and the Accountant of the department and the date on which they are issued, with the number issued on that day must likewise be inserted."

"Insert in the margin, the number and the date on which they were signed in London, with the number and the date

they were issued at York accompanied by the initials of the Governor-in-Chief and Accountant who countersigned them, which will be a check upon the transaction."

"You will of course not countersign any of these notes until the issue of them may be called for, and take proper caution for their safe custody. You will annually send home a report of the number of notes which you may have issued, which report will in fact be a copy of the marginal memorandums of the date, number, and name of the Governor-in-Chief and Accountant for the time being, who countersigns the notes at the time of issuing. These notes may be taken in payment of goods (provided it is convenient to sell the goods at that time at that post) at York Factory, the Depot for Athabasca, Cumberland House, the Red River Shop, and the officer in charge will keep a note as a pattern by which he may examine the genuineness of the note offered in payment."

"If you think more of the principal posts can be included with advantage in this list, you may report the same to us, but we do not mean that every trading post should be allowed to supply goods upon these notes being presented, as it might occasion an unlooked for demand for goods, and injure the trade."

"Whenever any of the notes become defaced or in any way unfit to be reissued, they are to be made up in a packet and returned to this country accompanied by a list of the dates, numbers etc."

There is a good indication that Governor Williams was enthusiastic about the notes because at his request four thousand one shilling notes were sent to him the following year. There is also a good indication that Governor Williams intended to issue them because he, as Governor, and John Spencer, as Accountant, countersigned many of the five shilling notes on the 15th of November, 1820 and again on the 1st of June, 1821. They also countersigned many of the one pound notes on the 17th of November, 1820 and on the 7th of June, 1821.

It is doubtful, however, that any of the promissory notes were actually issued until September of 1824 when the one pound notes dated at London 1st May, 1820 were released.

There is some evidence that a few of the five shilling notes dated at London 11th May, 1820 may have been issued at or about the time they were countersigned in November of 1820 and in June of 1821, but the evidence is so inconclusive that it would be best not to consider it at this time. September of 1826 is the earliest date the five shilling notes are known to have been issued.

There are no one shilling notes known to have been issued until September of 1828.

Why were the notes not issued during the first few years? It would seem that although Governor Williams was interested in issuing the notes, and Andrew Bulger, the Governor of Red River Colony, felt much the same way, George Simpson, recently appointed Governor of Rupert's Land did not consider it wise to put them into circulation.

In writing to the London office, Governor Simpson said there was no call for them because those doing business with the Company would rather have their credits recorded on the books of the Company than accept the notes. He also expressed a fear the notes might be hoarded by some settlers at Red River, eventually presenting them to the Company demanding cash for them instead of being used for the purchase of goods.

London replied to Governor Simpson, telling him that :

"We do not wish that any person should be forced to take them in payment or that they should be issued except for value received. But we think they would afford great facility in your dealings with the settlers and therefore wish that all payments to them should be made in these notes, with which they may either purchase what they require from the stores or require a bill upon the Company in London, for what they may wish to remit to this Country."

"It will therefore be necessary to have a H.B.note ledger, in which separate accounts should be opened for the notes of different amounts entering on the debit side the amount received from England and on the credit side the amount sent to the respective districts for the payment of produce received or labor done on account of the fur trade by persons not regularly engaged from year to year. The notes which are not issued during the year, will appear

on the succeeding 1st of June as part of the stock of the post to which they have been sent. You may likewise issue notes to any person settled at the Colony, for their bills on London at sixty days sight, provided you are satisfied that the parties to whom you entrust such notes have funds in London to meet the payments of their bills, and the annuitants residing at Red River may be paid in these notes, if they consider it any accomodation."

With these instructions from the Governor and Committee the notes were gradually placed into circulation and in 1832 a further shipment of notes was received from London.

The following list will show the dates on which promissory notes are known to have been signed at London.

<u>One Shilling</u>	<u>Five Shillings</u>	<u>One Pound</u>	<u>Five Pounds</u>
		1 May 1820	
	4 May 1820	4 May 1820	
	11 May 1820		
	17 May 1820		
1 May 1821			
24 May 1832	10 May 1832	1 May 1832	
	27 May 1832	9 May 1832	
3 May 1837	4 May 1837	1 May 1837	
9 May 1837			
7 May 1840	4 May 1840	1 May 1840	
1 May 1845	1 May 1845	1 May 1845	
1 May 1846			
	1 May 1850	1 May 1850	
	1 June 1857	1 June 1857	
		1 June 1868	
		1 June 1870	1 June 1870

A more detailed breakdown of the different notes known will be found on pages 7 to 13.

Over the years there had been several attempts to break the Company's monopoly but none of them made any great headway until the severe attack in the British House of Commons in 1857 where the Canadian Government had charged the Company with misusing their monopoly powers and of being opposed to settlement of the West. A special committee was set up to consider the case, and it handed down a ruling that Canada's plea was quite in order and that when Canada had settled a part of the west and provided

transportation, it should be transferred to her.

