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Reminiscences of Wallace



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WALLACE, N. S. - - 1915

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EDITORIAL.

In compiling these "Reminiscences of Wallace" our aim has been two-fold: firstly, to preserve much of this history; secondly, to raise money for the enlarging of our library.

We take this opportunity of thanking the public-spirited citizens who have contributed to our advertising columns.

GENERAL HISTORY OF WALLACE.

Wallace, a village of about 300 population, is situated on the south side of Wallace Harbor, in the north-east of Cumberland County. The harbor, which empties into the Northumberland Strait, is one mile wide and is crossed by a bridge, known as the "Livingstone Bridge" built in 1911.

In the year 1770, a few Indians and French settled in Wallace; shortly after the American Revolution a number of Loyalists came and settled on the north side of Wallace Harbor. This small settlement was given the Indian name, Remshag. About this time Captain Forshner settled in what is now known as Wallace Bay and Major Purdy in Malagash.

Although Remshag was divided into a number of townlots in 1806, the settlers soon left the north side and moved to the south side of the harbor.

During the early days, the settlers did not receive much news from the outside world, owing to the fact that the two papers, namely the "Guardian" and "Acadian Recorder," which were received were left at Westchester by the "stage coach" remaining there until one of villagers went there on an errand. After the building of the main line of the I. R. C. the mail was carried from Grenville to Wallace by Mr. Benj. Betts, while Mr. Asa Archibald catered to the travelling public, meeting the trains at Wentworth. This service continued until after the building of the "Short Line."

The first Post Office was managed by Joshua Huestis, Esq., and stood on the property now owned by Mrs. Fred Battye. It was next managed by Mr. Smith Seaman in the building now used as a millinery shop by R. E. Nelson & Co. It was then conferred to Mr. Robert Flinn, afterwards to the present post master, Mr. L. H. Betts.

About the year 1810 the name of the settlement was changed by Alex. Stuart, who for many years represented Cumberland in the Local House, to Wallace in honor of Michael Wallace, Provincial Treasurer.

The shores from East Wallace to Wallace Bay are said to have been lined with timber, consequently ship-building was a very important industry, but later due to the scarcity of lumber, the people turned their attention to farming and fishing.

In the year 1879, the Municipal Act was passed; by this Cumberland was divided into sixteen districts, Wallace being No. 8. In Nov., 1879, the first Municipal Election was held, when twenty-three members were elected, those for District No. 8 being William Smith, Esq., and John McInnes, Esq. When the Act was passed the term of office was one year, but the next year it was extended to two years and in 1892 the duration was extended to three years as it is at the present time. The present Councillors are Frank Kirwan, Esq., and Ira Drysdale, Esq., who is also Warden of the County.

The early settlers were supplied with the necessities of life by Mr. D. MacFarlane the first store keeper. Afterwards

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

ather of the late Senator, built a vessel on the north side of the harbor.

In 1836, James and David Davison built their first vessel, which was followed by many others on the shore in front of their own home.

C. C. Jordison built a number of vessels down near the "MacFarlane Place."

These early vessels which were mostly square-rigged, were built for the St. John's, Nfld., and the Great Britain trade. Later, from about 1870 to 1885, large schooners were built in Wallace for the coasting trade. These were principally used in carrying stone from the quarry to the United States.

FRANCIS GRANT,

Grade VI.

THE WALLACE STONE QUARRY.

Previous to the date of 1863 a stone quarry was not known to be found any place except along the banks of a river, such as the Battye Quarry which was operated along the Wallace River four miles from the village.

In the year 1863 Mr. Wm. McNab bought a field from Mr. Joshua Huestis containing six acres of land, and when he began to drive posts to run a line fence he found he could only sink them ten inches from the surface without striking rock, and as stone quarries were being found he thought he had found one, so he engaged Mr. James Drysdale, a stone mason, to help him.

They cleared the earth off a small area and took out the first rock which proved to be a good quality of freestone. This top sheet was four inches thick and the place where they took it out was one hundred and fifty yards from the centre of the present quarry.

During the summer season Mr. McNab engaged three

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

contractors, bought an interest in the quarry and built an interest in the quarry and built a steam mill for sawing stone.

