

E 356

.E6 P8

LIBRARY OF CONGRESS



00005079548

**Old Niagara
County's
Share in the
Battle of
Lake Erie**

Old Niagara County's Share in the Battle of Lake Erie

By
Peter A. Porter



Publication of the
Niagara Frontier Historical Society
Niagara Falls, N. Y.
1913



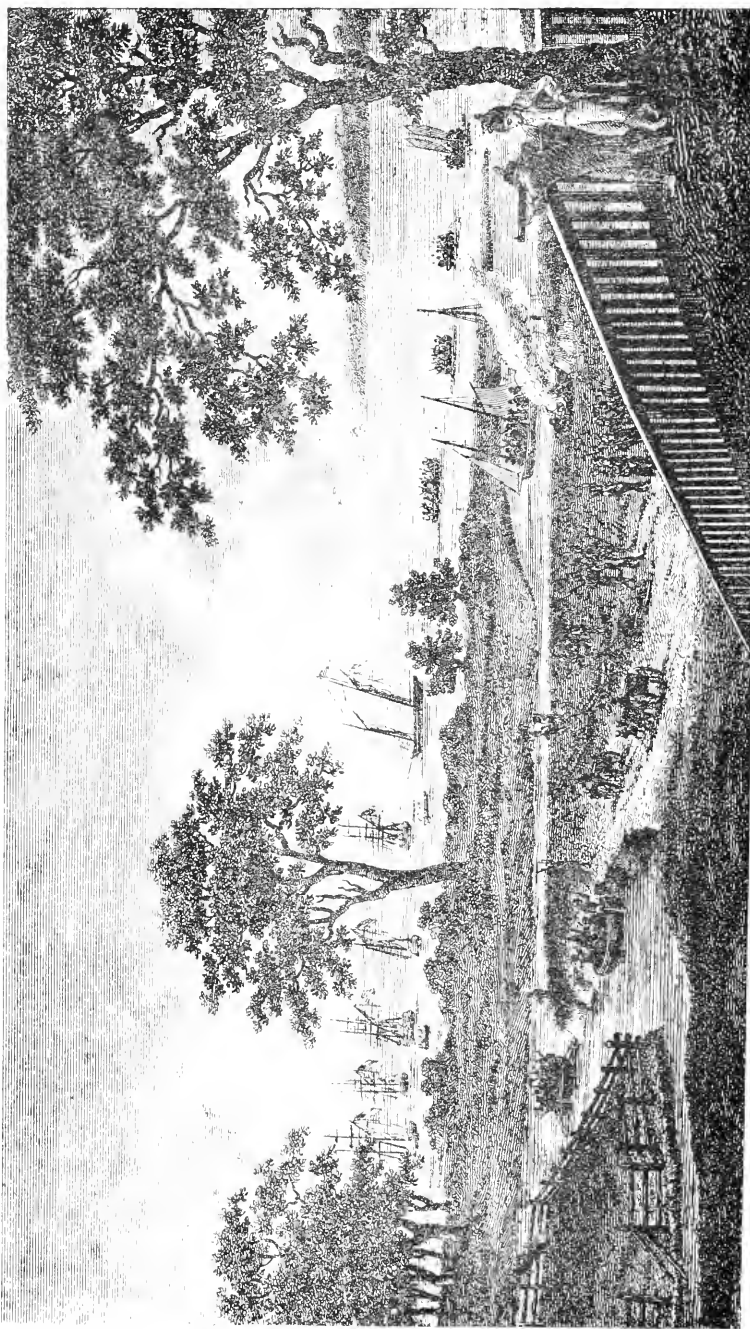
DR. T. B. LOVELL,
President Niagara Frontier Historical Society.



R. A. TAYLOR,
Corresponding Secretary, Niagara Frontier
Historical Society.



E. T. WILLIAMS,
Recording Secretary, Niagara Frontier
Historical Society.



PERRY SAILING FROM BUFFALO, JUNE 13, 1813

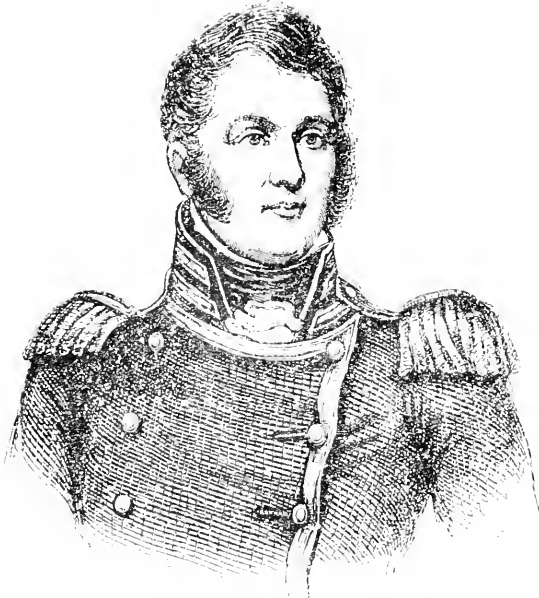
OLD NIAGARA COUNTY'S SHARE IN THE BATTLE OF LAKE ERIE

Niagara County does not forget that she is the daughter of Genesee; nor that she is also the mother of Erie; and she is proud both of her ancestor and of her offspring. A century ago Niagara County embraced the whole of the present County of Erie; the latter being set off from her as a separate county in 1819.

