

in many other parts of the United States. The subjoined letter gives the particulars, so far as they were known when the Raleigh sailed.

"ST. MARTEN, February 8, 1843.

"About ten o'clock, A. M. to-day this Island experienced an alarming Earthquake. It lasted from three to four minutes; during which period, and, indeed, some time after, this town, Phillipsburg, Netherland Division, exhibited a distressing scene. The heads of families, out on business, were seen hastening home, scarcely able to keep their balance, owing to the agitated movements of the earth; some of them finding their wives, children, relatives and servants in the yard, others in the streets: those that remained in their houses, in many cases, clasped together, imploring the omnipotent hand, ruling all events, for pardon and mercy, expecting every moment to be the last.—The noise and jar of furniture moving about, the breaking of glass, &c., added to the creaking of the houses, and the awful roar of an Earthquake, filled the boldest heart with fear and consternation.—Many wall houses are much injured. Most of the old walls lie at this time in heaps in different sections of the town. The sand or earth, forming the shores of our town, is opened and raised in an extraordinary manner; plainly showing the escape of confined air. Many families were anxious, and some preparing to leave their dwellings and seek safety on board of vessels in port, even after the shock, fearing the danger was not over.

His Honor, the Chief, J. W. Vankomonds, as soon as the shock had subsided, ordered all the boats of the port to be stationed from the upper to the lower part of the town, to convey as many persons as was practicable on board the shipping, in case of another shock; and here it is my duty to notice the humane and friendly feelings of Captain D. L. Brooks, of the schooner Raleigh, of Washington, North Carolina, and Captain Dixon, of the schooner Wanderer, of Liverpool, Nova Scotia, who, in the height of our fears, promptly tendered a welcome on board to as many inhabitants as their vessels could carry; and as a further proof of their friendship and philanthropy, although both vessels had cleared and were ready for sea, they have put off sailing until to-morrow. Such noble conduct cannot but meet the approbation of all civilized communities, and claims the heartfelt thanks of the inhabitants here. Immediately after the arrangement of boats, mentioned above, His Honor, the Chief, ordered Divine Service, which lasted until about one o'clock. At 4 P. M. the Island was again alarmed, but the shock was of short duration; and now as I write, half past 9, P. M. we have just experienced a third shock, although the two latter were not of an alarming cast. I have just heard verbally from Maragal, French Division. Some of the houses are much injured, but no lives lost.

Thursday, 9th. Arrived this morning the schooner Sisters, Captain Marshall, who was off St. Kitts at the time of the earthquake yesterday. His recital of the circumstances is pathetic in the extreme. Both St. Kitts and St. Eustatia have suffered, but the particulars are not yet known."

D. ATTWELL.

Captain Jenkins, of the schooner Metamora, from Dominico, at Warren, R. I., Feb. 24, reports that a severe shock of an earthquake was felt at Dominico, Feb. 8, and saw large volumes of smoke issuing from the south side of the Island. As the M. immediately left the Island, did not learn any particulars.

The town of Point Petre, Guadalupe, is entirely destroyed, and ten thousand persons are supposed to have been killed. The loss of property is immense.

TERRIBLE EARTHQUAKE!—FURTHER PARTICULARS.

DESTRUCTION OF THE TOWN OF POINT PETRE, GUADALOUPE!!
TEN THOUSAND LIVES LOST!!!

By the Western mail last evening, we received United States' papers containing further particulars of the terrible earthquake in the West Indies, which were brought to Baltimore on the 2nd inst. by the brig Frances Jane, from St. Johns, Porto Rico. Intelligence of the destructive effects of the earthquake in the various islands, is given in the following extracts of letters received by the owners of the Frances Jane:—

ST. JOHNS, P. R., Feb. 14, 1843.

We had a severe shock of an earthquake on the 8th inst., but it was not so severe as the one last year, though it lasted a longer time. In St. Thomas it was very severe, and it is said to have lasted over two minutes. All persons fled from their houses, but most fortunately no one was hurt, and no material damage was done there. A vessel arrived at St. Thomas from Antigua, reports that all the houses were thrown down in that Island, and the windmills were either down or so much injured that they cannot be worked. In Nevis, also, every thing (except the Bath House) is down, and the steamer passing Martinique, Guadalupe and Montserrat, saw those Islands covered with a dense cloud of dust.

No accounts have yet been received from any other Island, but we fear we shall hear of great destruction of property and loss of life in all the Windward Islands. We cannot vouch for the truth of the above, but we give it as we receive it from a creditable source in St. Thomas.

ST. JOHNS, P. R., Feb. 15, 1843.

We yesterday received advices from the Windward. The effects

of the earthquake of the 8th inst. have been awful indeed. The town of Point Petre, Guadalupe, is entirely destroyed, and ten thousand persons are supposed to have been killed. The loss of property has been immense.

