

BOSTON, October 11.

TREMENDOUS STORM.

On Tuesday morning last, a most violent storm commenced in this place, and continued its destructive career, until about 3 o'clock on Wednesday morning. The wind blew at first from S. S. E. then shifting to E. increasing its power until about 5 o'clock, when it abated for a few moments, and then veered to N. E. From this quarter, the gale blew with a violence and fury unprecedented in the annals of this town. The damage which has been sustained by this tremendous hurricane, cannot at present be estimated; but is very great and extensive. We have taken some pains to collect the particulars, and subjoin the following, as a statement, which though it may not embrace every item, is not deficient in any essential point.

From Charleston Bridge, to North Battery Wharf, no essential damage done, except the blowing down of Messrs. Reyer's furnace, and the loss of several pleasure boats and other small craft, lumber, &c.

At North-Battery Wharf, the brig Aurora, was considerably injured; and some small craft bilged or sunk.

At May's wharf, the ship Franklin, belonging to Mr. Scobis lost her main-top-mast, and is otherwise damaged, the sloop Polly, belonging to Dea. John Waite, with lumber, drifted against the wharf, bilged and sunk. The small craft were generally sunk or stove to pieces; a boat near this wharf upset and two men who were on board, drowned; and the wharf itself very materially damaged.

At Hancock's wharf, no essential injury has been sustained, except the loss of a few small boats; and the chafing of vessels lying along side.

From Hancock's wharf to Long-wharf, scarcely any damage. The direction of the wind, and the intermediate situation of the wharves, were such, as to enable the shipping, of every description, to lay with great safety.

At the Long wharf, the ship Hermoine, and ship Hermoine, were considerably injured in their sterns, the new sch'r Hamilton, owned by Messrs. Newell and Niles, and Capt. Wilkes Barber, lost her bowsprit, stern beat in, and otherwise much injured; sch'r. Dorcas, Capt. Rider, of Chatham, loaded with fish, beat nearly to pieces, and sunk—brig Argo, of Dresden, has received considerable injury—sloop Laura, captain Griffin, of Cape Ann, nearly beat to pieces and cargo very much damaged—sch'r. Fair Lady, captain Dennis, of Harwich, much damaged—sch'r. Eliza Abigail, of Provincetown, lost her bowsprit, and in other respects considerably damaged—sch'r. Four Brothers, of Dennis, sch'r. Rambler, belonging to Wm. Stackpole—sch'r. Enterprize, belonging to Mr. Ignatius Sargent—brig Enterprize, belonging to Maynard and Lamb—sch'r. Seaflower, of Dennis—sch'r. John Adams, of New-Bedford, and several other vessels injured, though not essentially. The brig Seaflower, belonging to Smith, Hudson and others, was drove from the wharf, and has received considerable injury—the Washington, Curtis, of Brunswick, just arrived from Turk's-Island, drifted from her moorings, to Foster's wharf where she lost her bowsprit, foremast, &c. and her cargo very considerably damaged.

From Long-wharf to Foster's wharf no material injury sustained.

At Foster's wharf, the brig Brilliant (formerly the John) had bilged and sunk—and the brig Hebe, much damaged.

At Fellow's wharf, the ship Marques de Someruelas, belonging to Mr. Fellows, was drove from her fastening upon Dorchester flats, where she now lays high and dry.

At Russell's wharf no essential injury done. From Russell's wharf to the neck, no material damage sustained by the shipping; but large quantities of lumber &c. are destroyed.

On the flats, Fore Point Channel, two eastern schooners, with lumber, lost their bowsprits and foremasts; a sloop (lighter) belonging to Mr. Franks, sunk near the channel; a lad, by the name of Smith, who had been attempting to keep her free from water, finding the vessel sinking, clung to a plank, from which he was soon after washed off, and drowned. Several boats went off, and attempted to save him, but their exertions were fruitless.

The sch'r Louisiana, Lamire, and sch'r Nancy, Perkins, of Penobscot, were drove from their anchorage, and drifted to Dorchester flats, without receiving any material injury.

Two schooners, two sloops, and two lighters, were also driven on shore near South-Boston bridge.

Fears are entertained of the loss of the ship Protector, of New-York; the pilot left her at 12 o'clock on Monday night and he thinks she could not weather the Cape. A ship was seen off Scituate on Tuesday about noon.

