

Francis Freeman Tupper

Born in 1876 in Milton, Queens County, Nova Scotia, he was the second son of Allan and Agnes (Stevens) Tupper, and scion of an old colonial family in Massachusetts and Nova Scotia. Like most <sup>l</sup>Milton men of that time Allan Tupper was in the lumber business, and hard hit by the recent bank failures in Liverpool and the other bankruptcies that followed, but he had retained his home and some acres of good timberland. His sons Archie and Francis ~~became~~ <sup>were</sup> clever and athletic youths, *but* ~~but they were also~~ headstrong and quixotic *in their characters.*

In the late 1890s Francis was doing well as a student at Acadia, and was one of the best players in the college football team, when the straitlaced president and governors of Acadia expelled him for an exuberant prank. Other students were involved, but Tupper was made the scapegoat. This stuffy ~~by the governors of Acadia~~ injustice gave him a hatred of vested authority in all its forms for the rest of his life.

Too proud to go home in disgrace, Francis went off to the West, and worked for a time with a railway section gang in the Rockies. Then he went to Vancouver and shipped before the mast in a square-rigger bound to Australia, where he worked as a miner and prospector in the gold and opal fields without much success. Hearing rumours of gold in the Philippine Islands, he and a few other bold spirits sailed <sup>e</sup> there in a small sloop, a voyage of more than four <sup>o</sup>thousand miles, pausing at various other islands on the way. He spent several years in the Philippines without gaining anything but a familiarity with the Spanish language, which he retained all his life.

Eventually he shipped again before the mast in a square-rigger bound to California, and from there made his way back to Alberta, where his odyssey had begun. The prairie towns of Calgary and <sup>Edmonton</sup> ~~Alberta~~

failed to interest him, and ~~Still fleeing from~~ <sup>shunning</sup> vested authority as he found ~~more~~ congenial company in a band of wandering Athabasca Indians in northern Alberta. In 1917, after an absence of more than seventeen years, he returned to the old home at Milton. He was 41 years old.

His parent had died during his wandering, and he found his brother Archie in occupation of the property with a wife and two children. Archie naturally was surprised at this sudden reappearance of his co-heir, but he invited Francis to settle in with them, and for a time the arrangement was amicable. Then Mrs. Archie made advances in the manner of Potiphar's wife, and Francis called her a nasty name. This led to a furious quarrel between the brothers, in which Archie <sup>chased</sup> pursued Francis down the lane to the village smithy, shooting at him with a revolver. Fortunately for Francis, Archie was a poor shot. Unfortunately for Archie, he was arrested, convicted of attempted murder, and sentenced to a long term in Dorchester penitentiary. It turned out to be very short, for he perished there in the deadly influenza epidemic of 1918.

Despite his intense dislike of the woman, Francis rented a house elsewhere in the village for Mrs. Archie and her two boys, and thenceforth paid for their maintenance out of Archie's half of the small Tupper estate, plus numerous contributions of his own.

I met Francis Tupper soon after I came to work in Milton in 1923. He was then practising as a land surveyor and timber cruiser, and as a hobby studying ancient documents in the records office at Liverpool, the county seat. His mother was a daughter of an old Halifax family, and from her he had absorbed a store of piquant anecdotes about bygone times and people in Halifax, Liverpool, and Milton. These family reminiscences, combined with his own discoveries in old letters and

village gossip, gave him a remarkable amount of fact and legend about the past.

I spent many hours listening to his tales in the grimy kitchen in which he lived and slept in the old Tupper house. He never used the bedrooms upstairs, not even the familiar chamber of his boyhood, which he kept spotlessly neat and clean. <sup>B</sup> Because the roofs of the woddshed and ~~bran~~ <sup>barn</sup> leaked badly, he stored all his firewood in the parlour and living room, having first sold the furniture. At the end of his life, dying slowly and painfully of cancer, he dragged himself upstairs and lay down at last on that neat bed of his boyhood. A solicitous neighbour found him there, dead, on September 26, 1944. From one of the bedposts hung <sup>the</sup> knee-length brown corduroy breeches he had worn in the Acadian football team. Two group photographs hung in frames on the bedroom wall. One showed a group of students, including himself, in formal black gowns and mortarboards. The other showed the Acadia <sup>football</sup> team with himself in the front row, a handsome young man of twenty or so. <sup>To the end of</sup> Throughout his strange and adventurous life he had <sup>cherished</sup> ~~never~~ forgotten those relics of a happy and promising youth.

Long after his death, in a novel entitled "The Wings of Night", I described a character called "Jim Pelerine" and his house and way of life, all based on Francis Tupper as I had known him.

In the early years of World War Two Francis was in his sixties, but still a strong and energetic man. Land surveying supported his frugal life very well, but with one of his strange whims he chose ~~to~~ to work at the Mersey paper mill, traveling on his bicycle, a journey of five miles each way. The work was unloading pulpwood from railway cars, the hardest kind of labour. In the intervals of this drudgery he toiled alone at Milton, hauling rocks from old pasture walls to

make a causeway between the west bank of the Mersey River and nearby Tupper's Island, just below the lower highway bridge at Milton. This was to create a safe wading and bathing pool for the village children, in the shelter of the small island, and where Hollow Log Brook entered the river. In later years the causeway also enabled sawmillers to stack lumber <sup>on</sup> of the island for drying and storage. Today the island and the adjoining parts of the west bank are preserved as Tupper Park.

In 1943 he began to contribute weekly articles to the Liverpool Advance. He wrote the last of them only a week or two before he died. Many years later Mrs. G. Cecil Day, widow of the proprietor of the Advance, published some of them in book form under the title "Historic Liverpool".

The articles in "Historic Liverpool" contain so <sup>much</sup> ~~many~~ of Tupper's own speculation and caustic humour that they cannot be taken as history per se. Yet they also contain a lot of information that can be checked from other sources. For one example, he was born at a time when some ~~of the~~ seamen of the War of 1812 were still living, and when many families preserved a vivid tales of the war and of the Liverpool privateersmen who ~~played their~~ <sup>took</sup> part in it. Thus the hilarious tale called "The Phantom Jolly Boat" is mostly fact, an actual prank of ~~war-bored~~ sailors ashore in collusion with Lieut. George Eaton and his sweetheart Anne Manning.

The articles in "Historic Liverpool" should be read as they were written, primarily for enjoyment, but also for their interesting sidelights on the <sup>prosaic</sup> records of the past.

FREEMAN FAMILY TREE

Henry Howland  
(brother of John)  
married  
Mary Newland

Zoeth Howland (a  
Quaker who was killed  
by Indians)

Mary Howland, born 1665,  
died 1742

Elder William Brewster  
(Mayflower passenger 1620)  
and wife Mary

Patience Brewster,  
married Governor Thomas Prence,  
who came to America in 1621

Mercy Prence

(married 1649)

Nathaniel Freeman,  
born 1669, died 1760

Lydia Freeman  
born Eastham, Mass. 1703

Edmund Freeman of  
Sandwich, born in  
England 1590, came  
to America in ship  
Abigail, 1635. Died 1682

Major John Freeman, born  
England 1627, fought Indians  
in King Philip's War, died  
in 1719. He lived at Sandwich,  
Skauton Neck, and Eastham, Mass.