There is also an electric crane for hoisting the stone. This company has also added a steam shovel to their machinery. The mill and crane cost about a million dollars.

Last Spring a large order was received for the rough stone to be used in building the piers for the car ferries between cape Tormentine and Prince Edward Island. This order is being filled by shipments of stone from six to seven hundred tons a day.

THE LOBSTER INDUSTRY.

The first lobster canning factory on the North Shore of Nova Scotia was situated in Wallace opposite the drill shed, where Mr. William Reid's mill now stands. This factory was opened in the spring of 1875. It was owned by an American company and superintended by Mr. Joseph Lantz who came here from Halifax. Several fishermen were engaged who had their traps set in the Northumberland Straits around the entrance to Wallace Harbor. The lobsters were packed and shipped to the United States and to England.

The canning business proved very remunerative, and consequently the number of operating factories in the vicinity of Wallace is now increased to about twelve. When this industry started here about forty years ago the fish were so abundant that the fishermen made large wages, although the price paid per hundred weight for their catch was small. The government at this time placed no restrictions on the industry. The fishermen were allowed to set their traps as soon as the ice was gone in the Spring, and also to continue fishing as long as the weather would permit in the fall. The industry had not been prosecuted many years till the Government realized that unless some restriction was placed upon the fishermen the

lobsters would soon become extinct. Consequently an act was passed by the Federal Parliament whereby fishermen were prohibited, first, from taking any lobsters less than nine inches in length; second, from taking any spawn lobsters; and further they were prohibited from fishing after the 15th day of July in each year. Also, no man or company of men, could start a canning factory, unless they obtained a license from the government to pack, and before the government would grant this license the man or company had to comply with the following conditions: first, the site for the factory had to be a certain distance from any other factory; second, all packed cans had to be stamped with the government stamp on which the number of the license of the packer has to be placed.

There was a great deal of contention among the fishermen in the Spring as to who should place his traps on the best fishing ground. The government had to intercede a second time and prohibit any fisherman from running his lines, before the 20th of April in each year. The time for fishing was after this shortened, the season beginning April 20th and ending July 10th. Recently the season has been again shortened, the time to fish being from April 25th to June 30th.

When lobster canning commenced here lobsters were packed in one pound cans, and four dozen of these cans placed in a case. These cases were sold for \$5. apiece. The demand for these goods increased yearly, and the price increased with the demand until for the last two seasons the price per case has been about \$20.00.

To catch lobsters the traps must be set on either rock bottom or bottom which is composed of red clay and rock. A suitable fishing ground is found and a long line, perhaps half a mile in length, is placed on the bottom with a heavy iron anchor at each extreme end of it. At a distance of from twelve to twenty fathom from each anchor a rope is attached which is fastened to a wooden buoy at the surface of the water. To the long line at the bottom—which is commonly called the back line—the traps are attached at intervals of about eighteen

feet by short ropes about six feet in length. Salt herring are generally used to bait the traps.

When the fisherman wishes to pull his traps he goes to the buoy and pulls on the buoy line until he gets the back line to the surface of the water. He then passes the back line over the roller in the bow of his boat and pulls his boat along until he reaches the first short rope to which a trap is fastened. He pulls in the trap, removes the catch, drops the trap overboard and passes on to the next trap, in this way he pulls all the traps on the line.

The lobsters are brought to the factory, weighed and then placed in large boilers containing boiling salt water. They are boiled for about fifteen to twenty minutes, are then taken from the water, shelled and washed thoroughly. After this they are packed in cans lined with thin paper, or in glass jars, the tails of the lobsters are put in the bottom of the can, the fine meat in the centre, and claws on the top. Seven ounces of meat and one ounce of sea water are put in a one half pound can and just double these quantities in a one pound can. The cover is then placed on the can and it is sealed air tight. The can is next put into a tank containing boiling fresh water and boiled for one hour, it is then taken from the water and punched with a brad to allow all the air to escape, immediately it is closed with a hot copper and solder. The can is set aside until the following day when it is bathed as in previous bath for one hour. The can is then ready to be packed in the case unless it be a leak in which case it is sealed tightly and given an extra bath of ten minutes. The bulk of the canned lobsters in the world are obtained from the Maritime Provinces. Europe and the United States are the principal markets. The shells of the lobsters are used as a fertilizer for the land. The present war has been the cause of decreasing the price of lobsters, as they are counted one of the luxuries, and the prices of all luxuries have decreased. The figures given below show the approximate amount of the catches and their values for district

Number Eight in Cumberland County, during the seasons of 1914-1915:

1914	1915
Catch 5688 cases.	5393 cases.
Value \$112,150	\$74,107

JAMES D. DRYSDALE,
Grade XI.