Of Perry's fleet of ten armed vessels on Lake Erie, one half (five in all, four

during that war. The chief ones of this class were in connection with the control (first its loss and then its regain) of the upper lakes, and especially as regards Perry's victory on Lake Erie; towards which Black Rock made most decided contributions.

Five of the nine American vessels which were captured by the British on lakes Erie and Huron in July and August, 1812, were owned at Black Rock;



COMMODORE O. H. PERRY

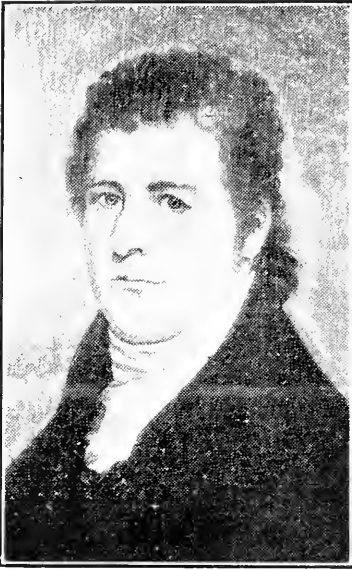
of them bought by the United States within her limits, the other captured from the British by an expedition which was planned within, and set out from, her borders) was made over into gun-boats, put into fighting trim, and started out from old Niagara County.

New York's contribution to that famous fleet has not been sufficiently appreciated.

The War of 1812 was the most important and the most long drawn out—as well as the most disastrous and destructive event—on the Niagara frontier in the early days of the United States. But besides the many operations right along our river, this frontier bore its part in some occurrences elsewhere

three of them being captured at the surrender of Mackinaw. Ebenezer Crosby, a Niagara County man, had the contract to build, at Erie, four gun-boats; three of which formed part of Perry's victorious fleet. Five vessels of that fleet, with which Perry was ready to meet Commodore Barclay's squadron, were prepared for service in Scajaquada Creek, in the winter of 1812.

When the war was declared, about the middle of June, 1812, there were about 22 vessels, all told, on the upper lakes. Of these, twenty were owned by Americans; including one United States vessel (which curiously was under the control, not of the navy, but of the war department), the Adams.



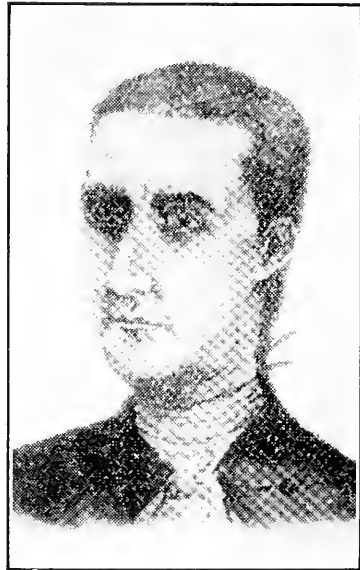
PETER B. PORTER.

Twelve were owned by the British, including four brigs of war, namely Caledonia, 86 tons; Hunter, 72 tons; Queen Charlotte, 255 tons; and Lady Prevost, 97 tons. I am aware that it had been stated on high authority and commonly accepted as a fact, that when the war broke out, there were not over fifteen vessels, all told, on these upper lakes, but this is a decided error. In volume eight of the Proceedings of the Buffalo Historical Society, there is given a contemporary list of 24 vessels which had then been built on those lakes. Of these, sixteen were American, and eight were British. And in 1812 only one of these 24, a British vessel, had been lost to active service. In this list the Lady Washington is not included. She was the first American vessel on the upper lakes. She was built at Erie, and carted over the Canadian Portage, from Chippawa to Queenstown, sailed out onto Lake Ontario, and was never heard of again. In volume seven of that society's proceedings, there is given a further list of such vessels, nine in all, owned by Americans, and none of them included in the other list. Of these nine, four are recorded as having been lost; leaving five to be added to the other 23—a total of 28 vessels in service on the upper lakes on July 1, 1812. Certainly these two lists, did not contain a complete record. Neither were entirely ac-

curate, nor did they pretend to be. Undoubtedly some vessels were omitted from both. Assuming that those therein unrecorded numbered only four, I make 32 the minimum number of vessels on Lakes Erie and Huron on July 1, 1812.

Then the great problem for both sides was to secure control of those lakes. Whichever one had the preponderance in vessels, and guns thereon, would control them, and also control the Niagara portages (then the only route from the East to Detroit and beyond), and absolutely prevent the other side from getting troops, provisions, guns and ammunition, to its western posts. That was all there was to be shipped then, for the war, of course, put an end to all regular lake commercial business, except as the four above-noted small vessels were lured by the very high freights which could be obtained, to risk the chances of capture by the British—mainly between Buffalo and Erie.