Samuel Freeman (1)  
of Watertown, Mass.,  
and wife Apphia

Deacon Samuel Freeman (2)  
born 1638. Married 1658 to  
Mercy Southworth. Died 1712

Samuel Freeman (3) born  
in 1662. In 1693 married  
Bathsheba Lothrop ~~Freeman~~

"Squire" Elisha Freeman  
born 1701. Settled at Liv-  
erpool N.S. 1760. Died 1777

Simeon Freeman, born 1733,  
died 1777. His wife was Patience Wood  
(b. 1729), a great-grand-daughter of  
Henry Wood, an early arrival at Plymouth, Mass.

*← He was living at "the Falls" when he died, & his widow continued there.*

Simeon Freeman, born  
at Liverpool N.S. on  
March 12, 1762, said to  
have been the first male  
child born in the new  
township. Married, 1785,  
to Experience Ford.  
Engaged in seafaring and  
in lumbering at Milton.  
Was deacon of the Congregational  
church. Died at Milton, 1847.

Lydia Freeman. She married Nathan  
Tupper. Their son was the Hon. Freeman  
Tupper, born 1802, a third cousin of  
Sir Charles Tupper.

LATHROP

"Deacon" Samuel Freeman (4) born  
~~at Liverpool N.S. in 1770, died at Milton,~~  
~~Liverpool, N.S. in 1834.~~ His wife was  
Rebecca Harlow, daughter of Robert ~~XXX~~  
and Jane Harlow. She died 1858, aged 89.

Samuel Freeman (5) born 1795. Died 1878  
Married Sophia Ford, 1819. Married  
Mercy Knowles, 1825, 1827. She died 1880, aged 83.

*Sophia died Mar. 22, 1827, aged 27.*

*son of Sam & Mercy*

Snow Parker Freeman, born ~~1825~~, 1828, died 1900  
married Alice Hutchinson of Salem, b. 1833, d. 1894

Fred R. Freeman, born 1871, died  
1922. Married Fannie Bell of Milton, 1873-1948

Edith Freeman, born 1904, died 1975.  
Married Thomas H. Raddall (2) in  
1927.

*He was definitely not the first male child born in Liverpool.*

THE FREEMAN FAMILY

The North American family of Freemans was founded by Edmund Freeman <sup>and Samuel Freeman</sup> who settled at Cape Cod or in that vicinity in the year 1635. At least three men of <sup>or about</sup> Edmund's <sup>line</sup> came to Liverpool N.S. when it was founded in 1759-60. One of these was Elisha Freeman, who came to Liverpool with his wife Lydia and their grown-up sons and daughters.

The family tree shown opposite does not include all members of the various families.

The popularity of certain Christian names in the various branches of the family sometimes produced two or more men with the same name living at the same time. For example one of the proprietors of Liverpool was a Samuel Freeman, not shown in this family tree. He was born in New England in 1715 and removed to Liverpool about 1760. He was twice married; first to Margaret Smith, second to Mary Doane. He was a justice of the peace and a judge of the Inferior Court of Common Pleas. He died April 4, 1783.

For another example there was a Snow Parker Freeman living in Liverpool when Samuel Freeman the 5th gave one of his sons that name. This <sup>other</sup> Snow Parker Freeman married Eliza Georgiana Pernette in 1830. She was a niece of Mrs. Joshua Newton and the wedding took place at the Newton house in Liverpool.

THE FREEMAN FAMILY OF LIVERPOOL AND MILTON, NOVA SCOTIA

*Compiled by T.H.R.*

"Squire" Elisha Freeman.

Born in Massachusetts, 1701; settled at Liverpool, 1760; died 1777 within a few weeks after the death of his son Simeon. His wife was Lydia Freeman, born at Eastham, Mass., in 1703. Elisha Freeman was a useful and prominent man in the early settlement of Liverpool. He was the first Justice of the Inferior Court of Common Pleas, Judge of Probate, a Justice of the Peace, deacon of the Congregational Church ("Old Zion"), and was member of the Nova Scotia Assembly for ~~Liverpool~~ Queens County 1765-1767.

Simeon Freeman *(son of Elisha)*

Born in Massachusetts, 1733. Came to Liverpool, N.S. with his father and brothers in 1760. He was a Proprietor of the Liverpool Township, and his chief trade was that of a timber surveyor and ~~building~~ contractor. He built a dam across the Mersey River at "The Falls" (Milton) for a group of sawmill owners in September, 1767. Simeon's sons operated a sawmill there for years. Perkins' diary makes several references to the mill owned by "the Freemans"; and a bit of doggerel, the significance of which is now lost, was passed down in local legend:-

"Freeman's boys they built a mill;  
Part of the time it did stand still;  
And when it went it made no noise,  
Because it was built by Freeman's boys."

(Note: this rhyme, according to the late Robert J. Long, a lifetime student of Queens County history, was originally compiled about another family in New England, whence most of the Liverpool proprietors came. Some wit in Liverpool adapted it to the Freemans by changing the name.)

On April 5, 1777, Simeon Perkins wrote: "I learn ... that Simeon Freeman dyed last evening. His death is universally lamented, and justly, as he was a very usefull man, an upright, honest, generous and humane man, tender parent and good husband." On Sunday, April 6, 1777, Perkins added: "I go to the Falls and attend the funeral of Mr. Simeon Freeman. His body is brought down to Mr. Burbanks, where his father lives. The old gentleman was not able to go to the grave. A great number attended."

Samuel Freeman (the 4th) Born at Liverpool N.S. in 1770, son of the above. He married Rebecca Harlow, daughter of Robert and Jane Harlow. He went to sea, and became a qualified navigator at an early age. During the Napoleonic Wars he varied his merchant voyages with service in Liverpool privateers operating against the French and Spaniards in the Caribbean. His chief adventure in these wars occurred while serving in the Lord Spencer.

The Lord Spencer was formerly a schooner called "Lady Hammond", engaged in smuggling contraband from Martinique to La Guayra under Danish Colors. She was captured August 7, 1799, by the Liverpool privateer Duke of Kent, and sent to Nova Scotia as a prize of war. At Liverpool she was converted and armed as a privateer under government license, and renamed Lord Spencer in honor of George John Spencer, who was First Lord of the Admiralty from 1794 to 1801.

On October 18, 1799, the articles of the Lord Spencer were written and signed at Liverpool, N.S., and she sailed for a cruise in the Carribean Sea under the command of Captain Joseph Barss ~~of~~ <sup>of</sup> with Samuel Freeman as first lieutenant. She had many adventures but no real success, and finally was wrecked on a reef off Cumana, Venezuela, while cruising along the Spanish Main in March or April, 1800. Captain Barss and the crew were taken off the wreck by the Shelburne privateer Lord Nelson, commanded by Captain Ephraim Dean of Liverpool, who chanced to come along in the nick of time.

Dean

At St. Kitts, Capt. ~~Barss~~ put the castaways aboard the Liverpool privateer Duke of Kent. They cruised in her for a time, and then transferred to an armed prize taken by the Duke of Kent. (This prize was probably the Spanish brigantine Nostra Senora de la Concepcion.) In this ship Barss, Freeman and the others cruised for some time further, using St. Kitts as their base, but had no luck. They returned home to Nova Scotia on June 7, 1800.

Samuel Freeman later commanded other vessels in ordinary mercantile voyages, including the famous brig Rover, during the short-lived Peace of Amiens. He sailed from Port Medway with a cargo of barreled alewives for the West Indies in July 1802, in the Rover and returned from Barbadoes and Turk's Island with rum, sugar, molasses and salt in September.