HISTORY OF METHODISM IN WALLACE.

Two of the earliest pioneers of Methodism in Wallace were William Grandin and William Black.

During the winter of 1791 Grandin visited Wallace; then known by its Indian name, Remsheg. Grandin had been preaching to the Loyalists settlers on Westchester Mountains. Accompanied by Mr. Donkin of River Philip, he made his appearance at the home of Mr. Andrew Foshner, Wallace Bay. The same evening there was to be a dance at the house of Mr. Thomas Huestis, some guests had arrived, when a message came saying that a Methodist preacher at Andrew Foshner's wished to preach to them. The voice of a preacher had so rarely been heard in the neighborhood, that the strange request was granted. He was listened to with great attention. He remained for several days and at almost every service some were converted. The work proved to be as permanent as it was powerful. Many of the descendants of the converts of that day are to be found among the Methodists of the Wallace and other circuits, and in the ministry of the church.

Among those who have entered the ministry from Wallace might be mentioned, G. O. Huestis, A. W. Nicholson, Stephen Huestis, Lamert Stevens, C. W. Stevens, R. M. Brown, G. M. Campbell, Charles Purdy and J. M. Fisher.

In the year 1792 W. Black visited Wallace, and other parts of the circuit which Grandin had travelled during the previous winters. Very precious to these isolated settlers on the shores

of Northumberland Strait, had been the sermons and the pastoral visits of that winter. A descendant of one of the early settlers at Malagash used to tell that when Grandin had reached the home of his ancestor, and had proposed to have prayers with the family, one of the sons was sent to a brother a mile and a half nearer the "Point" to acquaint him with the preacher's purpose; and that the messenger returned almost breathless and with bleeding feet having run the whole distance around the shore.

Notwithstanding such hardships and disadvantages suffered by the Methodists of this early period the membership continued to grow in number and activity.

In 1808 a small log church was built. From the leaders and members of the section a strong appeal had been made to the ministers assembled at Point de Bute for more satisfactory pastoral supervision. Late in the autumn Thomas Payne, just from England reported at Sackville whence Dunbar sent him to Wallace. He stayed in this part of the country for 18 months where he received into church fellowship several persons, whose influence with that of their descendants has been a great value to the Methodist Church in various parts of the Lower Provinces. To William Fulton and wife, whom he found at Wentworth in deep anxiety, and to William Tuttle, a member of a family who had bestowed their hospitality upon the earliest visiting preachers, as well as to several others he proved a true guide and an agent of blessing.

In 1839 a more commodious church was built which lasted till 12 years ago; it was then torn down and replaced by the present building which bears the name "St. John's," the date being May 26th, 1903. The building of this structure was largely due to Rev. James Heal, whose wife laid the corner stone. Mr. Farquhar succeeded to the circuit remaining until 1908, when Mr. Pentelow came to minister; who in turn was succeeded by the present clergyman, Rev. W. I. Croft, President of N. S. Conference for the term.

GLADYS MORRIS.

HISTORY OF THE PRESBYTERIAN RELIGION, WALLACE.

The first Presbyterian church of Wallace was built before the year 1800, and was situated where St. Matthews now stands. Mr. McKenzie was the minister. When St. Matthews was built, the old church was moved to the bank near to where David Betts' blacksmith shop is now situated, and was afterwards destroyed. St. Matthews was then built and continued to be the one Presbyterian church of Wallace for a number of years. Both the old church and St. Matthews were branches of the old Kirk, or established church of Scotland, though they were never really established.