All the mills and sugar works are more or less injured, and the greater part of the crop will be lost. Nevis, Montserrat, Barbadoes, &c., are all said to have suffered much, but to what extent is not known here yet.

VENUS.—The planet Venus was beautifully distinct at noon this day, in a clear sky,—and although the sun shone brightly—a little to the southward and eastward of the greater luminary. She appeared like a Comet approaching its perihelion, but white and bright as Sol himself.—All Halifax was excited at the strange but sublime sight.—*Halifax Times, Feb. 28.*

There appears to be some doubt in the community whether the celestial noon day visitant of last Tuesday, were the planet Venus or a Comet.—We incline to the former opinion, and perhaps refraction might account for the planet's appearance against time. Crawford, who is a bit of an astronomer, says it was a Comet. We have four colleges in Nova Scotia, can neither of them solve the question, and give the answer to the world in a scientific shape? Some strange appearances in the heavens have been witnessed in Philadelphia, but they seem to have been local, and we should not take them to be corroborative of our phenomenon, until we have more particular knowledge of them.—*Ib., March 7.*

[From the Portland Advertiser, March 1.]

THE COMET.—The beautiful celestial phenomenon of a Comet visible at noon day, just without the radiant blaze of the sun, and strongly illuminated by its light, attracted many gazers yesterday. We believe it had not before been noticed in this neighbourhood. We do not ourselves remember to have seen its approach announced, but others inform us, that it has been repeatedly predicted as likely to appear in February, 1843.

From its being apparently so very near the sun, the popular speculation is much more excited—not to say superstition, than it would otherwise be.—There is nothing in this fact, however, that is novel, or any more extraordinary than all the other phenomena of Comets. Dr. Halley computed that the Comet of 1680, when nearest the sun, was not farther from it than half the Sun's diameter, or about twice as far as the moon is from the Earth, while the greatest distance of the same Comet, exceeds 138 times the distance of the Earth from the Sun.

We hope that no person will view this heavenly visitant with terror. Comets have appeared in all ages since astronomy was studied, and although their courses are erratic and obscure, there is the highest reason to believe that they constitute a regular and permanent part of our system, and are as subject to the great elemental laws of attraction as any other. There is therefore no fitness in the presumption, that the system is to be destroyed by the ordinary regulated course and action of its parts. The celestial mechanism is not so inferior to the common handywork of mortals.

THE GREAT NORTHERN STEAM SHIP.—This vessel arrived in the East India docks on Wednesday last from Ireland, and has since been visited by a number of nautical gentlemen, including Captain Sir Edward Parry, Mr. Lloyd, chief engineer, of the Woolwich dockyard, &c. &c. The *Great Northern* is fitted with Smith's Archimedian screw, and is one of the largest vessels to which that principle has hitherto been applied. She was built at Londonderry by Mr. W. Coppin, and laid down about 18 months since. The following are her dimensions:—Extreme length 247 feet, length between perpendiculars 222 feet, extreme breadth 37 feet, depth in the hold 26 feet, draft of water 16 feet, with a dead weight of 1,300 tons, consisting of coals, ballast, machinery, &c. The diameter of the cylinder is 68 inches, the length of stroke 4 feet 6 inches, and the number of strokes per minute 17; the diameter of the propelling screw is no less than 11 feet. The *Great Northern* is frigate built, pierced on her upper deck for 44 guns, and fully rigged as an ordinary sailing vessel. The mainmast is 90 feet high, and its diameter 33 inches. The length of main yard 79 feet, and the diameter 22½ inches. When in full sail she spreads no less than 6,700 yards of canvas. Her speed under steam power only was accurately tested before she left Ireland, on Loch Foyle, where she made eight and a quarter knots per hour, equal to nine and a half statute miles; and in her voyage to England she ran, under sail only, from Ower's light-ship, near Portsmouth, to Dungeness, a distance of sixty-six nautical miles, in five hours. The position of her machinery is near the stern, leaving the hold entirely free for mercantile purposes, and the boilers and the furnaces are all placed below the water-line. The machinery occupies about one-sixth of the tonnage of the vessel. The consumption of fuel is about one ton per hour, and the extraordinary capacity of the ship may be judged from the fact, that, with six hundred tons of coals on board, she will take in one thousand tons of measurement goods, and afford accommodation between decks for no less than eight hundred troops. Her destination is not at present known, but there can be but little doubt that she will be engaged in the India trade. Thirteen large vessels are at present fitting with the Archimedian screw, among which may be mentioned the *Great Britain*, now building at Bristol, a vessel of more than 3,000 tons burthen, the *Rattler* Government frigate, and three French ships of war.