The damage sustained in the interior of the town, has been considerable; scarcely a tree particularly the poplars, which ornamented almost every yard and garden, is left standing; many of the houses are unroofed, and some of the new buildings are so much bent and twisted, that if they do not fall of themselves, they must be taken down; among these is one belonging to Mr. Jonathan Loring, at West-Boston, and another to Jonathan Mason, Esq. The kitchen part of the house now occupied by Mr. Chappotin in Summer-street, was unroofed, the chimney blown down, and much damage done to his furniture. The roof of the tower of the Chapel

was wrenched off by the violence of the wind and carried above 200 feet, before it fell.—A large and new brick dwelling-house, at West-Boston, belonging to Mr. Ebenezer Eaton, has been greatly injured and must it is expected, be taken down. In stating this particular, we have to lament an occurrence, which proved fatal to one of his family, and had well nigh effected the whole, in a similar manner. Mr. Eaton, lived in an adjoining house; and was unconscious of the danger that hung over him; Mr. Jonathan Loring, who resided in the neighbourhood, apprised him of the insecurity of his family while the gale continued, and after repeated and urgent entreaties prevailed on him to remove his wife and children; in a few moments after, the battlement of the new house blew over, and fell, with a large part of the upper story, directly upon the building which they had just left, and entirely demolished a principal part of it, burying in its ruins, every person left in the house; among whom was a servant woman by the name of Bennet, killed, and another woman, with a man and boy, badly wounded.

The North-Church Steeple, which experienced the power of the gale on Tuesday night, fell on an adjoining house and crushed it to pieces. The family who rented the house were all of them fortunately on a visit at the time, or they must have perished amid the ruins.

One of the Western Stages, in passing West-Boston Bridge, was upset by the force of the wind, and several of the passengers considerably hurt.

In Charlestown, considerable damage has been sustained by this storm. The Baptist meeting-house is partly unroofed, and the spire of the Rev. Dr. Morse's meeting-house very much bent; but being newly and strongly built, the steeple stood the gale. The new brick building in the U. S. Navy Yard, is so far injured, that it must be taken down, if it does not fall of itself; a large dwelling-house, belonging to Mr. John Harris, and another to Mr. Bolton, are blown down; most of the Brick-Yards are considerably injured, and a large quantity of the bricks destroyed.—The shipping experienced no damage. The Spire of Beverly meeting-house has been blown down, and considerable damage done to many of the houses in town. The shipping rode out the gale in safety.

FROM GLOUCESTER.

Our intelligence from Gloucester, (Cape-Ann) presents us with a continuation of the dreadful waste and destruction, which has resulted from the late storm. The following particulars were handed us by a gentleman who left that place yesterday morning: "near Fresh water Cove, a Kennebec sloop, loaded with rum, is entirely lost, with a lady passenger on board, the master, and crew saved; a sch'r belonging to Connecticut, loaded with corn, entirely gone to pieces, people saved; several others ashore; six vessels cut away their masts, among them an English ship from Newfoundland; four or five others were driven out of the harbour, and it is supposed are lost, with their crews; three small fishing schooners were driven from Manchester bay, and are probably lost. Fears are entertained for the safety of the Fishing Craft, on the North part the Cape, as they were exposed to the severity of the gale, and must have encountered every difficulty in finding safe harbours." Our informant being from Cape-Ann harbour only, is enabled to furnish no particulars of the fate of this numerous and valuable fleet of vessels.

FROM MARBLEHEAD.

Accounts from Marblehead inform, that the gale of Tuesday last, has proved, it is feared, fatal to a number of vessels that were blown out of the harbour, and to every one that was approaching it, immediately previous to the commencement of the hurricane. Twenty or thirty sail, riding at anchor in the harbour, were drove ashore on the S. W. Beach; from whence it is expected they will be got off, without suffering any essential injury.

FROM THE COUNTRY.

The partial and summary accounts which have been received from the neighbouring towns, though they afford no particulars of the effects of the late gale, sufficiently evince the wide spread destruction which has been experienced by it. In almost every direction the fruit and other trees have been generally blown down, the fences destroyed, and much damage done by the heavy rain, which fell during the storm.

SALEM, Oct. 11.

The Gale—On Tuesday morning, October 9, about nine o'clock, the wind changed to N. E. with rain, and thunder all day. After sundown the wind rose violently, and the storm continued through the whole night with little abatement. On account of the neap tides, little damage was done at the wharves, but the vessels at anchor drove into the upper part of the harbor, where most of them are on shore. In the town greater damage was done, than ever has been done before by injuries to houses and in the blowing down of barns, chimnies, trees and fences. Mr. Atwater Phippen, who has long attended to the fall of rain, says that 4 inches fell in the day, and 3 inches in the night, a greater quantity than he has ever known in the same space of time.

Owing to the indisposition of the Editor, we have not been able to give the particulars of the damage done by the late unprecedented severe storm. The following vessels are on shore in Salem harbor: Ships Recovery, and Adventure; brig Liberty, lost maintop-

mast; sch'r Lively; sch'r — from Nova-Scotia, with plaster; sch'r — from Passamaquoddy, fish, oil and lumber, together with ten or twelve sch'rs and sloops, chiefly coasters. On shore at the Point near the Beacon, sch'r Eagle, little damaged.