The British North American Act of 1867 and the Rupert's Land Act of 1868 paved the way for the surrender of the Company's territory to the Dominion of Canada, and it was finally accomplished by the Deed of Surrender of 1869. Thus ended a monopoly which had existed for two hundred years. It should be remembered, however, that although the Company gave up many of its trading privileges, it did not relinquish its Royal Charter.

In 1870 the Dominion of Canada struck its first issues of coinage along with paper currency in denominations of twenty-five cents, one dollar, and two dollars, and the promissory notes, which had served the west so well for forty-five years, were discontinued and withdrawn.



All notes were signed by the Secretary in London before being shipped to Canada. Because the note illustrated above was countersigned by the Governor and Accountant in Canada and removed from a book (no stub attached) and is in a worn condition, we can be reasonably certain it was actually issued and circulated. Notice this note bears the rubber stamp of William MacTavish rather than his signature. Actual size of this note (without stub) is 7½" by 5⅛". One shilling notes have blue printing.

A few discrepancies will be found in the printing of the York Factory notes and particularly where capital letters are used. For example : this note shows the denomination in block letters and the name of the Company in Old English, whereas the other denominations show just the opposite. Different styles of Old English are also noted.

ONE SHILLING NOTES

	<u>London Date</u>	<u>York Date</u>	<u>Secretary</u>	<u>Governor</u>	<u>Accountant</u>	<u>Rarity</u>
300	1 May 1821	1 Sept. 1828	Wm. Smith	Geo. Simpson	Dan. Finlayson	7
301	24 May 1832	1 Sept. 1833	Wm. Smith	For G. Simpson Alex Christie	Thomas Simpson	8
302	3 May 1837	1 Nov. 1838	Wm. Smith	Geo. Simpson	John Ballenden	8
303	9 May 1837	1 Nov. 1838	Wm. Smith	Geo. Simpson	John Ballenden	9
304	7 May 1840	25 Aug. 1840	Wm. Smith	Dan. Finlayson	H. McKenzie	8
305	1 May 1845	4 Mar. 1846	A. Barclay	G. Simpson	John Black	7
306	1 May 1846	1 May 1870	A. Barclay	MacTavish stamp	Jas. Ramsay	6



During the 1920's a hoard consisting of books of five shilling and one pound notes was found at York Factory. The five shilling note illustrated above was taken from one of these books. Although the note is countersigned by Governor Wm. Williams and Accountant John Spencer it was never issued. Notice the stub is still attached.

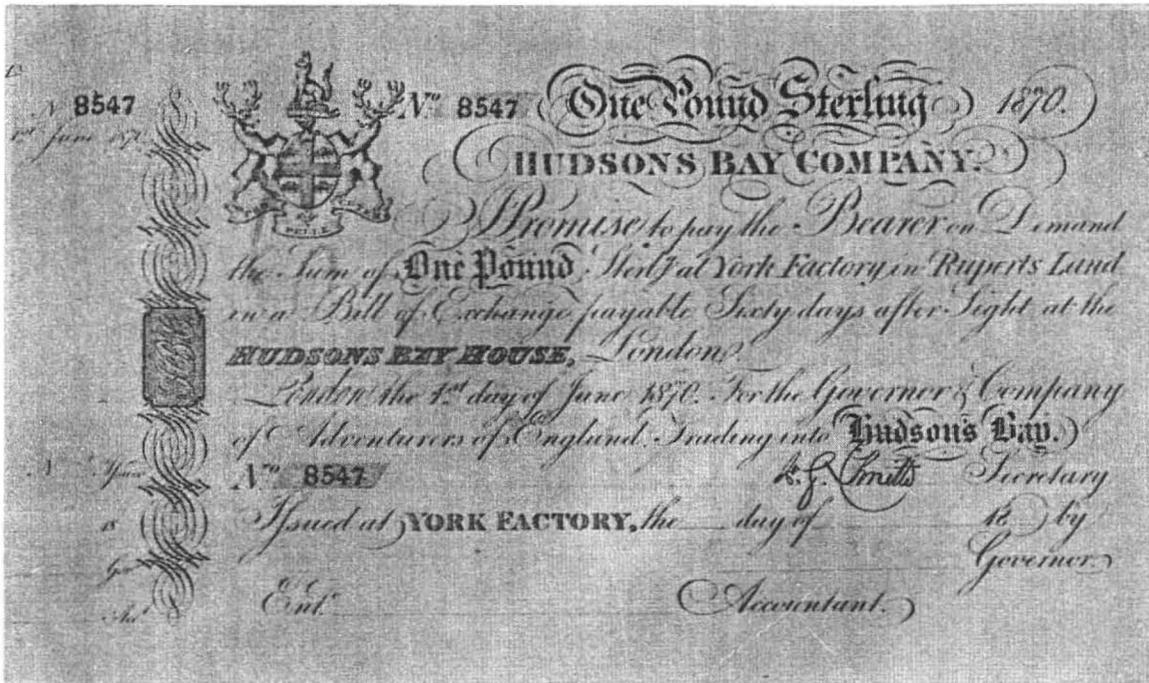
Actual size of this note, with stub, is 4 11/16" by 9 1/8"

Five shilling notes dated at London 11 May 1820 and bearing serial numbers in the 100, 200, 300, 400 and 600 series are from the York Factory hoard. They are almost always found in an uncirculated condition and complete with stub.