Samuel turned from peaceful voyaging to privateering again during the War of 1812. He was a prize-master in the crew of the famous Liverpool Packet in 1812-1813. Later in 1813 he sailed as a prize-master in the crew of the Sir John Sherbrooke, the biggest of the Bluenose privateers in this war. In 1814 he was a prize-master in the Liverpool privateer Rolla, and on June 29, 1814, he brought into Liverpool the captured American brig Hope. This assignment probably saved his life, for not long afterwards the Rolla foundered in a storm off Nantucket and went down with all hands, a very heavy loss to the town.

When the wars ended at last in 1815 Samuel Freeman apparently turned from the sea to the lumber business at Milton ("the Falls"). ~~He was one of a group of people, mostly from "the Falls", who on Sunday, April 23, 1821, met at Isaac Dexter's house in Sandy Cove, and formed themselves into a Baptist congregation under the guidance of Rev. David Nutter, a visiting evangelist. They chose as deacons Isaac Dexter and Samuel Freeman. Deacon (Samuel died at Milton in 1834), a year or so before the first Baptist meeting house at Milton was built or begun.~~

Samuel Freeman (the 5th)

Son of the above, born March 10, 1795. In 1819 he married Sophia Lord, who bore him sons Samuel (the 6th), ~~and~~ Malachi. After her death he married in 1827 Mercy (sometimes called Mary) Knowles, who bore him a son, Snow Parker Freeman. Mercy Knowles was the daughter of a master mariner, Captain James Knowles.

1827/

It was Samuel the 5th who formed, with his sons, the firm of Samuel Freeman & Sons, which became one of the largest and most prosperous in western Nova Scotia. By the year 1850 the firm owned wide timberlands, sawmills at Milton, a large and busy shipyard at what is now called ~~Hill's~~ <sup>Pine</sup> Grove between Liverpool and Milton, and operated a number of square-rigged ships in the West Indies trade.

PINE

At this time the shipbuilders of Nova Scotia were just entering upon their golden age. Shipping was in demand all over the world, due to the Californian gold rush and the outpour of emigrants from Europe to America. This demand was to increase enormously within the next fifteen years, due to a succession of wars --the Crimean War 1854-56, the Indian Mutiny 1857-58, and the American Civil War 1861-65.

In 1855 Samuel Freeman & Sons suffered two bad blows, the loss of the new ship Wave in Liverpool harbor, and the total destruction of their (Hill's Grove) shipyard by fire. The story of these events is set forth in the following extracts from the Liverpool Transcript, the local weekly newspaper.

Wednesday, Nov. 1, 1854 The splendid barque "Wave" was launched from the shipyard of Samuel Freeman & Sons on Monday afternoon last (i.e. Oct.30) in fine style. It was really the handsomest launch we have ever seen. We fancy that the numerous spectators must have been highly gratified with it, and with the appearance of the noble craft, her symmetry so complete, her workmanship so admirably finished in hull and spars and rigging that all must have been convinced that none other than workmen of the first order had her in charge. Mr.



John Hewitt, the experienced architect of her, has in this instance proved himself worthy of no small praise, and that he has spent some few years at the first ship-yards in the United States to good profit. We sincerely hope that he, as well as the owners of the "Wave", be truly prospered. Her length on deck is 134 feet, depth in hold is 13 feet, breadth of beam 26 feet. Tonnage, new, 374.

Wednesday, Jan. 4, 1855

Barque Wave, ready for sea.

Thursday, Jan. 25, 1855 On the night of Thursday last (i.e. Jan. 18) the most terrific storm of wind, accompanied with rain, the highest tide and the most powerful undertow within the recollection of the oldest inhabitants, was experienced on our coast and in our harbor. From all along the shore, both east and west, the accounts are painful, the destruction of property great.

At Gull Islands, the brig Delegate, which had been moored with due caution, was driven on shore and dashed to pieces; providentially the crew all landed safely a short time before she became a total wreck. At Hunt's Point every wharf, every fish store and fish-flake were riven, torn away and dashed to pieces; boats and material for the fisheries, fences and roads and a large amount of property destroyed. From Port Mutton to Port Jolly much damage was done which will be severely felt.

Beach Meadows etc. lost to a great extent, fish-houses, flakes, boats and much property. At Port Medway the wharves were greatly damaged; fortunately not much shipping was in that port.

Our own harbor has experienced the effect of the storm to a very great extent. The wharves, with but few exceptions, have all been injured and floated away. The extraordinary heavy bores, together with the unusual high tide, drove vessels from their fasts at the wharves, tore up and dashed in every direction the strong works of man; entering stores, tearing up floors, upsetting barrels and hogsheads, washing away large quantities of salt, and injuring considerable other property, overflowing cellars of houses on Water Street, and the street itself, and causing such confusion as has not been seen for many a long year.

But to show the power of the storm ... we have but to glance at the wreck of the ship Queen of The Seas on the opposite side of our harbor, which had been moored in good anchorage, with two large anchors of 24 and 22 cwt. respectively, and a stream keedge of suitable weight, and chains accordingly.

To see the barque Wave stranded on Fort Point, which had been equally well moored, and fancy that these vessels, two of the best ever built in this port, would have been perfectly safe; but no, the morning dawned and we beheld them driven up on shore, perfect wrecks, above where even a boat at common tides could land; the sea dashing in fury against them, and leaping at times over them, as if in its maddened rage no human being on board should be saved. It was an awful sight. But, by the receding of the tide, all hands got safely ashore. Never perhaps were vessels better built, more securely fastened, and greater pains taken with them; all that man could wish for as vessels; their strength, now evident to all, was great; the cabin finish of both remaining unharmed, every door and window at liberty to open and shut as if nothing had befallen the ships.

The most lamentable is yet to be recorded. The schooner Rambler of Halifax, Patrick Grey, master, from Fortune Bay N.F.L. bound to Boston with a cargo of herrings etc. in bulk, put in the harbor the day before the storm, anchored below Fort Point. She was seen the next morning a short distance from the wreck of Queen of The Seas, a total wreck, and every soul belonging to her drowned. Four bodies of the crew were found in the morning, and an inquest held upon them; later in the day two other bodies were found. It will be a satisfaction to their friends to know that they were all decently interred on Saturday, a large number of persons following their remains to the grave.

Thursday, Jan/4, 1855

(This advertisement appears)

UNDERWRITERS' SALE

To be sold at public auction tomorrow, Friday, 26th inst., at 11 o'clock A.M. precisely, at Fort Point -- the hull of the barque Wave as she now lays stranded near Ballast Cove, Liverpool. Also lots of spars etc., for the benefit of all concerned.

(signed)

Thomas Freeman.

Thursday, Feb. 8, 1855

We understand that amicable arrangements have been made by Messrs. Freeman & Sons and the agent of the insurance company, who have agreed to accept of the hull and materials of the wreck of the barque Wave.

Thursday, June 28, 1855

BARQUE WAVE FOR SALE: To be sold at private sale, the hull and what spars and materials are on board of this Barque, as she now lies on Fort Point, at the entrance of this river, in an eligible situation for repairing and getting off. She is a new clipper-built vessel of 375 tons, copper fastened throughout, and was on her first voyage when driven ashore in the memorable gale of the 18th of January last. For further particulars apply immediately to the owner at this office.