On July 17th the British captured Mackinaw. This is not the place to detail its strategic importance, so far as its control of the fur trade went, with the attendant influence of its holders over the Indians, scattered over a vast area. Its significance to this article is that by that capture the British secured four American vessels; which were there on commercial business. Three of them were owned at Black Rock. They



ERASTUS GRANGER.

were the *Mary*, Captain Rough; the *Erie*, Captain Norton, and the *Friends' Goodwill*, Captain Lee. The fourth was the *Salina*, Captain Dobbins, owned at Erie. At the surrender of Detroit in August, 1812, the British captured the United States war vessel, the *Adams*, and soon afterward they captured the *Cuyahoga Packet* at Malden, and a little later the *Chippawa*. Somewhere on Lake Erie they also captured the *Ranger* and the *Nancy*, both owned by Porter, Barton & Co., of Black Rock. This makes nine vessels lost to the American side, and added to the British force.

The *Connecticut of Black Rock* (some accounts erroneously call her the *Commencement*) was the first vessel taken by the British in the war. She was captured off Buffalo, but was restored to her owner the next day because she had been seized before news of the declaration reached the American frontier. The British (by means of a special courier sent from Washington by John Jacob Astor to his agent at Queenston) had received the news eighteen hours ahead of our side.

The following letter from General Peter B. Porter confirms, though not by name, the capture of the *Ranger* and *Nancy*. All the other vessels owned by his firm on the upper lakes are accounted for by the capture of Mackinaw or, as noted hereafter, by sale to the United States government.

Black Rock, August 30, 1812.

The Secretary of War:

Sir—I inclose you a copy of my letter of this date to Governor Tompkins, to which I must beg your serious consideration.

For God's sake, my friend, arouse and put forth the energies of the nation, and let us not be beaten by a petty province. War can never be waged by tedious and two-penny calculations of economy in the office at Washington. The poor, but patriotic, citizens of Ohio and the frontiers of New York are suffering all the miseries of poverty and war. They alone are called out because, perhaps, their march to the frontiers is shorter and, therefore, cheaper, while the rich inhabitants of Pennsylvania are lolling in security and ease. As one of the inhabitants of this frontier, I can submit to the loss of property; I can see with composure (which is now actually presented to my view) my vessels riding under British colors in a British harbor, but I cannot endure the degradation of my country.

Hence, on September 1, 1812, the British had 21 vessels on those lakes, a clear gain, by capture, of nine within two months; while the Americans then had but eleven vessels, a clear loss of nine; for they had not captured a single British boat. There was indeed dire need for the United States to build vessels at once above Niagara Falls, if

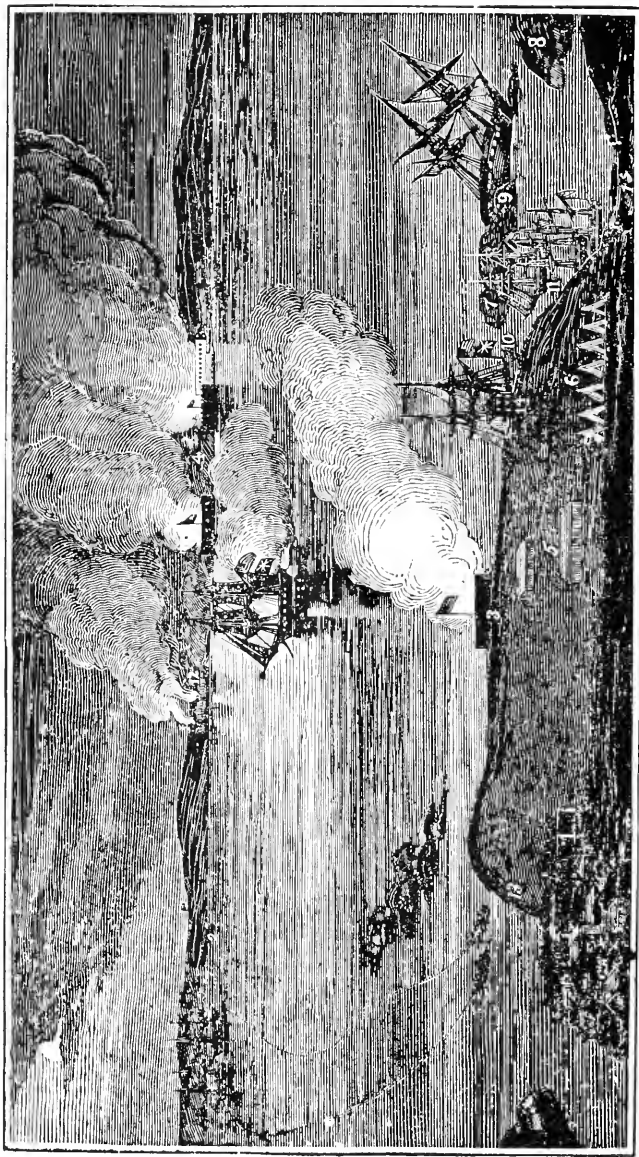
were to have any chance of success in the campaign of 1813.