At the time of the Scottish disruption on May 18th, 1843, many Scottish ministers broke away from the Established Church, and started the Free Church of Scotland. In 1840 Rev. John Monroe, a true son of the heather, came to Wallace and organized a branch of the Free church here. Knox Church was built, and was the central church of the new congregation, branch churches being built at North Shore, Gulf Shore and Pugwash, while St. Matthews had branches at Fox Harbor and Stake Road.

These congregations, though both Presbyterian were separate charges governed by separate Presbyteries and Synods

In 1875 the Union took place, and the new church called the Presbyterian church in Canada was constituted. All Free churches in Nova Scotia, and all Kirks except fourteen joined this Union. Knox and St. Matthews were then governed by the Presbytery of Wallace, the Maritime Synod and the General Assembly of Canada, and although belonging to the same body, they kept up the separate congregations. At the time of the union Rev. John Monroe was minister at Knox, and Rev. James Murray at the Kirk.

John Monroe died May 25th, 1877, and Knox was vacant till the summer of 1878, when the Rev. Samuel Boyd was called.

Mr. Murray resigned his charge of St. Matthews in 1879, and was succeeded by Rev. Andrew Grey, who was pastor for about five years.

In 1885 Rev. H. B. McKay was called into the pastorate of St. Matthews, and he worked in the congregation till the fall of 1896, when he resigned his charge and retired from the ministry.

Mr. Boyd died in July, 1897, thus leaving both congregations vacant, and the Presbytery of Wallace wanted union of the two congregations. The committee of Presbytery consisting of Dr. Sedgewick of Tatamagouche, Rev. C. Monroe, Oxford, and Rev. J. H. Kirk of Linden held meetings in St. Matthews and Knox. A Committee from the two congregations was also appointed, which met with the committee of Presbytery, and they drew up a basis of Union on Sept. 9th, 1897.

Some of the most important clauses of the basis are as follows:—

(1) That the name of the United Congregation be the Presbyterian congregation of Wallace.

(2) That the elders of St. Matthews and Knox congregations at the date of Union be the elders of the United Congregation.

(3) That the Presbytery be recommended to transfer the Gulf section of Knox Congregation to the congregation of Pugwash.

(4) That Rev. D. A. Frame act as ordained missionary to the United congregation from the date of Union to May 1st, 1898, unless the congregation meanwhile decided to call a minister.

(5) That the Union take effect on Nov. 1st, 1897.

The above resolutions with some other clauses were agreed upon by the two congregations, and the Union was ratified by the Presbytery of Wallace at their meeting in Springhill in Nov. 1897.

The first meeting of the session of the United congregation was at Wallace on Dec. 2nd, 1897. Rev. D. A. Frame was Moderator, and associated with him were the following elders:—John Robertson, Hugh Baillie, J. R. McKenzie, Murray Carlyle and Ira Drysdale.

In the winter of 1898 the United congregation called Mr. Frame, who continued to be the pastor till 1901. Rev. J. W. McPhail was inducted in May, 1902, and was the minister till Feb. 1904, when he was called to Port Morien, Cape Breton.

Rev. A. L. McKay was inducted Nov. 8th, 1905. In the summer of 1906 the congregation remodelled and repaired St. Matthews Church. The cost of repairing was \$1900. Mr. McKay's resignation was accepted by the Wallace Presbytery at its meeting in Tatamagouche, Nov. 2nd, 1915, and Rev. William Forbes was appointed Moderator.

JESSIE DRYSDALE,
Grade X.

ANGLICAN CHURCH.

Altho those of the Anglican persuasion are few in number, yet in 1846 they were able to build a neat church becoming part of Pugwash circuit. The chief agents in this good work were W. Stenson, J. Jamesin and C. C. Jordison, whose daughter, Maggie, was the first to be buried in the cemetery surrounding this unique church.

Mr. Ellis who boarded in the Village who was the only one to stay among this division of the people except Mr. Bent.

The second minister was Mr. Goode, who like the most of the ministers lived in Pugwash. Among the other ministers were Messrs. Jarvis, Baillie, and lastly Mr. Hogan, who resigned his charge in Oct. 20, 1915, to enlist as a private.

As this is one of the out stations of the Circuit service is only held once a month.