S.J.M.Allen

(Note: S.J.M.Allen was the printer of the Liverpool Transcript.)

Thursday, July 18, 1855

The barque Wave has been purchased by Messrs. ~~HEWITT~~ Bowly of Provincetown, and R. Mulhall of this town, who intend to commence immediately to have her repaired.

Thursday, Sep. 6, 1855

"Fire! Fire!" This was the cry in the early part of the evening of last Friday, and would that we could say it proved a false alarm; but not so, it proved to be one of the most diabolical attempts of a black hearted incendiary that we have ever had to record as occurring in this County. Mr. John Hewitt, an enterprising and scientific master shipwright, and family, residing in the shipyard of Samuel Freeman & Sons, soon after tea discovered that the house had been set on fire from the outside, that it was spreading with such fearful rapidity as to baffle all the united efforts of himself and his men to extinguish it.

The house and workshop, an extensive building, being under one roof, a large quantity of shavings had accumulated in, underneath and about the building, thus giving to the flames a terrific velocity. Providentially no lives were lost, though two of Mr. Hewitt's grand-children were already in their bed. Nothing was saved from the house except one bed and a box. A few of the many tools in the shop were also saved, but this was all.

In the loft of the shop was considerable of the rigging and sails of the late barque Wave, which were all destroyed. In the yard were the keel and frame and timber, and some of the plank, for a barque which was intended to be raised in a few days for Samuel Freeman & Sons; together with the spars ready for a barque building by E.C. Barss Esq., which were all destroyed. The loss to Messrs Freeman & Sons is thought to be upwards of £1500. To Mr. Hewitt, all his furniture and many of his tools, his designs and models, the value of which we cannot speak positively -- but they were his all, and to him a very serious loss. Two previous attempts had been made to fire the above premises but did not prove successful.

Thursday, March 6, 1856

Samuel Freeman & Sons offer for sale materials of the late barque Wave, also part of ship's frame, 110 feet keel, 28 feet beam, hatchmatak knees, stanchions and ~~XXXXXXXXXX~~ carlings, spars, etc. Also two 36 bellows, 2 anvils, 1 R.S. vise, sledges and all kinds of smith's tools required for ironing ships, 5 tons wrought iron, 2 cwt. composition spikes and clinches, 4 planking screws, 12 sets of screws for planking.

Thursday, Dec. 25, 1856 We understand two accidents happened at the mills of Samuel Freeman & Sons, Milton, yesterday. One man was badly cut on the foot, and another met with a miraculous escape by passing through or under some machinery in motion.

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Note by THR: From these newspaper items it is clear that the Freemans did not establish any insurance claim for the loss of the Wave. Also that after the disastrous fire in the shipyard they attempted to get out of the shipbuilding business. However they restored the yard, and went on building wooden ships, taking advantage of the shipping boom begun by the Crimean War (1854-1856) and sustained by the Indian Mutiny (1857-1858).

Ralph Freeman, who died in Toronto about 1940, sent me an account of the loss of the Wave as he had heard it from his father Snow Parker Freeman. Ralph was a brother of Fred R. Freeman and a grandson of Samuel the 5th, founder of the firm of Samuel Freeman & Sons. Here is Ralph Freeman's account:-

"The Wave, launched from the yard of Samuel Freeman & Sons in 1854, was their most ambitious effort. She was loaded to capacity with lumber consigned to the Freemans' agent in Demerara, and anchored outside the Liverpool harbour bar. This bar had only twelve feet of water in ordinary tides, and vessels of any size and depth had to leave the wharves, pass over the bar, and complete their cargo in Liverpool Bay, from lighters or rafts. The two sons of Samuel Freeman drove down to Fort Point in a carriage to have a last look at her before she sailed. All her papers had been made out and signed, except the marine insurance policy. Owing to the exposure of Liverpool Bay to south-east gales, the insurance companies always specified that their policies would not be valid until the ship was out of the bay and on her voyage.

"During the night a terrific storm blew up from the south-east, and there was no sleep for old Samuel or his sons. One of the sons decided to saddle a horse and ride to Liverpool, to see how the Wave was faring, but first old Samuel asked a servant to prepare coffee. While they sat drinking it, a messenger from Liverpool arrived at the door. The Wave had broken her moorings and driven ashore. The sons rode off to Liverpool at once, and found it to be true. She had met the same fate as the other ships caught in the bay, except that (the wind having shifted) the Wave drifted onto Fort Point. The crew got ashore safely but ship and cargo were a dead loss. The wreckage and lumber were strewn all the way from Fort Point to Western Head."

Note by THR Samuel Freeman (5th) had three sons by his first wife Sophia Ford. They were Samuel (the 6th), Malachi and Joseph. By his second wife Mercy ("Mary") Knowles, he had one son, Snow Parker Freeman. The son Malachi withdrew from the firm

in 1854, and died in 1855. Joseph Freeman died in 1853. So the "two sons" mentioned by Ralph Freeman were the half-brothers Samuel (the 6th) and Snow Parker Freeman.

With the continued boom in the shipping business, Samuel Freeman & Sons recovered from the misfortunes of 1854-1855, as the Liverpool Transcript shows:-

Thursday, Oct. 7, 1858 A new brigantine was launched from the shipyard of Samuel Freeman & Sons, Milton, on Saturday last. She is called the Storm Nymph and is owned by the above firm.

And they could still indulge in the old Milton feuds:-

Thursday, May 17, 1860 A lawsuit was <sup>r</sup>tried, an action for trespass, brought by Samuel Freeman Sr. against Silvanus Morton, for building a breastwork or railway in front of the plaintiff's land at Milton, thus depriving him of access to the waters of the river. It appeared from the evidence that if all the parties who are interested could be made to agree, that the railway erected by the defendant would be a great benefit. But as the defendant had no ~~right~~ legal right to do so, of course the verdict must be against him. The jury after a brief interval returned a verdict for the plaintiff, damages £18.

Note by THR: This "railway" or tramway appears to have been built in the fall of 1859 from the Morton sawmill down the east side of the river to Morton's wharf, at the head of tidewater, where ships could load. The distance was about half a mile. (See the diary of William Ford, March 3, 1860.) It consisted of a wooden track for horse-drawn wagons, which hitherto had often sunk axle-deep in the muddy road during wet seasons.

Thursday, Oct. 27, 1864 On Saturday the 22nd inst. the launch of another splendid coppered vessel took place about noon, from the shipyard of Messrs. Samuel Freeman & Sons, on the northern side of the Mersey River, near Milton. After all the arrangements were completed, the Kate Freeman slipped from the stocks into the water, amid the cheers of the assembled multitude, and to the great satisfaction of the owners, Messrs. Stewart Freeman & Co. The building of this brigantine was superintended by Mr. Alex McLaughlan, and having passed inspection is classed ~~for~~ five years at French Lloyd's. The following are her dimensions:- length 103 feet, breadth of beam 27 feet 6 inches, depth of hold 12 feet 9 inches, register 254 tons. *(Note: "French Lloyd's" means the Bureau Veritas)*

Note by THR Actually the Freeman shipyard was about half way between Liverpool and Milton, on the east side of the river. The site ~~site~~ has since grown up in pine trees, and is now a public picnic and camping place, known as Pine Grove Park.

