

The Raising of Commodore Perry's Flag-ship.

After the *Lawrence* had been disabled in the battle of Lake Erie, it will be remembered that Perry left her during the engagement and made the *Niagara* his flagship until the close of the fight. The *Lawrence*, with great difficulty, was gotten into the port of Erie (the port at which she was built), and after rounding the peninsula, floated up Misery bay unmanageable. The next year, 1814, she was refitted and sent against the forts at Mackinac. Proving unseaworthy from the terrible drubbing of the English the year previous, she was brought back to Erie and sunk in Misery bay, and has lain there ever since, doing duty as a house for the numberless black bees which could be always caught among the timbers, and a point of interest to be visited by curiosity hunters. Enough Flagship *Lawrence* canoes have been sold to build four such vessels, besides the real canoes, etc., that have been cut from her timbers. The vessel was built by Daniel Dobbins, whose widow now lives, or did live a few years ago, in Erie, and who, while her husband was cutting out timbers, etc., boarded Commodore Perry and his staff. When the writer of this saw her last in 1871, she was a smart old lady ninety-four years old, and bids fair to live to a hundred. We quote from the *Erie Dispatch*, which we are sorry to say does not give as full details as desirable, because all would like to know the names of the proprietors, etc., of the hull; and in this connection we suggest that our Historical society secure some portion of the *Lawrence* as relics. The *Dispatch* says: "The glory of one of the chief points of interest in the harbor of Erie—that which hung around the place hallowed by the remnants of Perry's victorious flagship, the *Lawrence*—has departed. Her remains have been lifted from their quiet resting-place under the waters of Misery bay, and carried shoreward to the edge of the peninsula, bringing to view the historic relic."

The removal is looked upon with disfavor by the majority of our citizens, and it is not to be wondered at, as the *Lawrence* has been lying there so long that she was accounted public property, and in the summer time was visited by hosts of strangers—the framework on one side being visible—to whom, as well as to our citizens, it was an object of greater interest. The remains are a queer looking mass. The port side has been cut down nearly to the keel, planking having been torn off, and ribs sawed off by those who thought it no harm to steal a piece of wood off the *Lawrence*, and this has been kept up until at least a third of her bottom has gone. The *Lawrence* lay on her starboard side, and that side is tolerably whole to the deck beams (upper works all gone years ago) and the timber is, in general, sound and in good condition, but is a purple black—the result of the action of the water. Of the twenty-seven killed in that naval engagement twenty-two were killed in the *Lawrence*, on board of which was the intrepid Perry, whose monument ornaments our public square. The *Lawrence* was 100 feet long, twenty-eight feet beam, and nine feet depth of hold. In her time she was a model war vessel, but in these days of ironclads, monitor rams and heavy armament she would not last as long in an engagement as a yawl boat in a hurricane. She fulfilled her mission, however, and gave her English cousins cause to remember her contemporary with Perry's famous victory. —Cleveland Plaindealer.

Government Survey of Lake Ontario.

The following are some of the particulars in regard to the United States survey of Lake Ontario:

The survey party in charge of the work consisted of five distinct corps, each numbering about twenty men. Each party takes a section of ten miles—making a survey of coast line of fifty miles at one time. They have just completed the survey of the whole shore of Lake Ontario, topography of the shore and soundings being clearly marked. The party at the mouth of the Niagara river are just finishing the survey of the river, from Lewiston to Navy island. The soundings at these points have not been so satisfactory as at other points of the river. At the new suspension bridge good results were obtained, the lead under the bridge showing a depth of 192 feet, while a little below the depth varied from 162 to 165 feet. The height of the American falls is 158 feet—an accurate measurement, as by the assistance of a galle the lead was placed at the base of the falls near the "Shadow of the Rock." It will be observed that the above measurement of the American falls is the same as former surveys give of the Horse Shoe or Canadian falls, viz: 158 feet, while the previous measurements of the American falls is stated at 164 feet in perpendicular height. The line of the American falls, usually stated as 200 feet in length, is so ragged that it is difficult to obtain an exact measurement. The survey party intend to overcome this difficulty by the use of mirrors, by throwing a light from one side to any desired point on the other shore. It is believed that the disputed question whether the line of the falls is extending up the river will be settled, though doubts are entertained whether the survey of 1842 can be relied upon as a correct basis of calculation. The result will be watched with interest, as will also the survey of the Horse Shoe falls.

The Steering of Screw Steamers.

