

Cape Cod, the right arm of Massachusetts: an historical narrative Excerpt

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1897

CHAPTER XIV WAR OF 1812-15

The Administration forced to declare War - Sentiment of this County defined - Congressman Green superseded by Hon. John Reed. - Votes for Governor in 1813 and 1814 - "County Congress" endorse the administration - History set right - Bombardment of Falmouth by Brig *Nimrod* - British Privateer "*Retaliation*" captured by Capt. Weston Jenkins and companions - Operations in Hyannis Harbor - Cape Vessels captured in Cape Cod Bay - Communication with New York via Buzzard's Bay - Adventurous trip to Boston of Capts. Mayo and Knowles - Tribute demanded of Eastham Brewster and Orleans - Orleans refused and resisted with force - Demonstration upon Barnstable Cape men in the naval forces and privateers - Peace restored.

War with Great Britain now became inevitable. The government of that country adhered tenaciously to its policy relating to neutrals, and American vessels continued to be seized by British cruisers and condemned in British admiralty courts. Early in 1812, Congress passed an act laying an embargo for ninety days on all vessels within the United States. This was well understood to be preparatory to a declaration of hostilities an event for which the country was unprepared for which the government had no desire but which was forced upon the reluctant Madison by the younger element of his supporters, led by Clay Calhoun and Lowndes. The formal declaration was made June 18 of that year. It is well understood that the war party made the President's acquiescence in their policy the condition of their support for his re election. The Federalist leaders, especially those of New England in general and Massachusetts in particular, had all along been most bitter in their denunciations of what was styled by them the timid and yielding policy of Mr. Madison's administration they had demanded a more determined and aggressive attitude, but when war was declared they evinced a bitter hostility to a measure which they knew would prostrate the commercial interests of the nation and bring temporary disaster upon their peculiar industries. They were partly in the right and partly in the wrong in their position. Appreciating the national weakness and deficiencies our government had hesitated at the taking of strong grounds but goaded by constant and continued insults and outrages by Great Britain, had at length been led to assume a more aggressive position. The declaration was passed in the house by a vote of 74 to 49 and in the senate by 19 to 13 and was signed by the President June 18, 1812. The reasons assigned in this manifesto were the impressments of American seamen by the commanders of British ships of war, the British doctrine and system of blockade, the orders in council, and lastly various depredations committed by British subjects on the commerce of the United States. Five days later the British government revoked its orders in council a step which had it been taken a little before would doubtless have prevented hostilities at that time but we had no telegraphic cables and war had begun before the intelligence of this change of policy could reach this country.

If ever a war was justifiable, that of 1812-15 most undeniably was whatever criticism may fairly be made upon the policy which preceded it. There probably would

never have been an adequate acknowledgement of our commercial rights and of the respect due our flag until an assertion by force of our position as one of the nations of the earth. It would doubtless have been better had we never resorted to such palliatives as non intercourse and embargoes by which our vitality was sapped and our resources exhausted without any compensating advantages. The longer the final decision was put off the weaker was our position and the war party reasoned rightly that as Great Britain was determined to yield nothing unless under compulsion the sooner the struggle came the better for the country.

The maritime interests of New England were for the time destroyed. Our vessels lay rotting at the wharves and our men were out of employment. A powerful opposition party at once sprang up, composed of those whose business had been prostrated and others who felt that the government had managed our relations with Great Britain with a lack of discretion, and had rushed finally into a war which we were unprepared to wage with prospect of success.