HISTORY OF WALLACE SCHOOL.

School was first taught in Wallace by Rev. Hugh McKenzie of Scotland, who taught school in his own house, which was opposite Mr. Wm. Betts' home, besides attending to his pastoral duties and farm. The next teacher was Mr. John Matheson, who taught in the same house.

The first school house, built by Hon. Daniel McFarlane and George Oxley, stood near the corner where the road to North Wallace joins the main road. The teachers were: Matheson, Gracie and Oldwright. This school house was torn down and then Donald McKay taught in his own house.

Soon a school building was erected near Mr. A.S. Murphy's house. The teachers were: J. D. McLeod, Donald McAuley, J. D. Murray, D. C. Fraser, afterwards governor of Nova Scotia and Donald McKay. This building was sold and moved to North Wallace.

The next school building was built on the site of the old one, which is still on the school grounds. It was burnt by the opponents to free schools, and while a new one was being built on the same site school was taught in a little shop, where Mr. H. B. Smith's house now stands, and also in the Temperance Hall. Here the primary department occupied the platform while the advanced held the main part of the building.

The old school house which is still on the school grounds was built about 1860. It was supposed to be an exact copy of the preceding one. Some of the teachers who have taught in it are: Mr. Henry Reid, Daniel Sutherland, Duncan McDonald, John Bailie, Dr. Johnson, Geo. McKenzie, Harry Charman, John Asbury, Mr. Hepburn, Miss Lillian Lockhart, Miss Mary E. Smith, E. C. Leslie, Miss Viola McLean, Miss Irene Lent in the advanced department, and Mrs. M. A. Ragan, Miss Rebecca Canfield, Miss Eliza Charman, who now draws a pension, Miss Amy C. Purdy, Miss Anna M. Rose, Miss Reta McKenzie and Miss Catherine V. Wright.

The present school building was completed in 1915. It

has two class rooms, a library, laboratory and many modern conveniences and cost over \$6000. At the formal opening, February 5th, 1915, Superintendent A. H. McKay, Inspector I C Craig and Dr. G. M. Campbell, of Mount Allison, who received his early education in Wallace, among the many present might be mentioned.

Among the noted men who received their early education in this village are; B. A. McNab, Editor of the Montreal Daily Mail; Harry Charman, lawyer practising in Calgary; F. D. Charman, M. D., practising in Wallace; Dr. S. C. W. Morris, who is now in a hospital ship near the Dardanelles, and Dr. J. W. Flinn, practising in Arizona.

A SUCCESSFUL MOOSE HUNT AT ANGEVINE LAKE.

On the 30th of October, which was two days before the close of the Moose hunting season, I received word from two old friends saying that they were coming to Angevine Lake, about three miles from my home for a moose-hunt, and would like me to meet them there on the following morning to act as guide, as every part of the shores of this lake were familiar to me.

Accordingly, early the next morning when I drove to their camp they suggested that we should cross to the other side of the lake in a boat, as on the previous evening they had attempted calling, (although neither one had any practise in this), and had received an answer from a buck on the opposite shore, but as they were not familiar with the place and as it was growing dark they did not pursue the game.

So we set out immediately and crossed to the south side of the lake in a boat. I was armed with an Enfield Army Rifle, and my companions with shot guns.

As we proceeded thru the bushes a short distance from the shore and against the wind, so that no scent of us could be discernible, we came upon moose-tracks, and to prevent

missing our game, we took different routes, but only a few yards apart.

As I was walking along rather cautiously, keeping a sharp look out on all sides, I heard the report of a gun, close on my left hand, and in another instant I had emerged from the bushes and had taken in the situation.

A large angry buck was just rising from the ground, but he did not notice my approach as his full thought was centered on my companion, towards whom he started menacingly.

My rifle was to my shoulder in an instant, and after the smoke had cleared we saw our prize on the ground. At the same instant our other companion, who had gone farther away, appeared on the scene, but he was too late, as the big fellow had breathed his last.

Upon examination it proved that the first shot passed thru the top of his shoulder, thus wounding him slightly, but the fatal shot passed thru both shoulders.

We dressed our prize of about 600 lbs., carried it on our backs about one and one-half miles to the boat, thence to camp, from which we had proceeded only two hours before.

