

taverns, 1 wagon shop, 2 tailor shops, 3 harness makers, 3 house carpenters, 1 foundry, 1 potter, 1 brickmaker, 1 plasterer, 2 shoe shops, 1 steam saw mill, 1 J. P. Division Court, 1 bailiff, 1 doctor, post office and several private gentlemen, whatever that term may mean.

From the latter date to 1860 the village's history was one of continued progress, save in the dark days of 1857. In this period it controlled almost exclusively the Lake Shore and Howard and Orford trade—in fact, was a strong rival of Chatham. Her shipments were very considerable, particularly in tobacco, which in 1856 exceeded 300,000 lbs.; and it will be interesting to record in the same year W. R. Fellows, then a prominent grain merchant, paid over \$2.25 per bushel for wheat or 25c. beyond what his ready reckoner tables were ever contemplated to cover, 30,000 bushels of which was shipped in the schooner "Consolation," immediately after lost; and forming part of that vessel's cargo were eight bags of white beans, the first grown and shipped of this now large and remunerative crop. In the early part of this period some new and prominent persons came to the fore—Thos. McCollum, Mr. Nation, Wilson Brothers, Isaac Duck, Matthew Scott, Dr. Rolls and others.

At this time the old Southern Railway, the scheme of that far-seeing and once prince of merchants and loyal and generous son of Upper Canada, the late Hon. Isaac Buchanan, of Laidlaw, Thompson and others, received attention, and upon its construction was built up great expectations. As a consequence it was greatly to Morpeth's advocacy that the county passed the by-law granting £50,000. The promoters were feasted, and in turn the citizens flattered. At one of their meetings Thompson, known subsequently as a promoter of the present Canada Southern, became poetical. In his speech he pictured Morpeth as the result of the road's construction, a hive of urban industry, the vicinity a plane of rural beauty and felicity, in which a fleet of vessels stood out bold against its lake horizon, and on the north, sweeping along the gentle eminence, (for this was the intended course) ran the fiery iron horse, the prime actor in the great change. Yes, speeches and wine did it, and, of a consequence, speculation ran wild. Hitherto there had been no proper survey of the village, if we except a few lots laid out by James Coll. Sheldon now opened the ball by a survey of part of his lot, No. 91 south, called Salter's survey, on the 22nd April, 1856. Mr. Nation, who succeeded Mr. Duck as owner of Lot No. 92 south, surveyed and platted a portion of that property about the same time. Fowler and Ferguson becoming possessed of part of original Lot 92 north, laid off 64 town lots which they exposed by auction under the hammer of George Cotteral, of London, when, by the use of unlimited free whiskey, 53 of the number sold, realizing the great sum of \$10,036, the lot on which the new brick church, built in 1877, stands bringing \$800.

With the collapse of the old Southern Railway, the construction of the Great Western Railway, and the commercial crisis of 1857-8, Morpeth's prosperity ceased. Until well unto the next decade she boldly held her own, but circumstances beyond ordinary control were against her, and the subsequent completion of the new (Canada) Southern Railway sealed her commercial death warrant. Once known for enterprize, later on litigancy—for for years her citizens formed familiar ornaments of the witness box and litigants' stand of Chatham Court House—and no doubt, too, at the same time greatly contributed to the earnings of smiling hotel keepers, and expanding the pockets of cunning and greedy attorneys; once one of the most lively and intelligent of all villages—it was Morpeth of all others that first instituted a local newspaper, the Progressionist, (the first practical) in 1861—she now partakes somewhat of the character described in Goldsmith's deserted village. But with a fine farm surrounding—and her neighboring yeomanry were ever known for more than ordinary enterprize and refinement—she may yet