Beyond the local and political contests the earlier months of the war in this portion of New England were uneventful. Great Britain was at that time engaged in her tremendous struggle with Napoleon and gave not much attention or thought to the American war. This afforded time which was not very well improved to put our seacoast in a state of defense. The operations of the enemy were not directed to our waters until the following year when the whole coast of the United States was declared in a state of blockade with the exception of the federal states of New England, a distinction not growing out of any understanding or overtures proceeding from them, but obviously made with the view on the part of the British government of widening the breach between them and the portion of the country most favorable to the war. It was a piece of strategy which probably produced but little effect. The people of New England were loyal to their country however antagonistic to the policy of the government. Having but slight participation in the events of the first years of the war, and feeling keenly its deprivations and disasters to their business interests, the unwonted number of her citizens who were at home participated more than was usual in public affairs and the expressions of their discontent were frequent and vehement. The citizens of Yarmouth, July 8, 1812, drafted a memorial to the President and appointed a committee to correspond with other sections of the county to consult for the general good and safety. Chatham expressed its opposition to the war in a memorial to the President in which was expressed the "abhorrence of the people to any alliance with France". Other towns though making no formal avowal of their sentiments were lukewarm if not hostile in seconding the movements of the government.

The most bitter denunciations of the administration policy came from the commercial class. Our representative in Congress, Hon. Isaiah L. Green, who had voted for the declaration doing so as he said at the time with a full consciousness that he was thereby imperiling his seat in the national legislature, was obliged to withdraw from Congress and give place to an opponent of the administration, Hon. John Reed, succeeding to the position. Partisan rancor and personal hostility were carried to a great extreme and the citizens of this county formed no exception to this condition. Perhaps the most correct estimate of the political sentiments of the people can be gained by a record of the votes cast for the state officers in the spring of 1813 after the declaration of war and on the succeeding year. By this table it will be learned what were the political proclivities of each of the towns. The persons voted for in 1813 were Caleb Strong the Federalist anti war candidate and Joseph B. Varnum administration war candidate. The next year Gov. Strong had for his opponent Mr. Dexter also an upholder of the war:

	1814		1813	
	Strong	Dexter	Strong	Varnum
Provincetown	88	59	55	12
Chatham	114	29	95	29
Harwich	104	49	115	70
Dennis	265	26	245	23
Barnstable	176	261	168	240
Falmouth	80	150	74	170
Sandwich	152	180	144	157
Yarmouth	245	23	265	23
Orleans	21	101	41	103
Eastham	53	31	73	18
Truro	30	31	42	30
Wellfleet	52	18	53	17
Brewster	127	16	140	14
	1507	974	1510	906

The foregoing figures make it apparent that there were here a considerable number of men of standing and influence who upheld the national government and approved its policy both in declaring war and in the method of conducting hostilities. Delegates to a county congress assembled in the summer of 1813, though not an official body; it voiced the sentiments of the minority. They resolved that "It becomes us in imitation of the patriots of the Revolution to unite in the common cause of the country patiently bearing every evil, and cheerfully submitting to those privations which are necessarily incident to a state of war. We consider the war in which we are engaged as just necessary and unavoidable, and we will support the same with our lives and fortunes". Also "That the Hon. Isaiah L. Green, our congressional representative, has done nobly and deserves well of his country, That although the present chief magistrate of this commonwealth is not the man of our choice, yet his councils we will follow and his orders cheerfully obey so far as are compatible with the spirit and meaning of the Federal Constitution"; a qualification sufficiently broad to cover all contingencies that might arise. They also put on record this national sentiment: "But our allegiance to the United States and attachment to its constitution we hold paramount to every other duty", also, "We have the fullest confidence in the wisdom firmness and patriotism of the President and Congress of whose doings we cordially approve". That this was campaign talk not shared by a large majority of the voters has already been made apparent. But it misled a local historian to assert that the national administration was sustained and that "the party which advocated war measures was politically ascendant in this county". (Freeman's History of Cape Cod vol. I, pages 597-8, Blake's Hist. of Cape Cod) No statement could be more untrue or misleading if the sentiments of the voting portion of the population afforded any indication of the opinions of the county, The undeniable facts that Mr. Green was obliged to relinquish his seat in Congress to an anti war candidate and that Gov, Strong a bitter opponent of Mr. Madison and the war was sustained by an overwhelming majority the two succeeding elections, indicate the trend of opinion and sentiment in this county in the period under review.

