

**Edward Medals  
(EM)**

<b>LG</b>	<b>NAME</b>	<b>Decorations</b>	<b>1<sup>st</sup> or 2<sup>nd</sup> Class</b>	<b>Industry or Mines /</b>
03/03/1911	<b>ADCOCK, Mr Albert</b>	EM	Second Class	Industry
18/01/1908	<b>LAMB, Mr George Huddleston</b>	EM	First Class	Mines
22/09/1911	<b>McFALL, Mr William</b>	EM	First Class	Industry
10/03/1916	<b>McDONALD, Mr John Roderick</b>	EM	Second Class	Industry
10/03/1916	<b>POWELL, Mr Leo Patrick</b>	EM	Second Class	Industry
10/09/1924	<b>ROBERTS, Mr William (x)</b>	MM EM	Second Class	Mines

(x) Mr. William Roberts served with the Winnipeg Rifles in WW1. He received the Military Medal and returned to his native Wales where he received the EM.



EM Industry

EM Mines

## Edward Medal Citations to Canadian

### ADCOCK, Mr. Albert – Edward Medal – Second Class – for Industry

His Majesty the King has been graciously pleased to award the Edward Medal of the Second Class to **Mr. Albert H. Adcock** for risking his life to save a little girl from being run over by a train.



“On the morning of August 25th, 1909, at St. John, New Brunswick, a train from Montreal was entering the train-shed, when a little girl about five years old ran across the track in front of the engine. The engine driver applied his brakes, but could not stop the train in time, and the child would have been killed had not **Adcock** with great quickness and presence of mind jumped at once to the centre of the track, seized the child, and swung her clear of the track. The engine brushed **Adcock's** coat as he saved the child, showing how narrow was his own escape.”

*Source: London Gazette 03 March 1911*

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### LAMB, Mr. George Huddleston – Edward Medal – First Class - Mines

Born in 1850 Northumberland. died. 09 June 1907 in Strathcona, Alberta, Canada.

Buried in Mount Pleasant Cemetery, Strathcona, Alberta, Canada.

Location of Medal: Unknown

DOI: 08/09/1907 Strathcona, Alberta, Canada.

It is known that he became a miner, and later emigrated to Canada, where he worked for the Strathcona Company, based at their mine near Edmonton, Alberta. He died of his burns the day after his gallant rescue on 8th June 1907.

The King has been pleased to allow Miss Margaret Jane Lamb, of Newcastle-upon-Tyne, to receive the Edward Medal of the First Class in recognition of the gallant action of her brother, the late **George Huddleston Lamb**, who lost his life in endeavouring to save the lives of five men at a fire at the Strathcona Company's Mine, at Strathcona, in the Province of Alberta, Canada, on the 8th June, 1907.



“There were two shafts in the mine, a hoisting shaft and an air shaft. The engineer of the mine woke Lamb at about 11.25 p.m., when the fire was discovered, and told him that there were five men in the mine. Lamb descended three times, once by the air shaft, and having found the men urged them to escape by the ladder, saying he would remain until they had ascended. One man made an attempt, but returned. Lamb himself then succeeded in reaching the surface, but his clothes were in flames, and he died shortly afterwards from the effect of his injuries. The others seem to have endeavoured to follow him, but failed, either because they were overcome by the smoke or because the ladder was burned.”

*Source: London Gazette 18 January 1908*

## Edward Medal Citations to Canadian

### **McFALL, Mr William** – Edward Medal – First Class - Industry

Born at Bristol, Quebec, in 1850, he had always wanted to go railroading but there were no railroads in west Quebec at that time. However, across the Ottawa River, in Ontario, the Brockville and Ottawa Railway was slowly building its line from Brockville, through Smiths Falls to Arnprior, Renfrew and Sand Point. So, he signed on around 1871 with the Brockville and Ottawa and was soon out firing. Later, it was the Gatineau Valley Railway with which he became associated. He died on 15 April 1911 at age 61 and is buried at the United Church at Norway Bay, just west of Quebec.

The London Gazette of 22 September 1911. Whitehall, September 21, 1911



*His Majesty the KING has been graciously pleased to award the **Edward Medal of the First Class** to Mrs. McFall, the widow of the late William McFall, an engine driver on the Canadian-Pacific Railway, under the following circumstances:*

“On the 14th of April, 1911, a passenger train from Ottawa was approaching North Wakefield when the driver McFall suddenly perceived a gap in the track between 50 and 100 feet wide and over 20 feet deep caused by thaws and rain. The fireman jumped off the engine, but McFall put on the emergency brakes and sticking to his engine managed to bring the train to a standstill. The engine, however, fell into the gap, and McFall received terrible injuries, from which he died. There were forty passengers on the train, and had it not been for McFall’s heroic devotion to his duty serious loss of life would probably have occurred.”