Five shilling notes dated at London in 1820, 1832, 1837, and 1840 are printed in black ; 1845 notes are known in black and in red; 1850 and 1857 notes are in red.

FIVE SHILLING NOTES

	<u>London Date</u>		<u>York Date</u>		<u>Secretary</u>	<u>Governor</u>	<u>Accountant</u>	<u>Rarity</u>
311	4	May 1820	1	Sept. 1826	Wm. Smith	Geo. Simpson	A. Hargrave	10
312	11	May 1820	15	Nov. 1820	Wm. Smith	Wm. Williams	John Spencer	5
313	11	May 1820	1	June 1821	Wm. Smith	Wm. Williams	John Spencer	6
314	17	May 1820	1	Sept. 1828	Wm. Smith	Geo. Simpson	Dan. Finlayson	8
315	10	May 1832	25	Aug. 1832	Wm. Smith	Geo. Simpson	Thomas Simpson	9
316	27	May 1832	1	Sept. 1833	Wm. Smith	For Geo. Simpson Alex. Christie	Thomas Simpson	9
317	4	May 1837	1	Nov. 1838	Wm. Smith	Geo. Simpson	John Ballenden	8
318	4	May 1840	25	Aug. 1840	Wm. Smith	Dan. Finlayson	H. McKenzie	8
319	1	May 1845	4	Mar. 1846	A. Barclay	G. Simpson	John Black	7
320	1	May 1850	1	Oct. 1851	A. Barclay	E. Colville	A. G. Pelly	7
321	1	June 1857	20	Oct. 1857	Wm. G. Smith	Wm. MacTavish Chief Factor	J. Fortescue	6
322	1	June 1857	20	Nov. 1857	Wm. G. Smith	Wm. MacTavish Chief Factor	J. Fortescue	9
323	1	June 1857	1	Mar. 1866	Wm. G. Smith	James R. Clare Chief Factor	J. H. McTavish	6



This 1870 note was chosen not only to illustrate the one pound denomination but also to illustrate the only notes known, of any denomination, which were not counter-signed. Actual size of this note, complete with stub, is 9 5/8" by 5 3/8" .

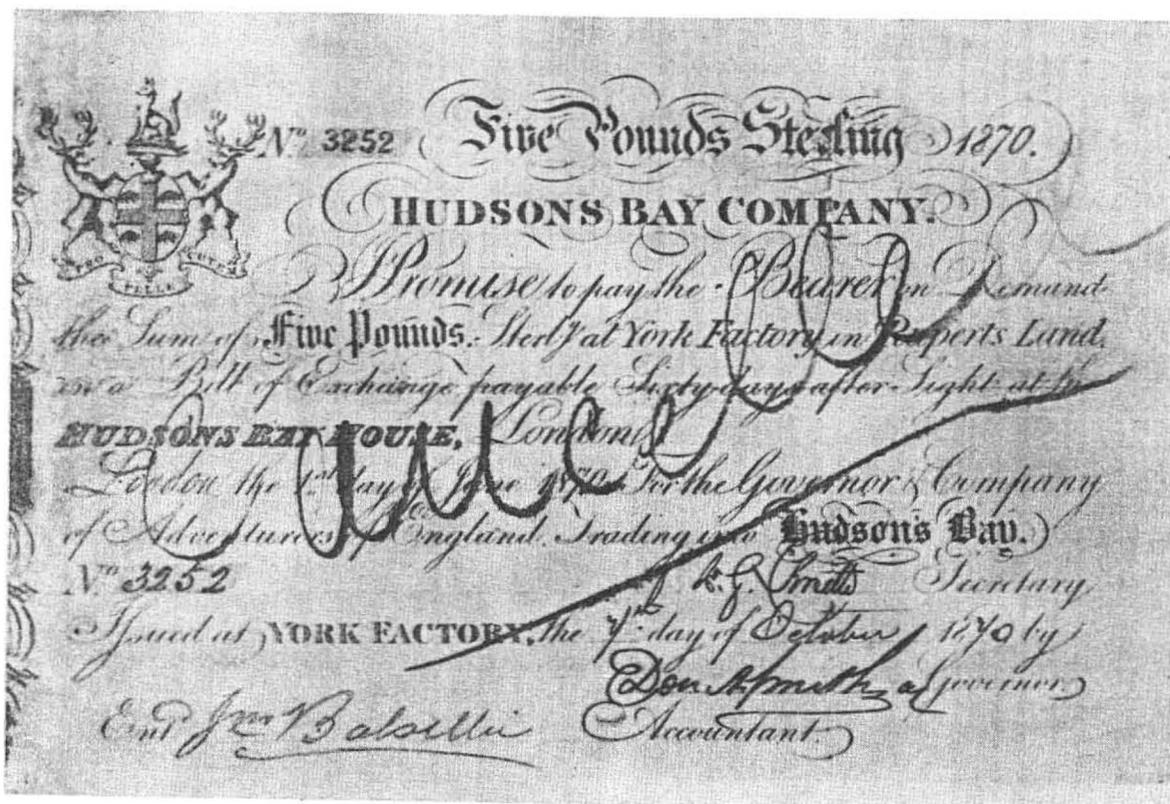
One pound notes dated at London 4 May 1820 and bearing serial numbers in the Unit, 100, 200, 500, and 900 series are almost always found in an uncirculated condition with the stub and are from the York Factory hoard.