Although there was only a spread of forty-five inches, yet this deficiency was more than counter balanced by the perfect branching and the splendid shaped head.

My friend who fired the first shot had the head mounted in St. John, and although he has been offered a good price for it many times he declined all offers, and still has it in his home in Providence, R. I.

A VISIT TO WALLACE IN 2015.

On a beautiful day in May in the year 2015, the Physics Professor of Boston University was walking down Washington Street, with a friend. As they passed the block where a new building was being erected, the professor noticed this inscription on one of the stones:—

“Wallace, April 15th, 2015.”

The name, Wallace, certainly sounded familiar to him, and after a moment's contemplation told his friend that he well remembered the stories his grandfather had told him of that place. "My grandfather," he said, "was dearer to me than anyone else on earth. After the death of my parents, I spent my early boyhood with him, and he gave me my education. Many were the stories he told me of Wallace, and of how dear it was to him. I have never visited the place, for at the time of my grandfather's death, I was too ill to make the journey. My last text-book is just completed, and, as I feel like a vacation, I believe I will visit the home of my ancestors, if it is possible."

Stepping into a shipping office, he learned that the steamer returned to Wallace for a load of stone in three days. He engaged a stateroom, and when the steamer left Boston, the stern old professor was sitting on deck, thinking of the almost forgotten tales that had so delighted his boyhood. When the steamer entered the newly deepened Wallace Harbor, he looked eagerly shoreward, to see a pretty prosperous looking little town, with summer cottages lining the eastern shore, and with ships from different countries at the piers.

Landing, he inquired the way to a hotel. "We have but two hotels," he was told, "the 'Remsheg' is two blocks from the end of the pier." He secured a room at the "Remsheg" and at dinner learned that "Remsheg" was the old name for Wallace.

After dinner, he inquired the way to the stone quarries, and there he found busy life indeed. He was told that the quarry with the commerce had been the making of Wallace.

Next he visited the station, and learned from the rail janitor that Wallace had been cut off from the railroad for years, but sixty years previous to this the railroad had been built in, and the station erected with the native stone of Wallace.

He also learned that the immense coal-pier of Wallace Harbor, that shipped so many tons of Springhill coal had only been in existence for about sixty five years.

The next day being Sunday, he slept late, and was awakened by the chimes of the new Canadian Church.

On Monday, upon inquiry, he found that the steamer was to leave Wallace on the coming Wednesday, so he resolved to crowd into those two days all that he could. Early in the morning while walking along the beach, he noticed a pretty little village opposite the town and hearing it was North Wallace he hired a car at the garage and drove across the Livingstone bridge. Just as he turned into Livingstone Street which led to the bridge he passed a large automobile factory which was situated on the south side of Main Street.

He drove across the bridge and thru the little country village, past prosperous farms and pretty dwellings, past the new two-story schoolhouse and the new church, thinking he had found a little bit of heaven on earth, if beauty stood for anything.

When he returned after having dinner, he found his way to the cemetery, hoping to find at least the grave of his grandfather. Over in one corner, where rose bushes grew abundantly, he found a stone, on which he, with difficulty, read the names of his grand-parents. After placing flowers on the graves, he returned to the main part of the town, and spent the remainder of the day visiting the different public buildings. Among other places he visited the County Academy, one of the things for which Wallace was noted.

The next day he went for a walk in the eastern part of the town, and found on the shore the ruins of an old lobster factory, and remembered his grandfather telling him, that lobster fishing had been a great industry of the place and had had much to do with its building up.

When the Professor of Physics in Boston University landed in the Boston pier the following Friday, he looked changed to his friends. Certain hard lines around his mouth and eyes had vanished, and softer ones took their place, for had he not visited the home and graves of his ancestors?

WALLACE DRUG STORE

Drugs, Patent Medicines, Toilet Articles
Tobaccos, Books & Magazines.

XMAS GOODS A SPECIALTY.

SAMUEL P. JAMIESON

MEAT MARKET

Dealers in Meats, Canned Goods, Confectionery,
Soft Drinks and Bread.

R. D. BENTLEY, M. D. C. M.

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