

**HISTORY OF THE BATTLE OF LAKE
ERIE (SEPTEMBER 10, 1813)
AND REMINISCENCES OF THE
FLAGSHIPS "LAWRENCE" AND
"NIAGARA"**

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History of the Battle of Lake Erie (September 10, 1813) and Reminiscences of the Flagships
"Lawrence" and "Niagara" by W. W. Dobbins

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W. W. DOBBINS

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ERIE (SEPTEMBER 10, 1813)
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FLAGSHIPS
"LAWRENCE" AND "NIAGARA"**

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D. H. Perry

HISTORY OF THE Battle of Lake Erie

(SEPTEMBER 10, 1813)

and

REMINISCENCES OF THE FLAGSHIPS "LAWRENCE" AND "NIAGARA"

by

CAPT. W. W. DOBBINS



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PREFACE.

N offering this pamphlet to the public, it may be deemed necessary to offer some apology. There have been many accounts of Perry's Victory, Sept. 10th, 1813, published. Yet in consequence of the unfortunate feud existing between Perry and Elliott and their friends, the accounts partook somewhat of an *ex parte* character. This is not a correct way to hand down passing events to posterity. In writing history, facts should be given as nearly as possible, not fiction.

My father, Sailing Master Daniel Dobbins, was a pioneer in the construction of the squadron, and served actively upon the upper lakes during the war. From conversations during his lifetime, as also memoranda and other papers left by him—in connection with the accounts given by McKenzie, Cooper and Lossing, I have compiled this little book.

I hope the reader will excuse the commonplace style of composition, as it is the effort of an illiterate sailor.

W. W. DOBBINS.

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HISTORY OF THE
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AND REMINISCENCES OF THE
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I.



AT THE time war was declared with Great Britain in 1812, the Canadian frontier was in advance of us in commerce and agriculture. A goodly portion of our supplies of merchandise, particularly groceries, came to us from Montreal. In regard to agriculture, the tory emigration from the United States at the commencement of, and during the Revolution, had accomplished good work in this line, assisted by immigration from the old country, and the Canadian French. Then their military posts were well kept up, and

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HISTORY OF THE BATTLE OF LAKE ERIE

having something of a Navy in the way of several heavily armed vessels, classed by the British Government as a "Provincial Navy," and not *regular*. These vessels also transported passengers and merchandise. In another point of view, they were *well* prepared, viz.: they were on the best of terms with the numerous tribes of Indians, not only in Canada, but many on this side of the line; as the British Government pursued a course calculated to attach the Indians to their interests. Their treaties with their red brethren were always strictly kept, and no Indian agent was allowed to defraud them; consequently their supplies were of the best. For one hundred years they have had little or no trouble with their Indians, although the British possessions are full of them. There the trader was safe at his post in the wilderness, and the Roman Catholic Priest on his mission through their midst. I would say here, how different has been the course and results with us since we have been a Government. The answer might be given thus:—badly