Owing to the shipping boom created by the American Civil War 1861-1865, the yards were busy and prosperous. The newspaper "Halifax Reporter" stated in October 1864:- "Shipbuilding is reported to be very brisk in Liverpool, Queens, where some eight to ten fine vessels will shortly be launched."

Note by THR: - The close of the American Civil War in 1865 ended the series of wars and world migrations which had brought the wooden ship to the peak of prosperity, beginning with the California gold rush in 1849, and rising through the Australian gold rush, the Crimean War, and the Indian Mutiny. Under the stimulus of the American ~~X~~ Civil War large numbers of steamships had been built, and now they began to compete for ocean freights as never before. This was bad enough for wooden ship builders like Samuel Freeman & Sons. What was worse, the great stands of white pine on the Mersey watershed were now seriously depleted by fifty years of heavy cutting and by fire. Lumbermen had to range far back on the Mersey and other rivers of Nova Scotia to get the white pine which the export trade demanded. Thus the cost of logging and river-driving began to rise sharply.

For a few years the lumbermen and shipbuilders of Nova Scotia were able to carry on in the afterglow of the great boom, ignoring all signs of the coming slump. Thus they could devote much time and thought to the politics of the day, notably the Confederation ~~ism~~ issue, and the Freemans were in the thick of it.

Thursday, June 7, 1866 PUBLIC MEETING: The Hon. Joseph Howe was invited by the inhabitants of this town to address a meeting at the Court House last Tuesday afternoon, on the great question of the day, the union of the ~~Brit~~ British North American Colonies. It was quite evident before the hour of meeting arrived that the Court House would not hold one half of the people who wished to hear this gentleman speak, and it was decided to repair to the Temperance Hall, close by. The seats below, and in the gallery, as well as most of the standing room in the aisle, were soon occupied.

Mr. Howe was greeted with three cheers as he entered the room. The meeting was called to order, and on motion ~~of~~ the Hon Freeman Tupper took the chair, and immediately introduced Mr. Howe to the audience in a short speech.

Mr. Howe spoke for two and one-quarter hours upon the question of Confederation as proposed at the Quebec Convention, and the hasty action of the Government and Legislature in endeavouring to force upon us a question of such vital importance ~~was~~ without first appealing to the people at the polls. Some parts of his speech were marked with great eloquence, and his commanding oratory rivetted the attention of his audience and elicited many enthusiastic bursts of applause. At the close of the meeting Mr. Allen was called upon to read the following address to Her Gracious Majesty the Queen, which was moved

(turn to page 8)

by Samuel Freeman Esq., seconded by Silvanus Morton Esq., and passed without a dissenting voice:-

TO THE QUEEN'S MOST EXCELLENT MAJESTY: The petition of the Inhabitants of the County of Queens HUMBLY SHEWETH:

That the County of Queens contains three Regiments of enrolled Militia, and owns seventeen thousand tons of shipping carrying the flag of England. A good many new vessels are built in this County every year, and while its agricultural districts are improving, it thrives by an active fishery, the manufacture and export of lumber, and has a fair share of coasting and foreign trade.

The people of Queen's have ever been loyal to their Sovereign, attached to the Mother Country, and to British institutions. They have sent for a century representatives to the Provincial Parliament, and desire to retain the institutions under which they have lived and prospered, and see no necessity for any radical or material change. They would view with great distrust any attempt to annex Nova Scotia to Canada, or to transfer the government and revenues of this Province to the control of a distant people with whom we have but little commercial or social intercourse.

The prayer of the inhabitants of Queen's County therefore is, that your Majesty will sanction no changes in the framework of, or in the mode of administering the Government of this Province, which have not been submitted for the acceptance or rejection of the people at the polls.

A vote of thanks was given to the speaker and chairman, and three hearty cheers for the Queen.

Thursday, Nov. 22, 1866

A very fine barque named the Linda Abbott was launched from the shipyard of Messrs. Samuel Freeman & Sons, Milton, on Thursday last. She was built under the superintendence of Mr. Alex McLaughlan, for S. Freeman & Sons and Captain Edwin Macleod, who will command her. She is 249 tons register, and was built under Lloyds' inspection.

Then came the great Confederation election:-

Sep. 12, 1867

Nomination Day. At 10 o'clock yesterday forenoon, a court was opened in Liverpool for the nomination of candidates for election, to represent Queens County in the House of Commons and the local Legislature. Early in the morning people from the country began to muster in town, and at the hour named the house was filled, so that many were obliged to go away without gaining even an admittance to the court room.

John Campbell Esq., (pro-Confederation) was proposed by Andrew Cowie Esq., seconded by Stewart Freeman Esq.

Charles Allison (pro-Confederation) was nominated by William Hendry Esq., seconded by Thomas R. Pattilo Esq.

Samuel Freeman Jr. Esq., (anti-Confederation) was nominated by Mr. Uriah Johnston, seconded by Edward Macleod Esq.

~~JAMES F. FORBES~~ James F. Forbes, M.D., (anti-Confederation) was nominated by Samuel Freeman Esq., seconded by Edward C. Seely, Esq. *(This was "old" Samuel)*

Mr. Archibald J. Campbell (pro-Confederation) proposed by James F. More Esq., and seconded by Robert Middlemas, Esq.

Henry W. Smith Esq., (anti-Confederation) was nominated by Captain William Mortimer, seconded by Joseph Gardner Esq.

After the nomination of the above persons it was decided by the meeting that the Candidates alone should occupy the time until the close of the meeting, allowing to each one half an hour to express his views and opinions regarding the questions at issue.

John Campbell Esq. opened the ball by speaking from a paper for three minutes. It

embraced about what appears in his card in another part of this paper. In opposition to him came Dr. Forbes, who spoke on the broad question of Confederation, as to its merits and demerits, showed up the shortcomings of the delegates and our representatives, and had got nicely into his subject when his time was called. It was even admitted by this gentleman's opponents that he acquitted himself well, and Queen's County never need feel ashamed of her representative at Ottawa.

Mr. Allison followed next. He occupied his own time and the balance of Mr. Campbell's -- giving him fifty-seven minutes -- by reading extracts from Howe's speeches on Confederation, when he was interrupted by a tremendous cheer for "Joe".

Mr. Freeman was the next speaker. He exhausted his half hour in a capital speech, in which he touched the acts of the late government and spoke forcibly of the conduct of its members, who denied the right of the people to be appealed to at the hustings ere a final decision were arrived at on the subject of Confederation. (And etc. etc.)

The meeting was adjourned until Saturday the 21st inst., and the people dispersed after giving three hearty cheers for the Queen and the anti-Confederates -- Forbes, Smith and Freeman. A strong anti-Confederate feeling prevailed, and it was thought that about two-thirds of those present would vote that way.

Thursday, Sep. 26, 1867

Saturday last being Declaration Day, the Sheriff of this County held his court, and after casting up the votes declared James F. Forbes M.D. elected to represent this County in the Dominion Parliament; and Henry Smith and Samuel Freeman Jr. Esqs. to represent this County in the Local Legislature. We subjoin a statement of the poll:-

*This was Samuel the 6th* →

<u>Forbes</u>	<u>Smith</u>	<u>Freeman</u>	<u>Jno. Campbell</u>	<u>Allison</u>	<u>A.J. Campbell</u>
844	823	827	271	324	274

After the candidates were declared elected they were congratulated by a large concourse of people from the county and town, who had assembled around the Courthouse. An open carriage, drawn by a pair of beautiful blacks, awaited them, into which they stepped, and was escorted by a procession of upwards of sixty carriages and the Brass Band, through Liverpool, Milton, and around the shore to Port Medway and Mill Village. The whole route was a perfect ovation.