PROVIDENCE, (R. I.) Oct. 11.

A severe storm commenced on the morning of Tuesday last, attended with thunder and lightning, and at intervals, with very heavy rain. Towards night, the wind, varying to different points, from N. E. to S. E. increased with great fury, and in the course of the night, this town experienced the heaviest gale within the recollection of any of its inhabitants. Several vessels were driven from their mooring to the shore, among which were the ships Patterson and Susan. Several barns and other buildings in the town, and its vicinity, were considerably injured; some we understand were destroyed. A number of chimnies were blown down, and many trees, fences, &c. were destroyed. It is thought that the shipping on the coast must have suffered severely.

NEW-HAVEN, Oct. 11.

Monday night last came on a violent storm of wind and rain, from the East, the next day about one o'clock, the wind suddenly shifted to the westward, and blew with redoubled violence and continued until yesterday morning. The ship Draper was driven on at Morris' Cove, but we understand has received no injury in her hull; the other shipping in the harbor rode out the gale.

A decree, determining the extent of the coast of St. Domingo, possessed by the French, and likewise that part of it which ought to be considered as being occupied by the rebels.

L. FERRAND, general of brigade, commander in chief, captain general pro tem.

Considering that the French being actually masters of a great part of the department of Cibao, and of some districts west of the department of L'Ozama, formerly occupied by the rebels; such changes render necessary certain modifications of the regulations, contained in the order, relative to the territorial extent in article 1st of his decree of the 10th Ventose, 12th year. (1st March, 1804.) concerning vessels taken in contraventions, has decreed, and decrees,

Art. 1st. The 1st art. of the decree of Gen. Ferrand dated the 10th Ventose, 12th year, is repealed so far as relates to the territorial extent of the coast of St. Domingo.

2nd. The territorial extent of the coasts of that part of St. Domingo, occupied by the French, is actually from Porto Cavallo, on the north coast, as far as Cape De la Beate, on the south coast ascending to the eastward.—Consequently neutral ships navigating the coasts, are not to be considered as being in contravention, unless upon examining their papers, it should appear that they had cleared out for the rebel ports, or that they were returning from those ports.

3rd. The coasts occupied by the brigands are comprehended between point Isabelique, on the north coast, as far as Faux Cap on the south coast descending to the west. Neutral vessels found only on this coast at the distance pointed out in the decrees of generals Le Clerc, Rochambeau and Ferrand, may be captured as being in contravention.

4th. Ships under the flag of a European neutral nation, and coming from the ports of Europe, are not to be comprised in the regulations ordained by the former article, and by the 1st article of the decree of Gen. Ferrand of the date of the 10 Ventose last. It must appear before such ships can be captured, either that they were found trading with the rebels, that they were bound to the ports occupied by the rebels, or are going out of those ports.

5th. The orders contained in article 2d, and 3d. of the present decree, shall be in force on the 15th Fructidor next.

Copies of these decrees shall be forwarded to the minister of the marine and of the colonies. They shall likewise be forwarded (with a request to give them the greatest publicity) to the Governors of the neighboring colonies, to the Captains General of the French windward islands, and to the Minister of France near the U. States of America.

The present decree shall be printed, published, and posted up in the city of Santo Domingo, and likewise in all the ports of the island of St. Domingo, occupied by the French. It shall be registered in the bureau of inspection of the marine and likewise the register of the provisional commission of justice, and in that of special commission of prizes.

Head quarters at Santo Domingo, the 8th Thermidor, 12th year.

Signed, L. FERRAND.

Extract of a letter from the city of St. Domingo, to a mercantile house in the city of Philadelphia, dated Aug. 28.

"No arrivals from America, these two months. Within these few days several vessels have been condemned by the tribunal of this place; one belonging to Smith and Buchanan, and Mr. Bonfis of Baltimore; plea, that Mr. Bonfis is married to a mulatto woman, (of course must be a brigand.)—This is actually in the condemnation—there are also 2 vessels belonging to Newbern (N. C.) laden with lumber and a few bbis. of pork and hams, bound to Jamaica, plea, the British consider pork and hams contraband, this is also inserted in the condemnation. It appears nothing escapes them. I am confident from what has happened, the last three days, that the brig Susannah, capt. Taggart, of Philadelphia, will be condemned, the captain is

very ill, and I fear will not be able to attend on the trial next Wednesday. The Maria, has not yet made her appearance, and from the number of Privateers out I fear never will.

August 27.

"The brig Choi of New-York, is taken, belonging to Shell, Staggs, & Co. This vessel was bound to Curacao, and carried into Maragua, where numbers of American seamen are perishing for want; within one month 80 are reported to have died.