The earlier campaigns of the war were earned on languidly and were upon the whole disastrous to the American cause upon the land. The gallant achievements of our navy alone relieved the operations of the year from disaster and humiliation So far as our seacoast towns were concerned we were not subjected to alarms of hostile invasions but the loss of employment to our people the difficulty of obtaining the supplies for subsistence and consequent distress and dissatisfaction were everywhere apparent.

In 1814 Great Britain having been relieved for a time of the pressure of a continental war by the subjugation and banishment of Napoleon Bonaparte was enabled to turn her attention to affairs in America. A large fleet was sent over and operations were actively inaugurated on the coast of Massachusetts their place of rendezvous being in Provincetown harbor whence they sent out their tenders and barges to the surrounding coasts Every harbor and creek which was capable of the egress of sailing crafts was subject to a strict surveillance and hostile demonstrations were made on the villages on the inside shores of the Cape. On the south shore, in the Revolutionary war, armed vessels made threatening incursions upon the coast and caused considerable alarm. Early in January, 1814, three boats from the British vessel *Albion* attempted to land at Wood's Hole but were driven off by a company of militia. It was reported that several of the invaders were killed or wounded.

Jan 23, 1814 the town of Falmouth was excited by a demonstration by H. B. M. brig *Nimrod*. A demand had been made for several pieces of artillery which had been employed to annoy the British cruisers, and the Nantucket packet sloop which had been detained by the citizens believing its crew to be either friendly to the enemy or neutral. The demand so far as the cannon was concerned was refused, Capt. Weston Jenkins who was in command of the local militia is reported to have tauntingly asked the British commander to "come on and get them". A flag was then sent by the commander of the *Nimrod* giving two hours in which to remove the women and children at the end of which time the bombardment was to commence. A scene of confusion ensued while the sick and non combatants were removed to places of safety. In the meantime the neighboring militia came pouring into the town. About noon the cannonade commenced and continued until near nightfall, some guns being fired after dark. A demonstration of landing was made, but the determined look of the militia in the entrenchments deterred the enemy from the attempt. In the morning the brig sailed away after firing a few shots at the militia at Nobsque Point. No casualties to life or limb were reported. The damage to buildings and salt works was considerable. Eight 32 lbs. balls were shot through one house. (The principal sufferers were Elijah Swift Silas Jones Thomas Bourne Job Hatch Rev Henry Lincoln Shubael Hatch Jr in damages to buildings and salt works. Boston Centinel Feb. 2)

This repulse by no means released the town from anxiety and immunity from the incursions of the British cruisers. As in the Revolutionary War thirty years before they hovered on the coast and committed repeated acts of aggression upon the town. They were not however permitted to do so without frequent evidence of the fact that the citizens were ready to wage an aggressive as well as a defensive warfare. Oct. 1814 was signalized by a daring and successful exploit by Falmouth men under the command of Capt. Weston Jenkins. The British privateer *Retaliation*, Capt. Porter had been active in annoying the inhabitants of the town during the preceding months. Capt. Jenkins who was in command of the military company of the town called for volunteers to capture the annoying intruder. Thirty two men offered their services. They embarked on board of the little sloop "*Two Friends*" at Wood's Hole, being becalmed they rowed to Tarpaulin Cove where the privateer lay at anchor. Arrived within three fourths of a mile of the *Retaliation*, its gun was fired which Capt. Jenkins chose to consider as a signal to stop and no sooner was anchor dropped than a boat put off from the privateer with the captain and five men. Capt. Jenkins's men with two or three exceptions kept out of sight until the boat was alongside and had made fast then at a signal previously agreed to twenty men rose up and pointed their muskets into the boat demanding a surrender which was at once made. Then putting twelve men into the privateer boat they also got the sloop under way boarded the privateer and captured her without resistance. They brought their prize into Falmouth and its cargo

consisting principally of plunder was landed there. The privateer had five guns a crew of twelve men and two American prisoners.