A hearty reception was given at Port Medway and Mill Village by firing guns and ringing the village bells as the procession entered each place. After partaking of refreshments in the Drill Room in the latter place, the cavalcade returned to town in the evening, where we noticed on arrival many stores and private buildings brilliantly illuminated.

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*in Queens County*

Note: The anti-Confederation vote on Sep. 26, 1867 was 74% of the whole.

Note: Samuel Freeman Jr., elected to the N.S. Assembly in this election, was Samuel the 6th, a half-brother of Snow Parker Freeman. *He was born 1824, died 1902. M.L.A 1867-1878*

Note: The Liverpool Transcript ceased to exist on Dec. 31, 1867, when the proprietor, S.J.M. Allen, who had founded it in 1854, sold his printing plant to Silas Bryden. Bryden then began to issue a newspaper called the Liverpool Advertiser.)

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A few years after Confederation, with all its political distractions, the business affairs of the Queens County lumbermen and shipbuilders began to deteriorate rapidly. They refused to recognise the signs of a great slump in North America, however; and in the early 1870's they actually founded two banks in Liverpool, the ~~Bank of~~ Bank of Acadia, and the Bank of Liverpool.

Details of these two banks are not clear. Burnell Swain, late of Port Mouton,

(See my diary, July 22, 1970. On this day John Langdon of Toronto, a regular summer visitor to N.S., told me that recently, while rummaging Toronto second-hand and junk shops, he had found the old metal seal of the Bank of Liverpool. He had presented it to the Bank of Nova Scotia, which took over the Bank of Liverpool in 1874.)  
(Langdon presented it to the Toronto office of the B.N.S.) J.H.R.

The Bank of Liverpool (1871) seems to have had its office in a large wooden building on Liverpool's Main St. at the N.W. corner of Gorham Street. This structure (long known as the Wigglesworth Building) was demolished in 1969 to make way for a modern department store, The People's Store.

When the Bank of Nova Scotia took over the meagre assets of the Bank of Liverpool in 1874, and started its long and ruthless campaign to recover its debt from shareholders under the double liability clause, its Liverpool agent took over the Bank of Liverpool office. Subsequently this became the Liverpool branch of the B.N.S.

A detailed map of Liverpool, made about the year 1888, shows the Bank of N.S. in this building. Behind it extended a long wharf with a warehouse on the tip, called the Bank of Nova Scotia Wharf. Presumably this was one of the assets picked up from shareholders in the Bank of Liverpool.

The Bank of Acadia had its office in a wooden building (still standing in 1969) opposite the present Town Hall. In 1969 the ground floor was occupied by a branch of Simpsons - Sears, the mail order firm.



possessed a four-dollar bill of the Bank of Liverpool dated Nov.1,1871, and signed in pen-and-ink by Robie Sterns, Cashier, and Thomas Rees, Vice President. The Queens County Historical Society has several four-dollar bills of the Bank of Acadia dated Dec.2,1872, and signed with pen-and-ink by G.E.Stevens, Cashier, and T.R.Pattillo,President.

Apparently the Bank of Acadia lived only a few months. T.R.Pattillo was the owner of several brigantines and barkentines in the West Indian trade. Like the Bank of Liverpool, the Bank of Acadia issued a large amount of banknotes. At the same time it made large loans to shipbuilders and ship-owners in the district of South Queens. In the year 1939 a grand-daughter of Thomas R. Pattillo (Mrs. Ethel Pattillo Van Alstyne) told T.H.Raddall the following:- "When the Bank of Acadia failed, some people whispered that my grandfather had misappropriated a lot of the bank's funds. The truth was very different. He recognised the danger of large loans to shipbuilders in those times, and warned the bank's directors against it. They ignored him. Early in 1873 they passed a big loan to the firm of Collie & Spencer, whose affairs Mr. Pattillo knew to be shaky. A few minutes later his wife saw Mr. Pattillo coming through the front gate of their home, staggering and obviously ill. She ran to him and he collapsed in her arms. It was a heart attack. He gasped to her that the bank must soon fail, and the shareholders would be ruined. He died on Feb.10,1874."

(Note by THR: Thomas R. Pattillo was born Jan.27,1800.)

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In 1873 a succession of bank failures in New York created a stock market panic and a sudden depression of business that swept through the United States and Canada. The collapse of the Bank of Acadia early in that year was a local phenomenon. But the American financial panic swept into the Canadian provinces and had much to do with the failure of the Bank of Liverpool in 1874. Most of the old established lumber and shipbuilding aristocracy of Queens County were shareholders in this bank. So were various members of the Nova Scotia Legislature, the Anglican Bishop of Nova Scotia, Senator O'Dell and other prominent Nova Scotians. None of them seem to have realised that under the "double liability" clause in the bank's charter they could lose (a) the amount of their original investment in bank shares, and (b) an equal amount on demand of the bank's creditors. A Sheriff's summons to Henry Smith, a Brooklyn N.S. sea captain, shows that the Bank of Liverpool, through its attorney J.N.S.Marshall, issued its first call under the double-liability clause on July 3,1874. This call was for 5% of the amount of Smith's shares. He held 5 shares with a face value of \$100 each, a total of \$500. Hence the first call was for \$25. The second call was issued Nov.10,1874, this time for 10% = \$50. The third call was issued March 25,1875, also for 10%. Smith evidently could pay ~~nothing~~ nothing. The Sheriff's writ, dated Dec. 26,1875, demands that Smith appear before the Supreme Court, and presents him with a bill for the three calls, plus interest at 7% on all three from the date of issue, a total of \$134.08.

These calls on the shareholders of the Bank of Liverpool were made by pressure of the chief creditor, the Bank of Nova Scotia at Halifax, but the Bank of N.S. is not mentioned in these documents. The Bank of N.S. had been hard hit by the defalcation of more than \$300,000 by its Halifax manager, discovered in 1870. The depression of Nova Scotia's shipping trade also affected the Bank of N.S., which took stiff measures to save itself. In 1876 the BNS directors appointed a new manager at Halifax, a hardheaded Scot named Thomas Fyshe. Also they appointed as chief accountant an equally tough Scot named James.B. Forgan. Forgan was sent to Liverpool to act as liquidator of the Bank of Liverpool, and under Fyshe's instructions he was ruthless. The shareholders' possessions were seized by writ and sold at auction for

whatever they would fetch in cash -- and this at a time when all trade had come to a halt and cash was scarce.

The firm of Samuel Freeman & Sons went bankrupt in 1876. Under the new Insolvent Debtors Act of 1875 (Statutes of Canada) everything they owned was seized and sold by the creditors. (See advertisement, Liverpool Times, Thursday Nov.9,1876. The list of Freeman properties and their descriptions take up a whole sheet of the newspaper.) The auction was held in the Liverpool courthouse on Dec.12,1876. George W. Barss was the auctioneer. John A. Leslie was the assignee. Everything was sold, including the household furniture of old Samuel, young Samuel, and Snow Parker ~~Freeman~~ Freeman.