One pound notes dated at London 1 June 1870 and bearing serial numbers in the 5000, 8100, 8500, and 8900 series are also from the York Factory hoard.

The one pound notes are printed in black.

ONE POUND NOTES

	<u>London Date</u>		<u>York Date</u>		<u>Secretary</u>	<u>Governor</u>	<u>Accountant</u>	<u>Rarity</u>
326	1 May	1820	1 Sept.	1824	Wm. Smith	Geo. Simpson	A. Hargrave	8
327	4 May	1820	17 Nov.	1820	Wm. Smith	Wm. Williams	John Spencer	7
328	4 May	1820	7 June	1821	Wm. Smith	Wm. Williams	John Spencer	5
329	1 May	1832	25 Aug.	1832	Wm. Smith	Geo. Simpson	Thomas Simpson	8
330	9 May	1832	25 Aug.	1832	Wm. Smith	Geo. Simpson	Thomas Simpson	9
331	1 May	1837	1 Nov.	1838	Wm. Smith	Geo. Simpson	John Ballenden	7
332	1 May	1840	25 Aug.	1840	Wm. Smith	Dan. Finlayson of Assiniboia	H. McKenzie	7
333	1 May	1845	6 July	1846	A. Barclay	G. Simpson	John Black	7
334	1 May	1850	1 Oct.	1851	A. Barclay	E. Colville	A. G. Pelly	7
335	1 June	1857	20 Oct.	1857	Wm. G. Smith	Wm. MacTavish Chief Factor	J. Fortescue	8
336	1 June	1857	20 Nov.	1857	Wm. G. Smith	" "	J. Fortescue	7
337	1 June	1857	26 July	1858	Wm. G. Smith	" "	J. Fortescue	9
338	1 June	1868	1 June	1868	Wm. G. Smith	" "	J. H. McTavish	8
339	1 June	1868	1 May	1869	Wm. G. Smith	William Cowan Chief Trader	J. H. McTavish	9
340	1 June	1868	1 June	1869	Wm. G. Smith	" "	J. H. McTavish	9
341	1 June	1870	Undated		Wm. G. Smith	Unsigned	Unsigned	6



The 1870 notes are the only five pound York Factory notes known. The letters "ac" following the signature of Don. A. Smith indicates he was acting Governor at the time. During the Riel Rebellion Donald A. Smith was sent to Red River by the Governor of Canada as a special commissioner.

This note is printed in black.

FIVE POUND NOTES

	<u>London Date</u>	<u>York Date</u>	<u>Secretary</u>	<u>Governor</u>	<u>Accountant</u>	<u>Rarity</u>
345	1 June 1870	7 Oct. 1870	Wm. G. Smith	Don. A. Smith ac	J. M. Balsillie	9

SIGNING OFFICERS

SECRETARIES

William Smith	London Secretary	1818-1843
Archibald Barclay	" "	1843-1855
William Gregory Smith	" "	1855-1871

GOVERNORS

William Williams	Gov. of H.B.C. Territories	1818-1822
George Simpson	Gov. Rupert's Land	1821-185
Alexander Christie	Gov. of Assiniboia	1833-1839
Duncan Finlayson	Gov. of Assiniboia	1839-1844
Eden Colville	Gov. of Assiniboia	
William MacTavish	Gov. of Assiniboia	1858-1870
James R. Clare	Chief Factor, Red River	1864-1866
William Cowan	Chief Trader, Fort Garry	
Donald A. Smith	Ac. Gov. Red River	

ACCOUNTANTS

John Spencer	Acct., York Factory	1819-1823
James Hargrave	Clerk, Red River & York	1821-1827
Duncan Finlayson	Clerk, Fort Garry	1826-1828
Thomas Simpson	Clerk, Red River	1831-1836
John Ballenden	Acct., Fort Garry	1836-1840
Hector McKenzie	Clerk, Red River	1840
John Black	Clerk, Red River	
A. G. Pelly	Acct., Fort Garry	
Joseph Fortescue		
John H. McTavish	Acct., Fort Garry	1869-1870
Jas. A. Ramsay		
John Balsillie	Acct., Fort Garry	1870

From the foregoing list we can see that most of the notes were countersigned at Red River (Fort Garry was situated at the junction of the Red and Assiniboine Rivers). A few early issues were countersigned at York Factory.