Hyannis harbor the only eligible roadstead on the southerly shore of the Cape beside Wood's Hole was the scene of considerable excitement during the year 1814. July 16, the shipping records report, "The privateer *Yankee* from a cruise arrived at Hyannis Wednesday, landed upwards of a hundred packages of dry goods and would proceed on to Bristol". (Boston Centinel) Landing of goods was sometimes effected which did not find a record in the public prints. Cargoes of wine spirits and Southern products which had run the blockade and had not been reported to the government officers were several times seized by the revenue authorities and condemned. (Collector Green's Letter Book in possession of Maj. S. B. Phinney)

The north or bay shore of the Cape was as before remarked strictly blockaded the British fleet near Boston harbor having undisputed control of Provincetown harbor and its surrounding waters. Provincetown itself was nearly depopulated. All intercourse with Boston from the Cape was attended with extreme risk. Fishing and coasting vessels were closely watched and confined to their waters where not infrequently they were subject to attack and destruction from the enemy. During June launches from the British ships captured in the bay the sloop *Mariner Nye* of Sandwich, for Boston; schooners *Betsey*, *Nickerson*, *Nightingale*, *Atkins*, *Beauty*, *Holmes*, and the *Fly*, all of Provincetown. They were liberated after the captors had taken out their cargoes fish and oil. They also captured and released sloop *Experiment* of Truro, for Sandwich, from Boston. The schooner *Two Friends* of Provincetown was taken off Gloucester by British privateer *Shannon* and sent to Nova Scotia. The schooner *Victory* of Yarmouth, Capt. Timothy Hallet was captured while on a fishing voyage by H. B. M. Frigate *Leander*. Capt. Hallet who was held a prisoner on board the *Victory* afterwards saved the frigate from shipwreck by warning the sailing master of his dangerous proximity to the shoals and he received therefore an order on the governor at Halifax for his vessel and a safe conduct to his home for vessel and crew.

Under the date of June 2d, 1814 is the following. Arrived at Hyannis, schooner *Kutuzoff*, Capt. Alexander 14 days from Savannah with a full load of cotton and vice. It was chased by an English privateer schooner which fired several shots at its adversary. The *Kutuzoff* was run ashore and the cargo immediately landed. A four pounder belonging to the prize ship *London Packet* was on the beach and about 100 militia collected to repel the enemy Old Yarmouth had he attempted to land. The privateer sent one of its boats with combustibles and set fire to the prize ship but it was extinguished without material injury. (Boston Centinel Dec 28, 1814)

During that time and until the close of the war a favorite mode of communication with the cities was by means of boats and Boston harbor was so thoroughly blockaded that intercourse by water was more frequent with New York than with the former city. Watching their opportunity large fleets of whaleboats would sail to North Sandwich to be carted thence across Buzzard's Bay from that point of departure running near the shores as occasion required until they reached the port of their destination. The exports were generally dried fish or salted mackerel and sometimes salt which were bartered for flour and other necessaries of life. One person at least is known to have exchanged a cargo at the rate of a bushel of salt for a barrel of flour. Men who had been commanders of first class ships sometimes engaged in this business.

In the summer of 1814 Capt. Matthew H. Mayo and Capt. Winslow L. Knowles left Eastham in a whaleboat loaded with rye and arrived safely in Boston. Purchasing articles

for domestic consumption and exchanging their boat for one somewhat larger they started on their homeward journey. When near the Gurnet they discovered a pink stern schooner at anchor with five men on deck apparently fishing. Suddenly a gun was discharged and they, not stopping, another was also fired. The shot falling near them when they hove to and the schooner came up to their boat. Capt. Mayo in the meantime, throwing overboard his valuable glass to prevent its falling into the hands of the enemy. They were taken on board of the schooner and conveyed to the British man of war *Spencer* where they were kept three days. Capt. Knowles was then permitted to go to Boston to obtain \$300 the price agreed upon for their ransom but was advised to give up the scheme. At the end of seven days Capt. Mayo was placed on the schooner which captured him as a pilot with the British officers and twenty men and ample armament with orders to cruise in the bay. They were soon after overtaken by a severe northwest wind and Capt. Mayo advised them to take shelter under Billingsgate Point, but when they acceded he purposely anchored in bad holding ground. He went forward unobserved and with his pen knife so cut the cable that it soon parted then by his advice they attempted to reach a harbor ten miles to the leeward. He had previously picked the lock of the first officer's writing desk and abstracted a pair of pistols which he secreted under his jacket.