*James F. More (History of Queens County, 1873) says Samuel Freeman & Sons owned the former Liverpool wharf (page 20). Joseph Freeman built the original wharf during the American Revolution. It was close to Fort Point.*

→ The properties included 5,317 acres of prime timber; the shipyard at what is now (1966) a public park at Hill's Grove on the tidal part of the Mersey River; the Freeman general store at Milton; the old Freeman home (east Milton, directly facing the present highway bridge at "The Corner") with all its outbuildings and 10 acres of grounds; a farm on Schoolhouse Hill at Milton, then known as Beech Hill; several building lots on both sides of the river at Milton; two small farms on Moose Hill and a 12 acre farm in Milton proper; a number of pastures in Milton; the cleared pasture land known as "Sam's Farm" 4 miles upriver from Milton; and one curious little item, the midget island in the river above the Liverpool highway bridge, then known as Knowles' Island and considerably larger -- it contained one acre of salt meadow. *Also, of course, the Freeman sawmill at the "Corner".*

The timberlands were distributed as follows:-

Queens County .....	1760 acres
Kings County .....	1347
Lunenburg County .....	150
Annapolis County .....	660
Digby County .....	400
	<u>5317</u>

These timberlands included four islands in Lake Rossignol:- Big Coombes, Little Coombes, Cub Island, and a small unnamed island near Cub which contained 8 acres. Most of these islands disappeared in the deep flowage caused by the N.S.Power Commission's water storage dam at Indian Gardens, built in 1929.

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No ships or shares in ships are mentioned in this auction sale of 1876, in the blackest Christmas of the Freemans' lives. We know that some of their furniture etc. was purchased at the auction sale by friends who returned it to them. Somehow they retained a large share in the barque Linda Abbott and possibly one or two other vessels. But their bad luck continued. In December 1878 the Linda Abbott was caught by a sudden storm while at anchor outside the harbor bar (just like the Wave in 1855) and she drove ashore, a complete wreck, between Sandy Cove and the present Mersey paper mill.

Two Liverpool sea captains, Edwin Macleod and John Scobey, had shares in her; but most of the shares were held by Samuel Freeman the 5th and his sons, the half-brothers Samuel Freeman Jr. and Snow Parker Freeman, when she was launched in 1866. She sailed in the West Indies trade with Captain Macleod, and later Captain Scobey, in command. She was named after the wife of the Freemans' business agent in Demerara, and on the maiden voyage Mr. Abbott presented her with a complete new set of flags and bunting. People in Liverpool long remembered this fine ship coming into the harbor on the return, with all this bunting flying.

Liverpool harbor is exposed to southeast gales, and the insurance companies would not cover a vessel lying outside the river bar until she was actually on the point of sailing. Therefore any vessel wrecked in the anchorage was a dead loss of ship and cargo to the owners. Although the Wave drove ashore on Fort Point, most of the ships thus lost was cast ashore between Sandy Cove and Herring Cove.

Also in Jan. 1855 the barque "Wave" newly built & owned by Samuel  
Freeman & Sons, was driven ashore & wrecked on Fort Point

X 12

In 1853 the fine new barque Kate Campbell, 349 tons, just launched from Thomas Campbell's yard near Fort Point, and lying outside the bar, was caught by a south-east gale. She dragged her anchors and was beaten to pieces on the rocky shore about half way between Sandy Cove and Herring (Brooklyn) Cove. To salvage her timbers the owners cut a road through the strip of woods between the highway and the shore, and local residents dubbed it "the Kate Campbell road".

In 1855 the Queen of The Seas and the schooner Rambler drove ashore in the same place. In 1863 the Ella Vail brigantine, 203 tons, owned by James Spurr of Liverpool, was wrecked there also. And now in 1878 came the Linda Abbott. By this time the salvagers' lane through the woods was known as "the Wreck Road", and it was still called that as late as 1929, when the Mersey Paper Company purchased most of the land between the highway and the shore. Subsequently the Mersey Company improved the road and continued it along the shore to their car parking area.

The loss of the Linda Abbott was the final blow to the Freemans. "Old" Samuel (the 5th) died that very year. "Young" Samuel (the 6th) and Snow Parker Freeman lived out the rest of their days in genteel poverty, like so many others of the old timber-and-windjammer aristocracy of Queens County. After some years a friend pointed out to S. Parker Freeman that ~~the~~ odd lots of good timberland, notably about the lake called Frozen Ocean, and on the headwaters of the Sissiboo River, had escaped the notice of ~~the~~ his creditors at the time of the bankruptcy. But at the age of 60-odd, Parker Freeman was too broken down by the family misfortunes to venture into those remote backwoods and log them. Eventually timber thieves stripped them. As late as 1954 a lumberman of Bridgetown N.S., named Hicks, found a timber lot on the South Mountain that remained in the name of Snow Parker Freeman. For \$1500 he bought a quit-claim from the surviving descendants of S.P. Freeman :- Terence Freeman, Marie Freeman and Edith Freeman Raddall.

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As noted on page 9 the Bank of Nova Scotia, through its local representative James B. Forgan, collected ruthlessly from the shareholders of the defunct Bank of Liverpool. I have seen an old letter from Fyshe at Halifax to Forgan at Liverpool, asking if he needed police protection. There is no record that he did, but the feeling in Queens County must have been intense.

Forgan demanded a payment of \$10 per share per month until the whole of the double liability money had been paid. (See his advertisement in the Liverpool Times, Jan. 30, 1880, for an example of the way this went on.) Some of the still well-to-do shareholders, most of them in Halifax but at least one in Liverpool, Dr. James F. Forbes, were able to hire highly skilled corporation lawyers to fight their case through the courts, and the fight went on for years.

(Note:- Dr. James Fraser Forbes was born at Gibraltar, Spain, in 1820, the son of a British officer, Captain Anthony V.S. Forbes, in garrison there. Dr. Forbes was educated in Britain, practiced in Liverpool, N.S., and became well-to-do. He died at Liverpool in 1887. His son Frank G. Forbes became a lawyer in Halifax, inherited money and property in Liverpool from his father, and retained his interest in the town. In June 1896 he ran as a Liberal candidate for the federal seat of Queens-Shelburne and won it with ease. A month later he resigned to provide a safe seat for Hon. W.S. Fielding. His reward was a post as judge in the N.S. Supreme Court. He moved from Halifax to Liverpool in 1897 and built a fine mansion on Park Street, the first house on that street in fact. It had extensive grounds which the Judge planted with flowerbeds and various exotic shrubs. The house burned about 1919 and the Judge retired with his two daughters to British Columbia.)

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Liverpool Advance, Jan. 13, 1886

Supreme Court judgement re Bank of Liverpool.  
Appeal dismissed with costs. The bank will be wound up under the provisions of the Dominion Act for winding up insolvent corporations.

*Right Reverend Herbert N. Binney,  
Lord Bishop of Nova Scotia*

Liverpool Advance, March 30, 1887

Liverpool Bank shareholders representatives waited on Sir Charles Tupper, Minister of Finance, at the Halifax Hotel on Saturday afternoon. The delegation was composed of His Lordship the Bishop of Nova Scotia, Senator O'Dell, M.P. Black, J.S. McLean, J.P. Mott, W.H. Keating and W.F. Worrell. Thomas Fyshe was also present during the interview. The representatives explained at some length the position of the shareholders, while Mr. Fyshe gave particulars as to how the creditors stood in the matter. The Minister of Finance listened very carefully to the statements and evinced a great deal of interest. It is understood that a committee representing the shareholders, with full power to act for them, will shortly proceed to Ottawa, with the object of submitting a definite proposal for the settlement of this long standing question.

