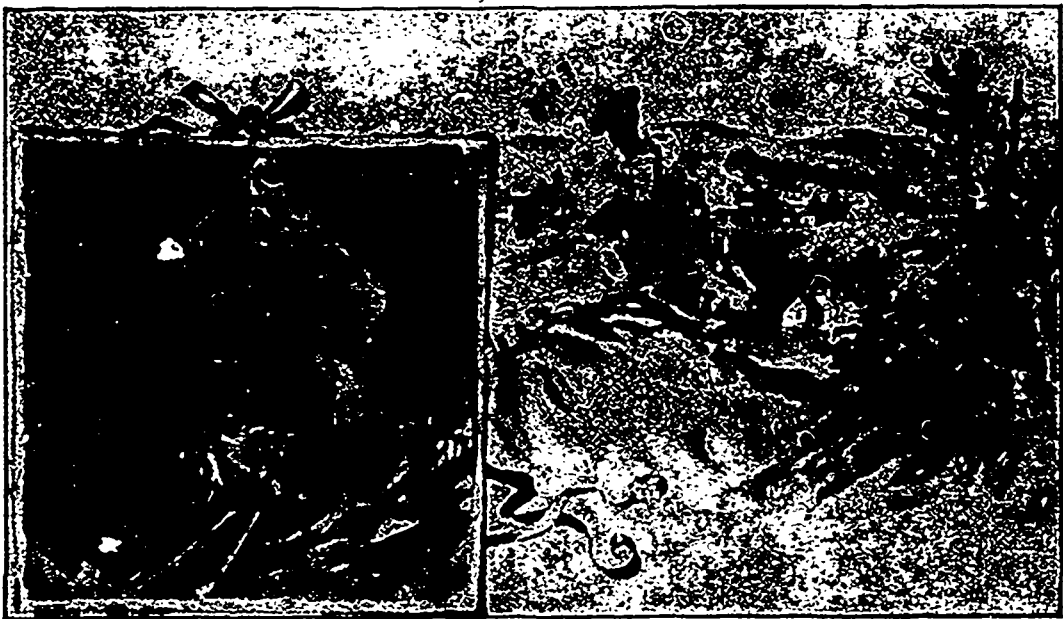


this country, lies three miles to the west of Trois Rivières. Here are two great forges, besides two lesser ones to each of the great ones, and under the same roof with them. The bellows were made of wood, and everything else, as it is in Swedish forges. The melting ovens stand close to the forges, and are the same as ours. The ore is got two French miles and a-half from the iron works and is carried thither on sledges. It is a kind of moor-ore, which lies in veins within six inches or a foot from the surface of the ground. Each vein is from six to eighteen inches deep, and below is a white sand. The veins are surrounded with this sand on both sides, and covered on the top with a thin mould. The ore is pretty rich, and lies in loose lumps in the veins, of the size of two fists, though there are a few which are near eighteen inches thick. These lumps are full of holes which are full of ochre. The ore is so soft that it may be crushed betwixt the fingers. They make use of a gray limestone which is broken in the neighborhood for promoting the fusibility of the ore; to this purpose they likewise employ a clay marl, which is found near this place. Charcoals are to be had in great

fault on the bad state of population, and say that the few inhabitants in the country have enough to do with agriculture, and that it therefore costs great trouble and large sums to get a sufficient number of workmen. But, however plausible this may appear, yet it is surprising that the King should be a loser in the carrying on of this work, for the ore is easily broken, very near the iron work and very fusible."

From this date we pass on to the year 1860, when Larue & Co., after a very careful investigation, made with a view to locating the best point in the St. Maurice district for the erection of a blast furnace, etc., decided upon the site of the present Radnor Forges in the County of Champlain, thus strangely enough transferring the chief iron industry of the district of St. Maurice to the very site foreshadowed by Louis de Buade, Comte de Frontenac, as far back as 1672, as the most desirable location in all that country for the erection of a blast furnace. Larue & Co. carried out what, for that time, was a most elaborate plan, and established not only the blast furnace, but forges, rolling mills, and car wheel foundry (the latter located at Three Rivers).



VIEW OF OLD RADNOR FORGES.

abundance here, because all the country round this place is covered with woods, which have never been stirred. The charcoal from evergreen trees, that is from the fir kind, are best for the forge, but those of deciduous trees are best for the smelting oven. The iron which is here made is described to me as soft, pliable and tough, and is said to have the quality of not being attacked by rust so easily as other iron, and in this point there appears a great difference between the Spanish iron and this in ship-building. This iron work was first founded in 1737 by private persons, who afterwards ceded it to the King; they cast cannons and mortars here of different sizes, iron stoves which are in use all over Canada, kettles, etc., not to mention the bars which are made here. They have likewise tried to make steel, but cannot bring it to any great perfection, because they are unacquainted with the best manner of preparing it. Here are many officers and overseers, who have very good houses built on purpose for them. It is agreed on all hands that the revenues of the iron work do not pay the expenses, which the King must every year be at in maintaining it. They lay the

In addition to this they had 40,000 acres freehold lands. From 200 to 400 men were employed, and the works were carried on for some time with a product of 4 tons of pig iron per day. A pair of car wheels together with an axle manufactured at these works were sent by Larue & Co. to the International Exhibition of 1862, and attracted much attention, as the wheels had actually run 150,000 miles. Still better results have been obtained in later years from the same iron.

The wrought iron produced at the establishment was used largely for the manufacture of scythes and nail rod iron, and was much prized by consumers, who considered it equal if not superior to the very best Swedish iron.

In the establishment of the works over one million dollars was sunk, and the greater part of it was lost through disastrous fires, and, it is said, "bad management." There is no doubt, however, that the lack of railway facilities which prevented supplies being taken from a greater radius than seven miles, handicapped the proprietors in their attempt to find a market for the product, and had as much to do with the failure as any-