The British absolutely controlled the upper lakes from August, 1812, until Perry's victory on Lake Erie in September, 1813. So, early in September, 1812, Commodore Chauncey, who commanded the United States fleet on Lake Ontario, and who also had jurisdiction over the upper lakes, ordered Lieutenant Jesse D. Elliott to proceed at once to the Niagara frontier; and with the concurrence of General Van Rensselaer, who commanded the army there, to locate a place where he should build two twenty-gun vessels, six smaller boats, with barracks for 300 men, who were to be sent on from the seacoast, in order to construct those vessels. He was also directed to consult with Peter B. Porter and Erastus Granger at Black Rock; and was authorized to buy for the government every vessel he could secure on the upper lakes. Curious as it may seem, Elliott and General Van Rensselaer decided that Scajaquada Creek was the most desirable point, presumably on the sole ground that there already was a shipyard there, where a vessel had been built as early as 1803; and there Elliott actually began his preparations.

On the morning of October 9th, the very day on which the first body of ship carpenters (50 in number), reached Black Rock, two British vessels anchored under the guns of Fort Erie.



FARMER'S BROTHER



CAPTURE OF CALEDONIA, OCTOBER 9, 1812.
Elliott's Picture Accompanying His Official Report.



LIEUT. JESSE D. ELLIOTT.

They were the Caledonia and the Detroit, the latter the former United States war vessel Adams, which the British had captured at Detroit. On the suggestion of Farmer's Brother, that wise old Seneca, then 80 years old, Elliott made plans to capture them. That night he led 125 men, in three boats, boarded both, cut them loose, and let them drift with the current. He succeeded in getting the Caledonia into Scajaquada creek, and thus adding her to Uncle Sam's navy. The Detroit ran aground on Squaw Island, and during the next day she was so battered by the cannon on both sides, as parties from either shore alternately boarded her, that the Americans that night carried ashore three of her cannon, and then destroyed her by fire. They were determined that, if they could not own her, the British should no longer have her. She had five guns mounted, and there were six more in her hold, the latter being American cannon, which had been captured at Detroit. She also carried a large quantity of powder and ball and practically all the American muskets taken at Detroit. Elliott captured two guns on the Caledonia, which, with the three we got from the Detroit, added five cannon to Buffalo's armament, and they were badly needed. Eight cannon were also sunk when the Americans burned the Detroit. She would have been a valuable prize to our navy if Elliott had been able to get her into Scajaquada Creek. As it was, he deprived the British of the use of thirteen cannon, and much of the ammunition and muskets which the Brit-

ish had so recently taken from us. The picture of her capture is from the one Elliott himself sent to the war department, accompanying his official report of the expedition, by which he added a vessel to the United States navy, and secured the ship from whose deck Perry himself commanded the little squadron which sailed from Buffalo for Erie in June, 1813. That one night's work had robbed the British of one tenth of their navy on the upper lakes, leaving the relative number of vessels, British, nineteen; Americans, twelve (with one British boat burned). The next day the Senecas held a war dance at the Black Rock navy yard, in Elliott's honor, and made him a member of the tribe.

He had seen how easily he had crossed the river, and captured British boats. Why, he now reasoned, was there not an equal danger of the British, at any time, coming over and burning the boats he was about to build, as well as those he had just bought for the government? If they did that (and for such an attack they could easily and secretly assemble a larger force than would be provided for the protection of those vessels), the work of his 300 men would be lost; the government would be out large sums and yet would have no vessel on the upper lakes. Was not Scajaquada creek too close to the British shore for safety?

He consulted four men; Farmer's



CAPTAIN JAMES SLOAN.

Brother, who had given him such good advice as to cutting out those two vessels; Captain James Sloan of Buffalo, who had been his pilot when he captured them; Captain Daniel Dobbins of Erie, who was then in Buffalo, and Captain James Rough. Dobbins had been captured, as also had Rough, with his vessel at Mackinaw by the British. Dobbins had been paroled, and sent in charge of his vessel, as a cartel, to convey other paroled men to Detroit. There General Hull insisted on detaining him; and when Hull surrendered, Dobbins was again a prisoner. From a friendly

left Washington with a commission in the United States navy and with instructions to report at once to Elliott and to act under his orders.

All three of those men fully concurred with the advice which Porter and Granger had already given, namely, that Black Rock was too exposed to danger and too easily reached by the enemy, to be a safe selection for a shipyard where new vessels were to be constructed. They all pointed out the undeniable fact that it would be impossible to get the vessels Elliott had just bought, or new vessels, from the creek



CAPTAIN DANIEL DOBBINS.

British officer he secured a pass and managed to make his way back to Erie. From there General Mead sent him direct to Washington; where he brought the first news of the fall of Mackinaw and Detroit to the war department. He retold that news to the cabinet in session, and was asked to rehearse the situation on the lakes; and also specially asked for his advice as to the preparations, and the conduct of, the next season's campaign on the lakes. His familiarity with the conditions thereon gave great weight to his advice. He urged the immediate construction by the government of several vessels and recommended Erie, Pa., as the best place for their construction. He

into Lake Erie, so long as the British held Fort Erie. The only means then known by which vessels could be got up the rapids at Black Rock was literally to haul them up by power furnished by many yokes of oxen, or by large numbers of men. It would take a whole day, with either power, to drag each boat into Lake Erie. And, during a day, the guns of Fort Erie, and of the four batteries which the British had opposite those rapids, could not fail to destroy a slowly moving vessel. There was an expectancy, there was a hope, that in the spring the Americans would capture Fort Erie, but there was no certainty of it. They all decidedly advised against building the vessels there.