*London Gazette: 22 September 1911.*

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The Gatineau Valley Railway eventually ran northwards from Hull through Wakefield to Maniwaki, Quebec. This line had a number of false starts and it was not until 1889 that construction commenced in earnest between Hull and Wakefield, then known as Peche. Mr. McFall hired on to drive the construction trains. The first passenger train on the Gatineau Valley Railway was a special to conduct government engineers on a tour of inspection on 17th December 1890 and William McFall was at the throttle. This trip, and several others like them, were very important indeed because a favourable report would allow the government to release some subsidy money to the cash-strapped line. By driving the locomotive carefully, the engineer could help to give the impression of a smooth, well-built, road.

With the opening of regular service to Farrelton in February 1892, Mr. McFall ran the passenger train. This ran into the Canadian Pacific station at Broad Street in the Chaudiere district and his locomotive was housed at the C.P.R. round house. He had a house on Preston Street which was very convenient for his work. For the extension of the line to the Pickanock River (the station was named Wright) in December 1893 it was McFall, again, who drove the special train for the inspecting engineers and newspaper men. By 1895 he was running the passenger train between Ottawa and Gracefield which remained the terminus for almost nine years.

On 22<sup>nd</sup> April 1901, McFall brought the first service train across the brand-new Interprovincial Bridge and into the Canada Atlantic Railway Central depot on the site where the Grand Trunk Railway Union Station would be built some ten years later. His train had been repainted and was gaily decorated with flags especially for the occasion. There was quite a party at Hull waiting to board the train, including most of the officers of the line.

The Ottawa Journal of 15th April 1911 described the accident in which he ultimately lost his life thus:

“Thank Heaven they are Saved”.

Thus, exclaimed brave engineer McFall on 16 April 1911 when told that his passengers had escaped. By the heroism of Engineer William McFall of the C.P.R., forty passengers were last night saved from death or serious injury in a wreck on the Gatineau line, about three miles from North Wakefield. The accident happened about 6.30. It was due to a washout on the line. The up train which leaves Ottawa at 5 o'clock, arrived at North Wakefield on time at 6.20. There were forty passengers on board and the train was in charge of Conductor T.F. Carter and Engineer Wm. McFall. About two hours and a half before, the down train had passed through safely, and section-men who went over the line afterward are said to have reported it in good shape. The recent thaws, and rain, however, had put Engineer McFall on his guard, and he was watching the line closely. About three miles from North Wakefield Station, he saw a gap in the track between fifty and a hundred feet wide and over 25 feet deep. He was almost upon it before he saw the danger. The Fireman jumped. Engineer McFall, however, stuck to his post, throwing on the emergency brakes and doing all in his power to stop the train. He succeeded as far as the train was concerned, but the engine toppled over into the hole and he had no time to escape.

The passengers rushed out to see why the train had stopped and there was great excitement when they realized what a narrow escape they had had. Search was immediately made for the engineer who, it was feared, was under the engine, which, over ended and covered with clouds of steam, was lying in the bottom of the hole. Finally, McFall's body was seen lying on the ice of the river a few feet away. He was scalded from head to foot by the steam. Dr. Pritchard of North Wakefield was at once called and cared for the suffering man. He was brought back to St. Luke's hospital in Ottawa, where he was attended by his wife.

Mrs. McFall explained: “So far as I could gather from what my husband said was the next thing he could recall was finding himself on the ground and suffering terribly from the effects of the hot water and steam. He told me that he jumped on the ice first and that it seemed to break under his feet and he went down in the water a short way. This considerably relieved the terrible pain from the burns. He was later on pulled from the water by some of the passengers and was greatly relieved when told that none of the passengers had been injured. Exclaiming, "Then Thank Heaven they are all saved." he next enquired for the safety of his fireman. The latter had escaped uninjured.”

Conscious to the last and fighting hard against death with that indomitable heroism which characterized his life, Engineer William McFall passed away in St. Luke's hospital at an early hour Sunday morning 17th April 1911. In Erskine church that evening Rev. Kennedy Palmer told in touching terms of a talk which he had had Saturday afternoon with Mr. McFall.

"Well, Mr. McFall, we are all proud of you, you did your duty," said Mr. Palmer. "I tried to," replied the dying hero. After a little further talk by Mr. Palmer, Mr. McFall said: I am not afraid to die. If it is God's will, I am ready. There is an advocate between us and God." And then Mr. Palmer left him, never to see him alive again. The funeral took place on Monday 18th April 1911 from his late residence on Preston street, to Union depot where a special train ran to Maryland for interment at Norway Bay.

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## Edward Medal Citations to Canadian

**Mr. John Roderick McDonald** – Edward Medal – Second Class - Industry

b. between 1866 and 1868 in Westmeath, Ontario, Canada. d. 19/01/1929 Lethbridge, Alberta, Canada.

Little is known about John Roderick McDonald's early life, and differing records state his date of birth as either 1866 or 1868. He is stated on a number of Canadian Census returns as being Scottish so it is thought his parents were immigrants to Canada. It is known from his obituary that at the time of his death, he had a surviving brother and four surviving sisters. John lived in Westmeath, Ontario, his place of birth, until 1898 when he moved to Calgary, Alberta. He had recently married to Mary Elliott Morrison, and they went on to have four daughters. John then began a homestead in Carstairs near Calgary, which he ran for 12 years, until returning to Calgary in 1910. John then became a bridge carpenter. In 1921, he moved to Hussar, Alberta where he lived out his final years. He died in Bassano Hospital, Lethbridge on 19th January 1929, aged 63. DOI: 26 June 1915 on the Bow River near Calgary.