"I have been thus particular, in order that your underwriters may be apprized of what is going on in this place."

Extract of a letter from Mr. J. Anderson, mate of the brig Dominique, from Martinico, arrived at New-Castle, Delaware.

"On the 3d of September, at St. Peters, a gale of wind took place from the N. W.; at the beginning of it the captain ordered me to act while he went on shore, not having finished his business. I soon found I could not purchase the anchor, which I hailed the captain, and he told me to hold on, which I did; by this time the gale increased, and three or four brigs and schooners were drove ashore and stove to pieces. At 3 P. M. we parted the stream cable and lost the small boat from the stern by a stroke of the sea. On Tuesday at 11 A.M. the brig Thomas, of Portland, drove foul of us and did us considerable damage. At 3 she came on board of us again and did us more damage.

About 6 o'clock, the sea making a break over us, many vessels drove ashore, and we momentarily expecting the same, we cut off cable and by good fortune got out to sea, leaving the captain and two anchors behind, at St. Peters.

I strove hard to return to port, but on the 3th finding I was drove to leeward, and it was impossible to effect it, and having only two casks of water on board; with the consent of the crew I determined to stand for the continent, and happily arrived here."

INSURANCE AGAINST FIRE.

PHENIX FIRE OFFICE, LONDON, MAY 1, 1804

THE numerous and destructive fires which have happened within the period of the two last years, in different parts of Europe and America, (more particularly in the towns of Liverpool, England, Genoa, Turin, in Sweden, and Norfolk, in Virginia), render it proper to remind all persons who possess property in the United States of America, of the utility of insurance.

The Phoenix Office of London, is an institution sufficiently known by the very large and important losses it has paid, in consequence of the extensive configurations in the different towns of America, to such sufferers; have had the goodness to protect their property by insurance.—The Phoenix Company deeply regret that, owing to the experience of serious and continued losses upon the full value of their property, no alteration nor remission on such risks can be made at present—but the Directors hope, from the increase of brick and stone buildings, and other improvements of security, that the period is not far distant, when they will be able generally, to mitigate the rate of insurance in North America; and they confidently presume that the promptitude and honor with which they have uniformly fulfilled their extensive engagements, have ungenerally established the solidity, credit and good faith, of the Company.

The Phoenix Company grant insurance upon buildings, goods, and ships, which stand on in harbours, from loss or damage by fire, upon the most moderate and equitable terms; and persons desirous of securing their property by policies from this company, are requested to transmit their orders to their correspondents in Great-Britain.

Ten Dollars Reward,

AND ALL REWARDABLE CHARACTERS WILL BE PAID FOR TAKING up and delivering to me, or securing in jail to chafe get him my negro man SAM, who ran away on the 19th inst. He is about 6' 6" in height, very black, thin made, and with his toes were turned off when a child. He had on when he ran away, a blue cloth and mixed home spun woollen.

All matters of theft and otherwise mentioned against harboring, employing or carrying him away.

R. C. FARR, New-Haven County, Sept. 30 1804. 403/1

100 Dollars Reward.

RUN away from the subscriber living in York District, South-Carolina, about the last of July, a handsome Mulatto Boy, about fifteen or sixteen years of age, has a remarkable left on his right cheek. He was from in Necklensburg County, N. C. about the first inst. inquiring for Salisbury, and was taken up, but by his ingenuity made his escape. He is badly clothed, having lost his clothes when he was taken—was a fair hair neatly trimmed and longer before, which he cut off. He has passed as a freeman, saying he was a free man, and that he was lately from Charleston. He is very feeble and weak, and it is expected he will aim for Baltimore or some seaport to get a passage to the West-Indies.

He was seen in this town on Tuesday 11th, near the Methodist Church—he has forged himself to be the property of Mr. Hill, of this town.

Any person taking up the above described fellow, and delivering him to me in York District, S. C. on his care, him self receive the above reward.

All matters of theft and otherwise mentioned against harboring, employing or carrying him off.

WILLIAM SMITH, and his papers to take him.

Wilmington, August 18, 1804. 300

Taken Up,

AND admitted to the Goal of this County, on the 2d of April, a negro man who calls himself JOHN MITCHELL, (says he is free but without papers to show it) and came to this town from Charleston, S. C. in January last, by land, that he formerly lived with Edward Croft, of Charleston. The said negro has been since at sea, and just returned to this port. He is about 23 years of age, 5 feet 1 inch in height, thin visage, short wavy hair, and has something like the appearance of a fawn on his back, which he says he got with a rope and while on board of a vessel at sea.

Any person knowing of or claiming the said fellow, is requested to come forward and make known the same; pay charges and take him away, otherwise he will be sold as the law directs.

J Sullivan, Goaler. Wilmington, New-Haven County, August 14, 1804—1. 397.