After the Red River Settlement was established, a special administration was set up to handle its affairs, and it would be well to point out here that many of the men who countersigned the notes as Governor did so NOT as one of the Governors of the Hudson's Bay Company but as Governor of Assiniboia. During the years that George Simpson was Governor-in-Chief of Rupert's Land he made it quite clear that he was opposed to the idea of a Company Governor serving as a Governor of the Settlement. One exception to the rule was William MacTavish who served as Governor of Rupert's Land from 1864 to 1870 and as Governor of Assiniboia from 1858 to 1870, but we must remember that Simpson had passed away a few years before MacTavish assumed his dual office. In many cases the Governor of Assiniboia served the Company as a Chief Factor.

The notes could be countersigned by the Governor of Assiniboia or by a Company Governor, but it was not essential that a man hold either position in order to have this authority. Chief Factor James Clare and Chief Trader William Cowan countersigned notes as Governor yet neither man held that position.

FORT GARRY PROMISSORY NOTES

In contrast to the finely engraved York Factory notes, the Fort Garry notes are printed in plain lettering and on a rather thin brownish paper. Undoubtedly they were printed locally rather than in England.

A number of theories have been advanced as to why these notes were issued but the most plausible would seem to be that they were issued in an emergency during the spring of 1870 while waiting for the York Factory notes to arrive from London. Let us go back to the York Factory notes to consider a few facts in support of this theory.

a. On page 101 it will be noted there must have been little call for the one shilling notes because London did not send any out after 1846 and there were still some on hand in 1870.

b. On page 103 we can see the last of the five shilling notes were sent out in 1857 and still on hand in 1866.

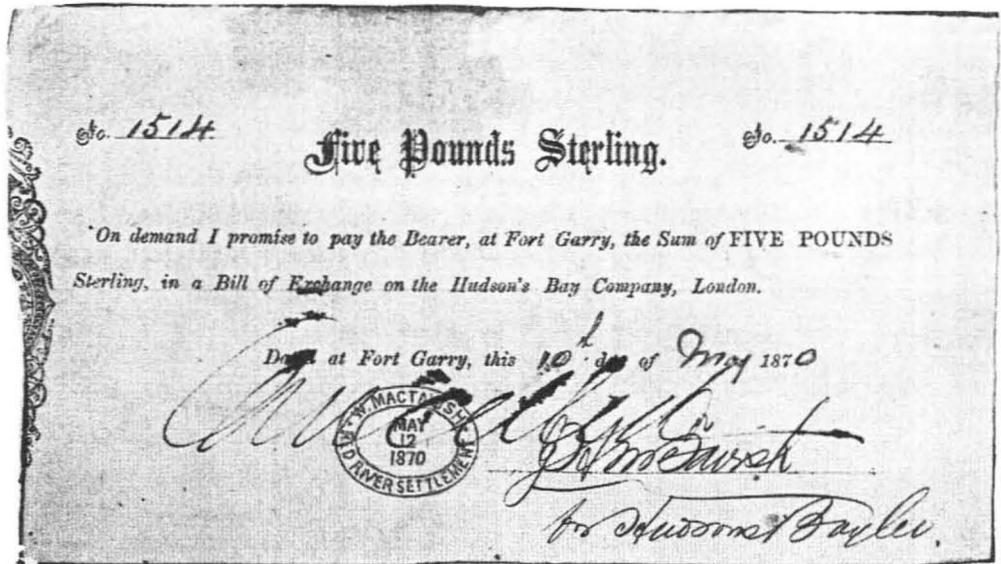
c. Page 105 shows the pound notes sent out in 1868 were issued immediately and again on two occasions in 1869.

d. Notice also on page 105 that the pound notes of 1870 were not issued whereas the five pound note of 1870 (page 107) was issued.

e. If we compare the date when any York Factory note was signed in London with the month it was countersigned in Canada, it becomes quite evident that the notes did not arrive in Canada until mid-summer; and this would hold true of the 1870 notes also.

Considering these facts and noting the dates of the Fort Garry notes and their higher denominations would seem to indicate there was a gradual demand for notes of higher denominations and an urgent need for them in the spring of 1870.

These notes would also have been discontinued when the Company surrendered its territory to the Dominion of Canada.



Actual size of this note is 4 1/2" by 7 3/4".

Following is a list of Fort Garry notes that have come to light.