This solid reasoning convinced Elliott. He decided to build the boats elsewhere. He got General Van Rensselaer's consent; and, largely on Captain Dobbins's advice, selected Erie, and thither he sent more than two thirds of the carpenters who soon arrived at Buffalo. The rest of them he kept at Black Rock, where they were set to work transforming the merchant vessels which he had just bought at Black Rock into gunboats. These vessels could not now be got into Lake Erie, in the face of Fort Erie's guns, so they had to remain in the creek. Elliott secured General Van Rensselaer's promise that an ample force should be detailed to guard them during the winter.

On December 19, 1812, Captain Dobbins wrote from Erie to the secretary of the navy: "In regard to the vessels cut down and in an unfinished state at Black Rock, there can be little confidence placed in their safety. The yard is within reach of the enemy's batteries, and, if finished, the vessels could be cut to pieces in passing up the rapids into the lake." On the very same day the secretary of war wrote to General Dearborn, directing him to sanction General Smyth's retirement. And he added: "The President feels great anxiety for the vessels at Black Rock, as the enemy may seize the opportunity to destroy them." The "opportunity" was the utter failure of Smyth's widely heralded and much-prepared plan for the invasion of Canada from that place.

In that creek were six vessels, one the Canadian brig *Caledonia* of 85 tons, which Elliott had just captured, with her two cannon. The others Elliott had bought. As I make it out, there were but four other American boats on that lake; all small (Dobbins names three of them: *Dove*, twenty tons; *Eagle*, 25 tons; *Teazer*, twenty tons), all in port at either Erie or Sandusky. All the other American vessels on Lake Erie, and all such vessels sailing on Lake Huron, were already prizes in British hands. Daniel Dobbins says all American vessels on the lakes were either purchased by the United States or captured by the British. Of the twenty American merchant vessels on the upper lakes when war was declared, Porter, Barton & Co. of Black Rock seem to have owned five, and to have had a half interest in two others. That firm also had three or four boats on Lake Ontario. All of their vessels, on both lakes, which had not been captured by the British were taken over by our government, as were

also all other American boats, both on Lake Erie and Lake Ontario.

At Black Rock Elliott bought five boats as follows:

The sloop *Contractor*, of 64 tons, built at Black Rock in 1803, owned by Porter, Barton & Co., was now renamed the *Tripple*.

The schooner *Amelia*, 70 tons, built at Detroit in 1802, Porter, Barton & Co. owned a half interest. She had once been called the *General Wilkinson*, and was now renamed the *Tigress*.

The schooner *Ohio*, of 60 tons, built at Erie in 1806, Porter, Barton & Co. owned a half interest.

The schooner *Catharine*, 90 tons, built at La Salle, 1810, owned by Townsend, Bronson & Co. She was renamed the *Somers*.

The sloop *Connecticut*, 25 tons, built at Black Rock, owned by Peter Colt of that place.

I know that historians name four vessels of Perry's fleet in the famous battle as having been outfitted at Black Rock, which is correct. But it is a detail which is not often recorded that six vessels were at Scajaquada Creek that winter, and that all six of them sailed from Buffalo under Perry's command. They were the five just named and the *Caledonia*.

The frontispiece shows six vessels. The *Connecticut* certainly was at Black Rock in September. She had been captured off Buffalo on June 26th, but was restored the next day, and her owner would not allow her to leave port again.

The picture—given as a frontispiece—was published in the *Portfolio*, in 1815. The accompanying letterpress says it "exhibits a correct view, taken on the spot, of the port of Buffalo on Lake Erie, at the time of the landing of a part of General Harrison's troops."

That publication was issued at Philadelphia; in which city was the head office of the *Holland Company*—which then owned Buffalo; was interested in keeping that village before the public—and was also a good advertiser.

The picture most certainly does not "correctly represent" Harrison's landing. It shows six vessels: five of them about of a size, the other one smaller. Now, Perry's fleet, carrying a part of Harrison's army, consisted of eight vessels, and they all reached Buffalo together, on October 24, 1813. One of the vessels carried the horses; for between 150 and 200 of those troops were cavalry—Ball's command. Of the other seven, three were brigs, two schooners, and two sloops. But three of those vessels

were very large for that day on the lakes. The Niagara carried twenty guns; the Lady Prevost, thirteen guns; and the Hunter, ten guns—the two latter having been captured by Perry in the battle.