In a paper read before the mechanical section of the British Association, Professor Osborne Reynolds, says: 1. That when the screw is going ahead, the steamer will turn as if she were going ahead, although she may have stern way on. 2. That when the screw is going reversed, the rudder will act as if the vessel were going astern, although she may be moving ahead. 3. That the more rapidly the screw is moving in the opposite direction to that in which the screw is acting to drive it, the more nearly will the two effects on the rudder neutralize each other, and the less powerful will be its action. In reference to the effect of the screw to turn boat independently of the rudder, the author states the following law: 4. That, when not breaking the surface, the screw has no considerable tendency to turn the ship as long as the rudder is straight. On the subject of racing, the author stated that his experiments had enabled him to establish the following laws: 5. That when the screw is frothing the water, or only partially immersed, it will have a tendency to turn the stern in the opposite direction to that in which the tips of the lower blades are moving. 6. That when the boat is going ahead, its effects will be easily counteracted by the rudder; but when starting suddenly either forward or backward, at first the effect of the screw will be greater than that of the rudder, and the ship will go accordingly. 7. That if, when the boat is going fast ahead, the screw is reversed, at first it almost destroys the action of the rudder, what little effect it has being in the reverse direction to that in which it usually acts. If then the screw draws air or breaks the surface, it will exert a powerful influence to turn the ship.

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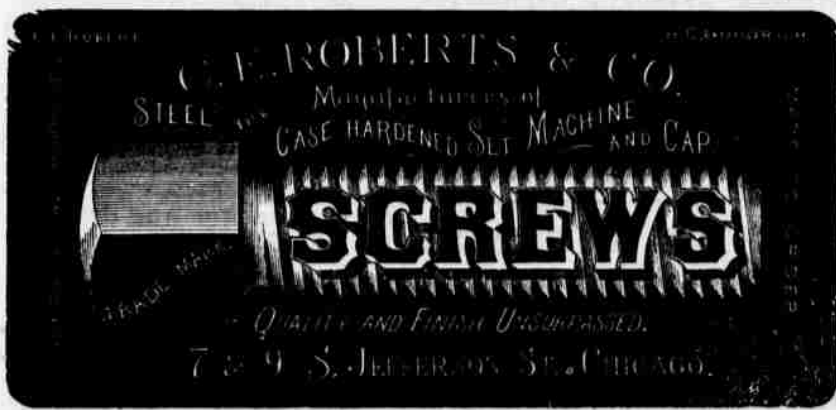
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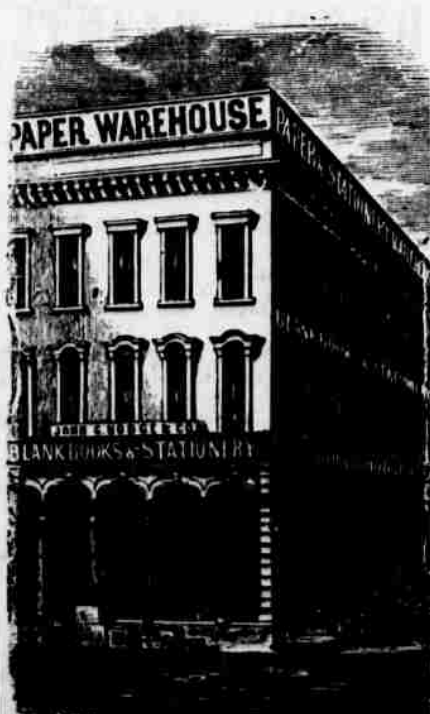
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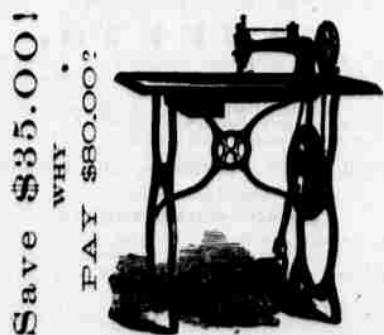
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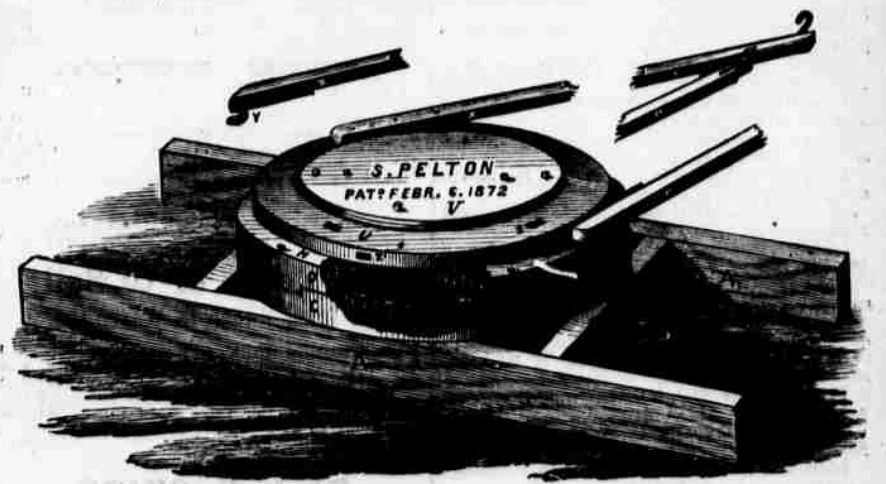
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