

men who continued to work the quarry on a small scale. The thin sheet which was taken out was cut into flagstones and shipped to Prince Edward Island and Halifax, where it was used for sidewalks.

There were no wharves at this time running out into the channel and the stone which was shipped away was carried to the schooners by scows.

In the year 1872 a company was formed called the Wallace Huestis Graystone Company, who leased the quarry from Mr. McNab for a period of twenty years. In the year 1873 this company began operations. They erected two hand cranes at the quarry, one derrick at the shore, and built a block at the shore with a hand crane on it. The stone was carried to Boston by a vessel owned by Mr. James Drysdale, called the "Wallace."

This company continued to work the quarry in a southerly and easterly direction till they got over to Captain Grant's line, and when it became evident that a valuable part of the quarry was on his land, Messrs. Fred and George Battye came and bought fourteen acres of land and a rightaway down to the road. In 1881 they removed their quarry plant from Wallace River and opened up the quarry in the spring of that year, continuing to work the quarry for four years when they sold out to G. P. Sherwood & Co., who was represented here by an agent, Mr. Wm. Dobson.

After some years those two companies united, and the quarry has continued to work under one management ever since, supervised here by the company agent, Mr. T.C. Dobson.

The most important public works which were built with the Wallace Freestone near here are: St. Peter's Canal, the Railway Bridge across the Bras d'Or Lake, large breakwaters in Prince Edward Island, and many fine public and private buildings.

One of the interesting discoveries was the finding of a whole tree.

Then in the year 1912 P. Lyall & Sons, who are large