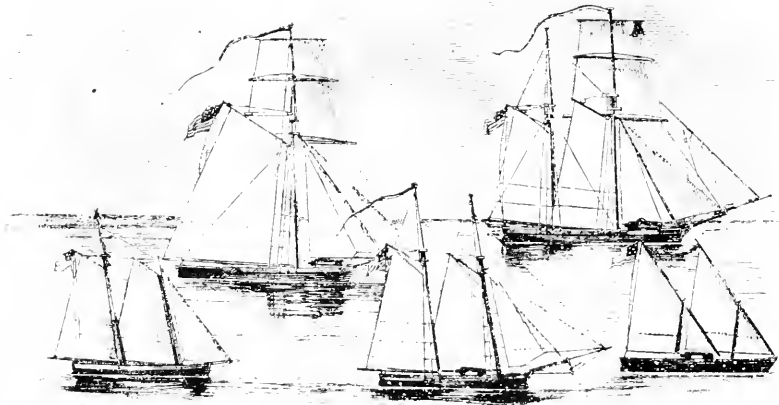
The wrong number of vessels, and the fact that it represents NO large vessels in the fleet, proves conclusively that it was not Harrison's landing. Again, Harrison brought 1,300 men; and there is not even a suggestion of such a number in the picture.

At this late date it is impossible to actually produce further proof that the picture does not represent what it claims to be; but the deduction is so plain that it is almost equal to proof.

What happened was undoubtedly this: Two years after both events occurred,

six vessels from Scajaquada Creek, up the rapids, into Lake Erie. This done, they were ordered to embark and accompany the vessels to Erie, as a protection against a much feared (and, as it turned out, a very narrowly escaped) attack from the British fleet, which was known to be at this end of the lake.

The picture in itself is perfect proof that Perry took six vessels from Buffalo; five of them armed, and the smallest one unarmed. The latter was intended for use as a scout boat. Perry's success as commodore was dependent on his getting those five armed vessels to Erie, there to join the vessels which had just been built there. A scout boat was absolutely necessary for him on this trip, and was not needed after his safe arrival. He was very particular



GUNBOATS OF 1812.

the Holland Land Company had the picture prepared—with the correct number and sizes of the vessels, and a correct number of soldiers in boats; to represent Perry's sailing from Buffalo for Erie, on June 13, 1813.

Then some bright man and good advertiser—probably a clerk in the company's office—suggested that the arrival of a victorious army at the Holland Land Company's village of Buffalo would be a better advertisement for the sale of lots there, than the mere sailing of a part of a fleet that later became famous. So the plate was left unchanged; but the suggestion was adopted, so far as the descriptive article was concerned.

The soldiers in the boats represent, and correctly, the embarkation of the 200 soldiers who had been sent from Fort George to Buffalo, to help haul the

in his orders as to just how those five armed vessels were to line up on the trip—both when sailing abreast, and also when sailing one behind the other. In those orders he never mentioned the Connecticut, because she was never intended to be a part of either line. She was always to be far in advance, "on scout duty."

A picture is given herewith, showing the kinds and sizes of the American gunboats in 1812. They constituted 170, out of a total of 190, of our American navy then. It undoubtedly shows what those Black Rock vessels looked like, when they had been transformed.

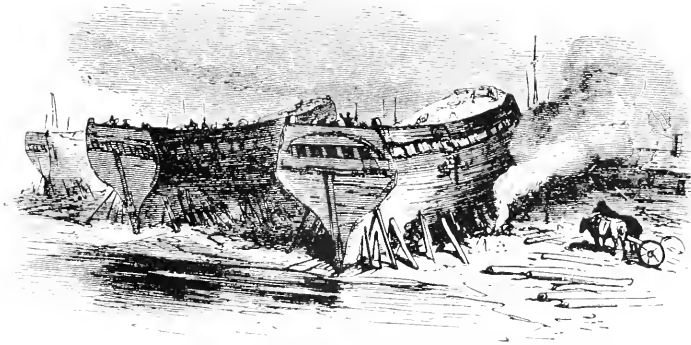
Elliott was ordered to the Lake Ontario ports in December, and did not return to Black Rock until May. From his departure until Perry's arrival in February, 1813, Sailing Master Dobbins was in charge of the upper lakes, under

Commodore Chauncey. But Perry was given a separate and full control of those upper lakes, and Chauncey was left in charge of Lake Ontario. Lieutenant Angus was in command of the Black Rock navy yard until 1813, when he was ordered to the coast, Lieutenant Pettigrew succeeding him here.

Those six vessels were hauled up on the banks of Scajaquada Creek, and during the winter, five were cut down and made over into gunboats. A strong guard of soldiers was maintained close to them, for their protection against an always feared sudden attack from the Canadian shore. In the early spring they were again launched in the creek, and lay there to await the result of the contemplated attack by the Americans of Fort George late in May, which if

had towed them into Scajaquada Creek, a battery was ordered built, on the south side thereof, just east of the navy yard, facing north, and so placed as to control the bridge over it, which, except for the one far to the east (on the road to Batavia, that is the present Main street), was the only such structure over that stream. Henry Eckford, who later achieved such fame as a naval constructor, came here several times during that winter, for it was under his plans and directions that five of those boats were made ready for warfare.