Liverpool Advance, June 29, 1887

Supreme Court of Canada: between the shareholders of the Bank of Liverpool, appellants, and the Bank of Nova Scotia, respondents.

This cause was decided at the term of the Supreme Court of Canada just concluded, and resulted in the appeal being sustained with costs. The question was one of considerable importance. The Bank of Liverpool went into liquidation in 1875 (sic) and a number of suits were instituted by the assignee to compel payment of the double liability on the ~~entire~~ whole, amounting to \$500,000. One of the actions was tried and the defendant, the late Doctor Forbes of Liverpool, was successful. The bank then discontinued the other suits and took proceedings under the Act of the Dominion relating to insolvent banks etc., and the Acts in amendment thereof. The shareholders of the Bank of Liverpool resisted the application, and on the hearing the Judge decided against the shareholders. From this decision they appealed to the Supreme Court in banc, and on the argument the judges were equally divided, the Chief Justice and Judge McDonald sustaining the decision of the judge below, and Justices Weatherbee and Smith taking a ~~contrary~~ contrary view. The shareholders then appealed to the Supreme Court of Canada, and the Appellate Court sustained the appeal. Otto S. Weeks, Q.C., solicitor for the applicants. Messrs. Graham, Tupper, Borden and Parker for the Bank of Nova Scotia.

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The history of the Bank of Nova Scotia, published in 1932 on the bank's 100th anniversary, erroneously states the date of the failure of the Bank of Liverpool as "1879" and goes on to say:-

"The shareholders of the defunct bank repudiated the double liability clause in their charter. Had it not been for Mr. Fyshe's high principled determination to carry through what he believed to be a righteous ~~cause~~ purpose, there is little question that the extra sum would never have been collected, for among the shareholders were members of parliament, senators and high ecclesiastics, and every effort was made by them to avoid payment. Suggestions were even made that the Bank of Nova Scotia should be paid in full and then resign its stewardship. Year after year decisions of the court were appealed and re-appealed. Finally after 12 long years Mr. Fyshe achieved his objective, and all those who were able to pay were compelled to do so."

*Bank of Liverpool went into liquidation*

From the above ( 12 years after the ~~year 1879~~ ) it is clear that the Bank of Nova Scotia won its final victory in 1887. Long before this, Fyshe and his Liverpool agent Forgan had sold up without mercy most of the local shareholders, and in the process they ruined the whole community. For nearly sixty years after 1873, when the Bank of Acadia failed and thus started the whole collapse in Queens County (the Bank of Liverpool failed in 1874) the people of Liverpool and Milton continued to speak of "the bank failures" as an historical landmark between the prosperity built up during Liverpool's first hundred years, and the hard times that practically threw the community back to the poverty and struggle of the pioneers.

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Samuel Freeman (the 5th), founder of the firm of Samuel Freeman & Sons, died at Milton in 1878. His house, which passed through various hands after the bankruptcy, was still standing in 1966, a plain colonial wooden house, rectangular, without ornamentation, probably built about 1820, of two full stories. It is on the east side of the river, facing directly on the lower Milton highway bridge. In this house Marshall Saunders, author of "Beautiful Joe" and many other books for children, was born in 1861. She was a daughter of ~~Rev. S. M. and Maria~~ Rev. E.M. and Maria (Freeman) Saunders.

The house of Snow Parker Freeman (who was usually called Parker Freeman) was built adjoining his father's old homestead. It was a bigger house than old Samuel's, an ornate rectangular wooden house of two stories with a pillared portico, all painted white, probably built in the 1850's when the Milton lumbermen were getting prosperous and adopting a more florid style of architecture. After the bankruptcy it passed through various hands, deteriorating sadly as the years went by. The once extensive grounds were sold and built upon, so that the former homes of old Samuel and S. Parker Freeman became wedged between other houses cheek by jowl along the village ~~street~~ street. The portico became rotten and was torn off. Finally during the war 1939-1945, when it was owned by Edward C. Mills, the old house caught fire and burned to the ground.

After the bankruptcy S. P. Freeman moved his family to a one-and-a-half story ~~house~~ house across the river, at the corner of the west Milton street and what is now called Tupper Street. He died there in 1900. His son Frederick R. Freeman brought his bride to this house, and in it their children Ralph H., Marie, Edith and Terence were born. Marie Freeman, a spinster, inherited the house after her mother's death. In 1958 she sold it to Mrs. Alice Hartlen, who converted it into a nursing home for elderly and incurable patients. Marie herself died there as a mental patient in 1962.

Frederick R. Freeman was a boy of five when his family were ruined in the crash of 1876. At sixteen ( i.e. about 1887) he went to Salem, Mass., and got a job as ~~clerk~~ clerk in a store. Probably his relatives, the Hutchinsons of Salem, gave him lodging. For the next ten years he worked in various places in the United States and Canada, including Vancouver B.C. In the 1890's there was a modest revival of industry, with the building of two small wood-pulp mills on the river falls above Milton, and a local railway line ( The Liverpool & Milton Tramway Company) running through Milton to the docks at Liverpool. The train made its first run from Liverpool to Milton in January 1897. About this time Fred Freeman returned home and took a job as conductor on the train. He married a Milton girl, Fannie Bell, in 1898. She was a daughter of Henry Bell the village blacksmith, whose forge stood across the street from Fred Freeman's home. (The forge was still standing in 1966 but no longer in use.) After a few years on the train Fred Freeman went into the insurance business, and as a sideline operated a moving picture theatre in the Liverpool town hall building, first called the "Opera House" and later the "Astor". Fred was a fat man, easygoing and popular, but with no business capacity. He became insolvent, and subsequently by great effort paid off every cent of his debts. In 1916 he was a Liberal candidate for one of the Queens County seats in the N.S. Assembly, but was defeated by a small majority. In 1922 he died of heart failure at the age of 51.

in Queens County

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Tombstones in the Milton cemetery give the following dates:-

- Malachi J. Freeman (son of Samuel the 5th) died Aug. 4, 1855, aged 33.
- Joseph (son of Samuel the 5th and wife Sophia) died in Boston, 1853, aged 27.
- Sophia (first wife of Samuel the 5th, mother of Samuel 6th, Malachi and Joseph) died March 22, 1827, aged 27.

Mercy (second wife of Samuel the 5th) died Feb.4, 1880, aged 83.  
Samuel (the 5th) Freeman, died 1878 aged 83.  
Samuel (the 4th) died 1834, aged 63.  
Rebecca (wife of Samuel 4th) died 1858, aged 89.  
Simeon Freeman, died 1847, aged 85.  
Snow Parker ~~Freeman~~ Freeman, 1828-1900.  
Alice Hutchinson (wife of S. Parker Freeman) 1833-1894.  
Frederick R. Freeman 1871 - 1922.  
Fannie (Bell) Freeman, wife of Frederick R. 1873-1948.  
Ralph Hutchinson Freeman 1899-1940  
George Henry Bell died Dec.29,1914 aged 78.  
Diadem (first wife of George H. Bell) died 1870 aged 28.  
Eunice Godfrey Bell (second wife of George Henry) 1852-1917.