

Yates & Webber, two Englishmen had a store on the bank below the Methodist Church grounds, followed in 1840 by Kenneth MacKenzie, who was succeeded by many others, until at the present, the wants of the public are well supplied by the different firms, as can be learned from the directory on another page.

SHIPBUILDING AT WALLACE.

This is an industry that was at one time carried on very extensively all along the shores of Nova Scotia, and I suppose none of its harbors can boast of turning out more, and more sea-worthy ships than Wallace, whether it was schooner, brig, brigantine or barque.

You may ask why this work, that the old people are so fond of talking about, is not going on today, and the answer would be, that we lack the material; and, besides, there is not the demand for these crafts even if we had the material.

Quite a number of places are pointed out where ships have been built, but the principal shipyards seem to have been down at the Stevenson farm and at Bett's Point, where the Livingstone bridge now spans the harbor. In the early times no less than four ships would be on the blocks at a time. When these were launched, they would be followed by another four, and so on as the years went by. This industry gave work to about three hundred persons, besides the many men and teams engaged in preparing the timber.

The building of the first vessel by Benjamin Stevens at Salter's Creek dates back to sometime before 1800. Not being able to procure any rope at the time of building, they peeled the elms, using the bark for both rigging and cable, and a stone for an anchor. With this equipment they were able to arrive safely at Halifax by closely hugging the shore, where they procured proper rigging and anchor.

About 1821, John and Donald MacFarlane, uncle and