At the end of May, 1813, the Americans captured Fort George, at the mouth of our river, and the Canadians then abandoned the entire frontier. The Americans at once occupied Fort



VESSELS HAULED UP IN SCAJAQUADA CREEK.

successful would result (as it did) in their reaching Lake Erie.

Strange as it now seems, during all that time the British made no attempt to destroy them. But they knew the Americans could not get them up into the lake as long as the British held Fort Erie. Again they may have reasoned that they had better let the Americans get them into fighting trim, and then try to capture them, also capturing the villages of Buffalo and Black Rock.

On the arrival of the ship carpenters, the little battery near the Block House was materially enlarged, and strengthened, being known thereafter as The Sailors' Battery. Up to the time Elliott reached Black Rock, in September, 1812, all the batteries which had been built thereabouts after the declaration of war, had faced Canada, there was no defense against a British attack from the north. But, when Elliott had bought those five vessels, and

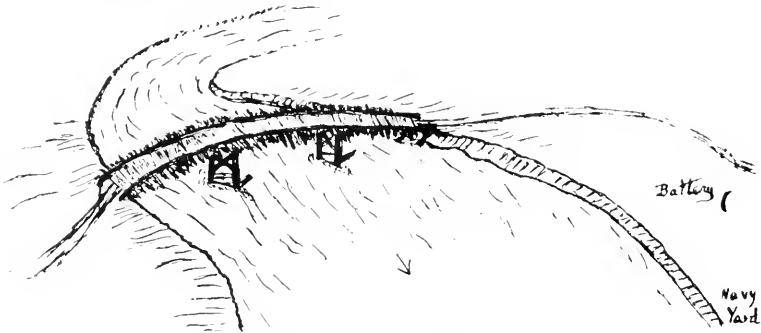
Erie. Perry himself came to Black Rock on June 1st from Fort George, at whose capture he had commanded the seamen, and on June 13th all six of those vessels had been hauled up the rapids and set sail for Erie. Five of them were armed. The other, the Connecticut, was unarmed. Perry used her as a scout, for he was taking every precaution to enable him to get those five armed boats to Erie. It was not Perry's first visit to Buffalo. He had been here in March on his way to Erie, he had then inspected those vessels in the creek, and had expressed approval of the progress that had been made on them. Five were now armed with cannon taken from the batteries at Black Rock; and under Perry's command, they sailed for Erie on June 13th. When Perry returned to Buffalo that fall, he was the Hero of Lake Erie. He was accompanied by General William Henry Harrison, and they were publicly feted by the people

of the two villages, General Porter presided at the banquet which they gave them; and the two villages were illuminated in their honor.

In a History of the Battle of Lake Erie, written by Captain W. W. Dobbins and based on his father's papers, he says that one of the vessels thus taken from Black Rock "was condemned on examination after reaching Erie and sunk in the harbor." That was the old Amelia (now the Tigress), she being unrepairable after the battle was fought. When Perry's fleet left Erie on August 12th it consisted of ten vessels, five of which had come from Black Rock. Of these the Caledonia, Trippe, Tigress and Somers took part in the Battle of Lake Erie on September 10, 1813. The Ohio, under command of that experienced sailor, Daniel

twelve-year-old-vessel and the war department had built no fortification to offset Fort Erie. On August 30, 1812, Peter B. Porter wrote from Black Rock to Governor Tompkins: "In March last I urged on the President and to the secretaries of war and the navy the necessity of having a naval force on the lake superior to that of the British, which might have been done at an expense of less than \$100,000 (as I then demonstrated), and ready to act by the first of July." His good advice was not heeded.

One or two small sloops are said to have been built at Black Rock in the winter of 1812-13. The guard and the camp of soldiers which the United States maintained at and near the navy yard caused their builders to feel that they could take the risk of their de-



BRIDGE OVER SCAJAQUADA CREEK, 1812.

Dobbins, had been sent away a few days before by Perry for provisions. She had not got back when Barclay's fleet (for which Perry had been cruising) was sighted, and Perry rushed into battle with nine vessels. Two of his fleet had been built on the Niagara river; one (the Somers) at La Salle, the other (the Trippe) at Black Rock. Of the six vessels in the British fleet, two were prizes which had been captured from the Americans; and one of these (when captured the Friends Goodwill, renamed the Little Belt) was built at Black Rock.

The navy department had treated Buffalo and the frontier just as badly as the war department had treated them. All the signs had pointed to a certain declaration of war against Great Britain for at least eight months before the President signed the measure. Yet the navy department had made no move during that time toward building any war vessels on the upper lakes, where its sole strength was one

struction by the British. There was not a single vessel left in private hands at this end of the lake. Hence, if, in the spring of 1813, the Americans should be able to end the war victoriously, there would at once be a large amount of lake business, at very profitable prices, for any boats that were then ready to take cargoes.

