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THE MARMORA IRON-WORKS, AND RAIL
AND WATER COMMUNICATION.

On Thursday, June 27th, by the kind invitation of the Secretary of the Company, Dr. Beatty, of Cobourg, we participated in the grand opening of the Railway and Water communication between Cobourg and the Marmora Iron Mining Works, situated in the township of Belmont, on Crow Lake, the most easterly municipality in the county of Peterboro'. The ore-bed, as will be perceived, although named "Marmora," is situate in the adjoining township, and is distant some $3\frac{1}{2}$ miles from the village of that name, where the original company first established its blast furnaces and other extensive works.

The visitors of the day numbered about 200, and included many of the leading citizens and municipal officers of the towns of Cobourg and Peterboro', and a few visitors from the United States, interested in iron manufactures. The railway connecting Cobourg with Rice Lake, some 12 or 14 miles in length, is a portion of the old Cobourg and Peterboro' railway, which, from the destruction of the bridge across Rice Lake, by the winter *shove* of ice, and other adverse causes, had long since fallen into disuse. This road has been purchased by the present iron mining company, and put in thorough repair.

Leaving Cobourg at 7.30 A.M., we soon arrived at Harwood, the R. R. terminus on Rice Lake, which place we left on the steamer *Otonabee*; and crossing the lake took up the visitors from Peterboro', whence we proceeded east some 16 miles down the lake and the river Trent—a noble stream varying from half a mile to a mile in width—to the pretty village of Hastings. This village is delightfully situated, and contains some good buildings, with brick and stone churches, with handsome spires. The northern part of the village is connected with the south side of the river by an excellent swing bridge, and a gravel road leading direct to Colborne, at the front, passes through the village. At this bridge there is also a well built and extensive Lock, rendered necessary by the fall of the river at this place. Here there is also

a timber slide, through which we saw a large number of rafts either passing or preparing to pass down, on their way to the outlet of the river, at Trenton, on the Bay of Quinte. We must say we were not a little surprised at the apparently large amount of rafting done on this lake and river, and their tributaries, requiring the use of two tug steamers, beside the larger one on which we made our trip.

From Hastings we proceeded down the river some 10 miles, and on turning a slight bend in the river we came suddenly upon the company's new wharves, at what is called the Narrows, which, being profusely decorated with flags and streamers, had a most picturesque and novel appearance, as contrasted with the dark waters of the river, and the dense dark foliage of the opposite banks. Here we found the company's Manager awaiting the party, with a new locomotive and a train of platform cars, having temporary seats and guards, and shaded around with branches of foliage. This portion of nine miles of railway, over which we now travelled, is quite new, the first tree in clearing for the track having been cut down so late as the middle of February last. The road was in excellent order, and completed, with the exception of ballasting a short distance at the northern terminus, at which 150 men were actively engaged.

Leaving the cars, and proceeding on foot some two or three hundred yards along the track, we came suddenly upon about 15,000 tons of ore that had been blasted and carefully stacked ready for shipment, and 150 men actively at work preparing blasts in the side of the mountain—a dozen or more had already been charged, and were fired immediately after our arrival, and for our entertainment. We learned, also, that on the following day some 100 more men would be taken off the road into the quarries, thus providing a force of 250 men, who will necessarily produce daily a large amount of ore for shipment.

The company has built a number of large and strong scows—these will be floated between the cribs of the company's wharf, over which the loaded cars will run, and dump the ore direct into the scows. These will be hauled to the Harwood terminus of the Cobourg road, whence the ore will be conveyed to Cobourg, and shipped thence to the south side of Lake Ontario and on to Pittsburg, Pennsylvania, or direct from Cobourg to Buffalo and Cleveland.

Estimates of anticipated cost of production are often fallacious; but here a sufficient margin appears to have been allowed to cover any unforeseen contingencies. The Lake Superior (Marquette)