	<u>Denomination</u>	<u>Date</u>	<u>Signature</u>	<u>Rarity</u>
350	Five Shillings	2 May 1870	J. H. McTavish for Hudsons Bay Co.	9
351	One Pound	2 May 1870	As above	8
352	Five Pounds	10 May 1870	As above	8
353	Ten Pounds	16 May 1870	As above	9

John H. McTavish was the Accountant at Fort Garry, the same man who countersigned several of the York notes.

These notes bear the rubber stamp of William MacTavish, Governor of Assiniboia, rather than his signature. The One Pound note is rubber stamped May 5, 1870; The Five Pound note is rubber stamped May 12, 1870; The Ten Pound note is rubber stamped May 17, 1870.

B. C. DISTRICT NOTES

No records have been found that would shed any light as to when these notes were first issued or who was responsible for authorizing their use. We can only guess at the approximate years they were in use by considering the signatures on the known notes and comparing them with the dates these men were in charge of the particular post from which the notes were issued. On the other hand, we can be reasonably certain the notes were not in use after 1926 when the Governor of the Company, Charles Vincent Sale, gave instructions that the use of all Company money must be stopped.

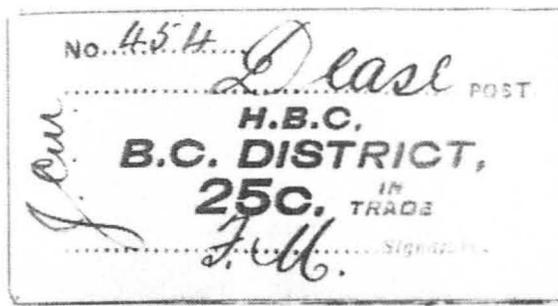
Since the Company has no knowledge or record of the notes other than that they were in use, it is quite obvious they were not issued on instructions from either London or the Canadian office. I do not think there is any doubt but that the notes (like most of the Company's tokens) were authorized by one of the higher Company officials in the District; possibly by Charles French, who became District Manager in February of 1914.

In a letter dated 20 July 1926 to the Fur Trade Commissioner in Winnipeg, Mr. C. H. French stated
". . . Since my connection with this District the token system has been abolished at all posts excepting Fort Grahame, McDames Creek, and Liard where it is still in use. Some posts used copper coins, others had zinc, others brass, and others paper. We now use exclusively cardboard, because it can be better recorded. . . ."
It was following this letter that Governor Sale issued instructions that the use of Company money was to cease.

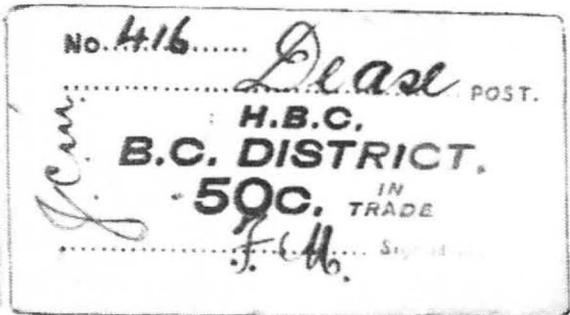
Since the Company has no records pertaining to their cardboard notes, only those known to exist are recorded in this work.

I should point out that in assigning rarity numbers to these notes I have not taken into consideration a sizeable hoard held by a certain institution in their vaults. Should they decide to release them to the public, the rarity could change considerably.

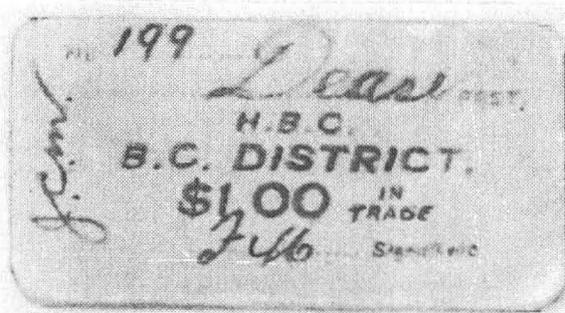
DEASE POST



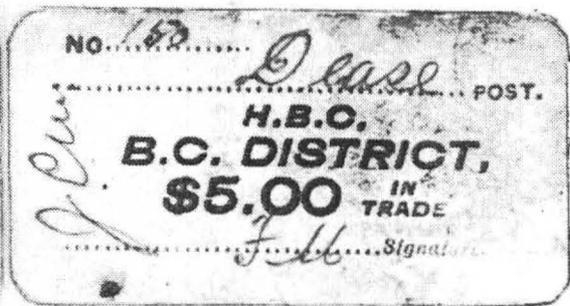
355 White cardboard
Rarity 8



356 Green cardboard
Rarity 8



357 Red cardboard
Rarity 8



358 Light Blue cardboard
Rarity 8

Dease Lake, on the Cassiar-Stewart highway, some 100 miles south of the Yukon border, was discovered by Chief Trader J.M. McLeod around 1833 and within five years Dease Lake Post was erected. Dease Lake was named after Peter Warren Dease who explored the area along with Thomas Simpson.