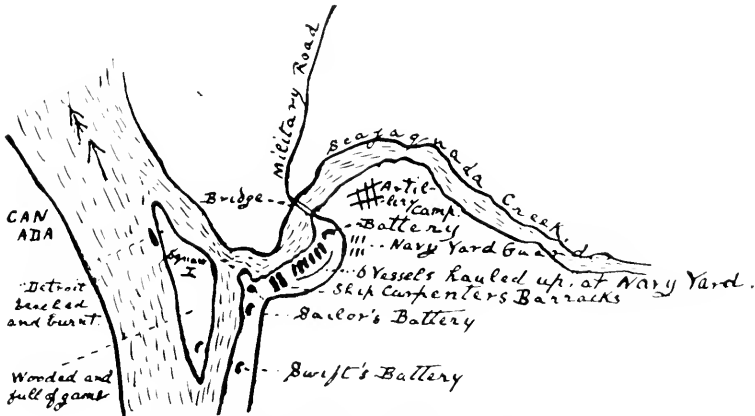
It should be noted that this Scajaquada Creek derives its name from an old Indian, a descendant of the Neuters, who once dwelt hereabouts, John Conjocety by name. He dwelt at its mouth, and his son, Philip, continued to dwell there until 1807. The erection of the blockhouse and the presence of the soldiers then caused him to remove to the Seneca village on Buffalo creek. He died about 1870, and the claim that he was 102 years old was generally believed to be correct.

And so, as above narrated, on the banks of Scajaquada Creek there were prepared and armed one half of the number of vessels with which Commo-

dore Perry sailed from Erie to attack the British lake squadron, which resulted in the battle of Lake Erie—the only instance in history where a British fleet, in its entirety, ever surrendered.

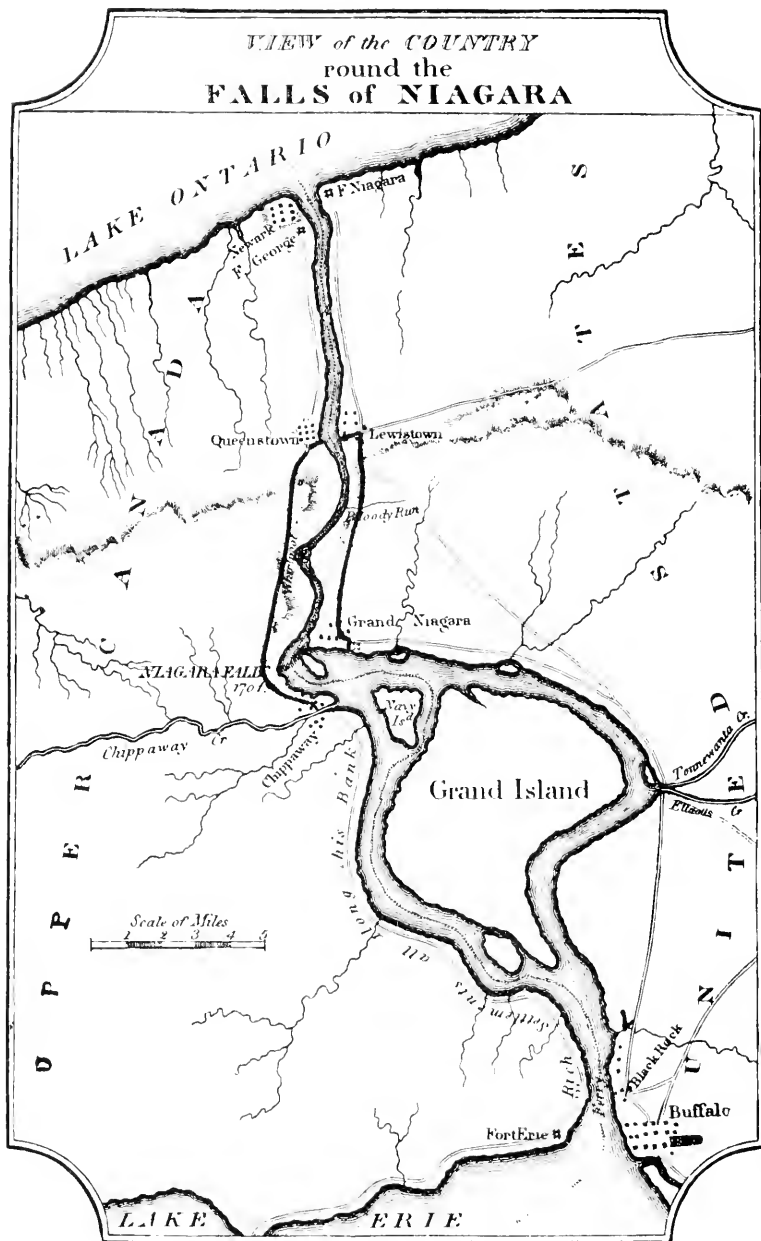
Whether the Americans recovered those eight cannon from the Detroit, as her hulk lay in comparatively shallow

water on the west side of Squaw Island, I have never been able to learn. As we controlled both shores of the Niagara river from the last of May until December in 1813 our men could have removed them during that period without interference. Can any of my readers throw any light on that point?



MOUTH OF SCAJAQUADA CREEK, 1812.

VIEW of the COUNTRY
round the
FALLS of NIAGARA



1812

WERT BOOKBINDING

JAN 1989

Grantville, PA