AND

**Mr. Leo Patrick Powell** – Edward Medal – Second Class - Industry

b. 23/01/1889 Tracadie, Prince Edward Island, Canada. d. 23/10/1967 Calgary, Alberta, Canada.

He was born on 23 January 1889, the sixth of ten children born to Daniel James and Mary Jane Powell (nee McCarthy) in Tracadie, Prince Edward Island. His father died when he was only 6, and his mother was left to raise the large family alone. On the 8th June 1908, Leo married Olive Ellis in Cranbrook, British Columbia, and they had seven children of their own. Leo was an iron worker by trade, and on 26th June 1915 was employed to help build a bridge over the Bow River, near Calgary. Leo lived in Calgary for the remainder of his life, dying on 23 October 1967 aged 78. He was buried in Queens Park Cemetery, Calgary with his wife, who predeceased him in 1953.

DOI: 26 June 1915 on the Bow River near Calgary

Whitehall, March 6, 1916.

His Majesty the King has been pleased to award the Edward Medal of the Second Class to **Mr. John Roderick McDonald** and **Mr. Leo Patrick Powell** under the following circumstances:

“On the 26th of June, 1915, while the Bow River, Calgary, Alberta, was in flood, a hundred-foot steel span was washed loose from a bridge in course of construction. A man named **Garden** was upon this span, and was precipitated into the water, which was icy cold. He managed to get hold of a baulk of timber, to which he clung. **McDonald** and **Powell** put off to the rescue in a small boat, which was used in connection with the building of the bridge. No other boats were available, as the river is too dangerous for boating, even when not in flood. They had to cross a dangerous rapid, and also to avoid collision with logs which were coming down the river in large numbers, and timber from the broken bridge. Had they been capsized they would almost certainly have been drowned, as they wore heavy hip rubber boots. They reached **Garden**, though he had been washed nearly a quarter of a mile down the river. He was at that time nearly unconscious owing to the coldness of the water. It was too dangerous to take him aboard the boat, and they, therefore, tied a rope round him and secured it to the boat. All three were carried about a mile and a quarter down the river, when **McDonald** and **Powell** managed to steer the boat to an island. There can be no doubt that **McDonald** and **Powell** incurred very great danger in performing this brave rescue.”

Source: *London Gazette* (10 Mar 1916)



## Edward Medal Citations to Canadian

### **Private William ROBERTS, EM, MM – Edward Medal – Second Class - Mines**

b. 10/1888 Caernarvonshire, Wales. d. 07/1963 Caernarvon, Wales.

Private William Roberts, E.M., M.M., was born in Caernarvonshire, Wales in October 1888 and travelled to Canada sometime before the Great War. Enlisting in the Canadian Expeditionary Force in September 1914, he proceeded to France, via the U.K., with the 8th Canadian Infantry - "The Black Devils" - in April 1915. Subsequently engaged in operations on the Somme and at Ypres, he was wounded on three occasions and awarded his M.M. for bravery in an action of mid-October 1916. Roberts returned to Wales on being demobilised in May 1919, and found employment as a Quarryman. He died in Caernarvon in July 1963, aged 75 years.

DOI: 15 January 1924 at Dorothea Slate Quarry, Caernarvonshire, Wales.

Medals: Location Unknown

Whitehall, 10 September 1924

His Majesty the King has been pleased to award the Edward Medal of the Second Class to **Mr. William Roberts, MM** under the following circumstances:

“On 15 January 1924, four men were engaged in clearing away debris from a landslide which had blocked a road abutting on Dorothea Slate Quarry in Caernarvonshire. Without any warning a portion of the road slipped into the quarry carrying with it one of the men who fell to the bottom and was killed. A second man named Robert Jones narrowly escaped the same fate but managed to clutch the edge of the road in his fall. Roberts, one of his fellow workers, at once went to his assistance; he seized Jones by the wrists and managed to drag him to safety. Roberts undoubtedly performed a very courageous act; there was little firm ground left and such as it was it might well have given way at any moment. But for his action Robert Jones would certainly have lost his life as he could hold on no longer when Roberts reached him and there was a clear drop of 240 feet to the bottom of the quarry.”

**Medals:** An Extremely Rare Welsh Quarry Incident E.M., Great War M.M. Group of Five to Private W. Roberts, 8th Canadian Infantry, Edward Medal, G.V.R., Mines, bronze (William Roberts); Military Medal, G.V.R. (21413 Pte., 8-Can. Inf.); 1914-15 Star (21413 Pte., 8/Can. Inf.); British War and Victory Medals (21413 Pte., 8-Can. Inf.), nearly extremely fine, together with Somme Veterans' Medal, with related Certificate of Award (6)

**M.M. *London Gazette* 21.12.1916.** Recommendation states 'For showing great resource and determination in handling a Lewis Gun with excellent effect although he had no previous knowledge of the gun'.