FORT GRAHAME POST

365

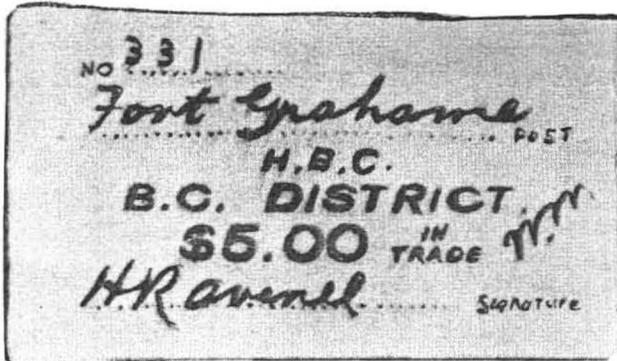


White Cardboard Actual
Rarity 8 sizes

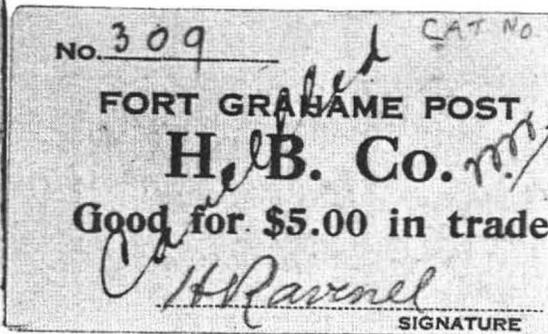
367



Red Cardboard
Rarity 8



368 Blue Cardboard
Rarity 8



369

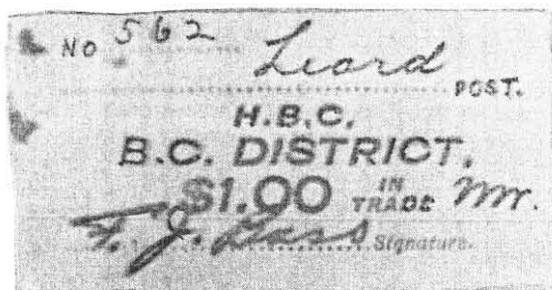
Fort Grahame is situated on the Finlay River about two hundred and some odd miles north of Prince George. The post was established around 1890 and is believed to have been named after Commissioner Grahame.

Company records show that John E. Ross was a clerk at Fort Grahame from 1913 to 1916;
Henry Ravenel was posted to the Fort in June of 1925.

On the five dollar note immediately to the right of the words "in trade" there is a mark written in ink. This mark puzzled me for some time until I happened to show the note to a lady who, without hesitation, recognized the mark as the initials of her father, William Ware, who was made Inspector for the B. C. District in 1920, Assistant District Manager in 1921 and Manager in 1927.

LIARD POST

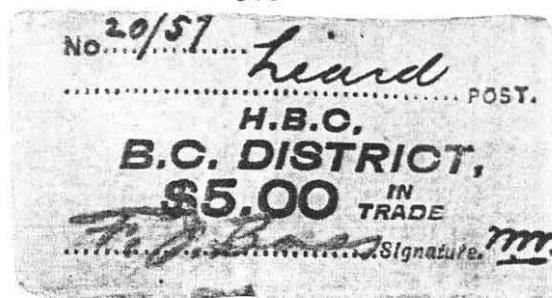
372



Red Cardboard

Rarity 8

373



Blue Cardboard

Rarity 8

Liard Post is situated at the junction of the Liard and Dease Rivers, about 20 miles from the Yukon boundary line. This post was established by Silvester in 1872 and purchased by the Hudson's Bay Company in 1876.

Company records show that Frank Bass took charge of Liard in 1917, and retired in the spring of 1928. Although John Ross was posted to Liard in 1926 there are no notes known to have been signed by him at that post.

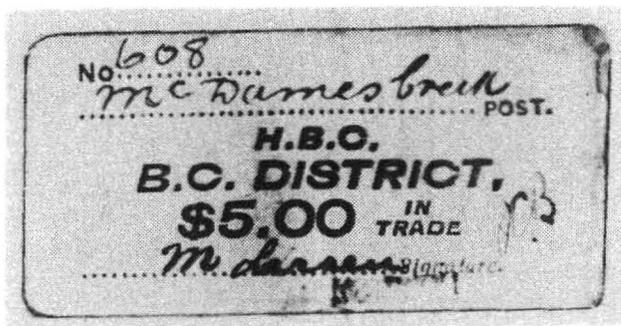
The initials of William Ware appear on both of these notes.

At first glance the printing on these notes may appear to be identical to the Fort Grahame notes shown on page 114 but a closer examination will reveal discrepancies particularly noticeable in the position of the words "in trade" and "signature". Such discrepancies would certainly indicate there was more than one printing.

Illustrations are actual size.

