

smacked a little of the marvelous, and which was the origin of jokes and comments. The "Lawrence" was moored upon the west or out side of the other two, and notwithstanding her supposed safe moorings, shifted her berth, though *against* a current, round athwart the sterns of the other vessels. She was again brought back to her moorings, but shifted back *again*, though additional security had been added. It was said in commenting, that she was determined to get a *raking position*, etc.

In 1820 an order was received from Washington reducing the station. In 1825 it was entirely broken up and the property disposed of at auction. The "Lawrence," "Detroit," "Queen Charlotte," and "Niagara" were purchased by a Mr. Brown, of Rochester, and subsequently sold to Captain George Miles, of Erie, in 1836, who raised the three vessels, intending to fit them up for the merchant service. He found the two prizes in tolerable condition, but the "Lawrence" so badly riddled she would require docking and a thorough repair. Besides, she was too shallow in the hold for a merchant vessel of her size, being but nine feet—therefore was allowed to sink again to her watery grave, and there she should ever have rested—the waters of the lake on which she had gained her glorious renown surrounding her shattered hull. But the cupidity of man must bring her to the surface again, to be gazed upon by unsympathizing eyes, her splintered timbers cut up into fragments for relics, and her identity lost.

What remains of the gallant old hulk has been cut into pieces and transported via railroad to Philadelphia, where it has been put together and is now on exhibition at the Centennial grounds.