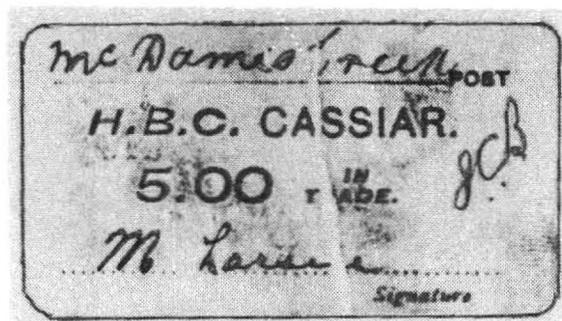
McDAMES CREEK POST

375



Light Blue cardboard
Rarity 8

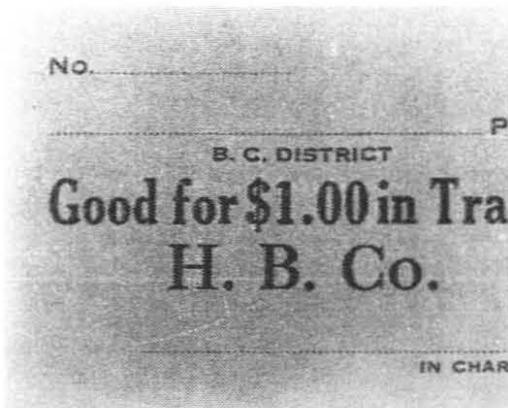
380



Dark Blue cardboard
Rarity 9

McDames Creek, just off the Cassiar-Stewart highway about half way between Dease Lake Post and the Yukon border, was named after Henry McDame, the miner, who explored the area in the early 1870's. A town grew up along the creek and it became known as Sylvester's Landing after a Cariboo expressman Rufus Sylvester, who had established a store there. It was later purchased by the Hudson's Bay Company and renamed McDames Post.

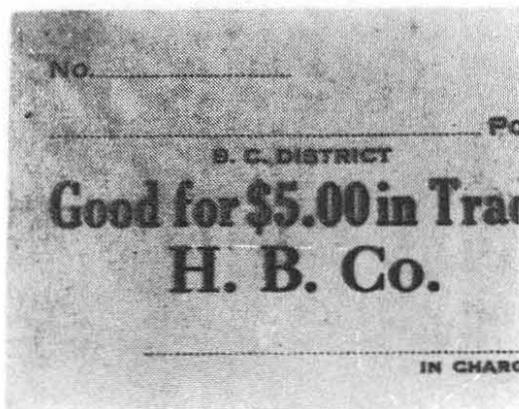
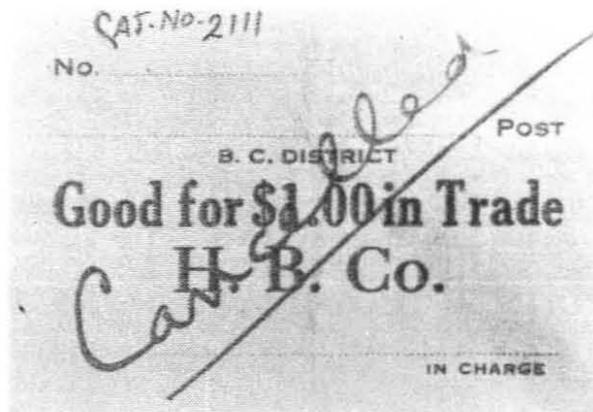
M(ichael) Larsen, who signed these notes was manager at McDames Post from 1908 to 1914 and again from 1917 to 1932.



385

Red Cardboard , Rarity 7

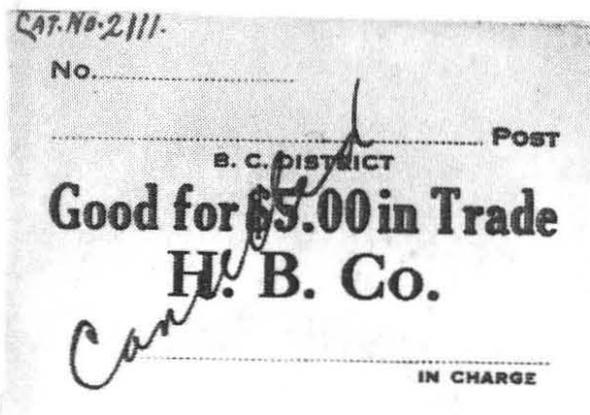
385 a



386

Blue Cardboard , Rarity 8

386 a



These are the only denominations known in this type of note. They are found either plain, that is to say, without any handwriting on them, or, with a catalogue number and the word "cancelled" written across the face in ink, as illustrated.

Because all known notes of this type are in uncirculated condition and bear no signature, I am inclined to believe they were the last to be printed, and were never issued because of the directive from Governor Sale.

There are \$5.00 and \$10.00 notes, almost identical to the above notes, which made their appearance a few years ago. These are believed to be of recent manufacture, and are identified by their brown-maroon cloth backing.