The schooner soon grounded on Eastham flats and the officers became suspicious but Capt. Mayo assured them they had struck on the outward bar and would soon drift over, he advised them and the men to go below so that their numbers might not excite suspicion on shore. He gave the men a gimlet with which they tapped a cask of rum and drank until they were intoxicated. The vessel soon began to heel over as the tide ebbed, and the officers their suspicions being confirmed, ordered the men on deck for resistance, but they could not come. Capt. Mayo threw overboard all the arms that were on deck drew his pistols and threatened to shoot any one who should advance. He then went on shore gave information of his position and the militia came and took possession of the vessel cargo and crew who were confined in a barn on shore but they were soon allowed to escape and taking a boat reached the frigate in the bay. The U. S. marshal took possession of the crew's arms and baggage and the vessel was claimed by parties in Duxbury from whom it was captured but the authorities awarded it to Capt. Mayo who afterwards released it to the owners for \$200. The British commander dispatched a barge to the shore with a demand for \$200 for the prisoners' baggage and \$1000 for desisting from an invasion of the town threatening to land with sufficient force to burn the vessels dwellings and salt works if the demand were not complied with in twenty four hours. The selectmen as a committee of safety visited the flag ship and upon their recommendation the town paid the \$1200 taking a receipt with a written promise not to take or destroy the property of the town of Eastham during the war. This seems to have been a needless concession as the forces were sufficient to repel the landing of the British and they would hardly have made an attempt. There was no thickly settled village and the salt works were scattered over the town at some distance from the shore.

A demand was also made by the British commander upon the people of Brewster for a contribution of \$4000 for immunity from invasion and destruction of property. A meeting was held on Sunday, Sept 18, at which the subject was discussed and committees appointed to consult with the other towns in the vicinity and also to visit H. B. M. ship *Spencer* and make the best terms possible with the commander. The meeting adjourned to the next day when the committee reported. The adjoining towns had sufficient employment in attending to their own defense and the British commander refused to abate a dollar of the \$4000 demand and they therefore felt obliged to give their security for the sum. The committee's report was accepted by a nearly unanimous vote and measures taken to tax salt works buildings of all descriptions and vessels owned in town or frequenting or lying on the shores. The day before the term of grace had expired the \$4000 was paid and a receipt given

by which the British commander guaranteed the safety of the salt works and the town during the present war. Signed by Richard Raggott, Captain. The payment of the taxes for this contribution was in some cases resisted and legislation had to be resorted to in order to legalize the proceedings. The inhabitants were severely criticized for their action in this matter but contended that as the general government had left them in a defenseless condition they were impelled to do the best they could to avert the destruction of the town.

A similar demand to that made upon the towns of Eastham and Brewster was also made upon Orleans with the offer of a guarantee of safety and protection in case of compliance. The demand and proffer were immediately rejected. Attempts were made by the enemy during the fall to land but they were as often driven back. About the middle of December the British frigate *Newcastle* was ashore near Orleans. It was necessary to throw overboard a number of spars before the vessel was extricated from her dangerous position. These the people on shore destroyed Dec 19, a four oared barge from the *Newcastle* entered Orleans harbor and took possession of schooner *Betsey* and sloops *Camel*, *Washington* and . On board the former were placed a midshipman and nine men two of the vessels being aground they were set on fire but the flames were extinguished by the inhabitants. The *Betsey* was got under way and the midshipman being unacquainted with the coast put the only American on board in charge of the vessel upon his promise to carry it to Provincetown, but he ran the craft ashore on Yarmouth beach where it was recaptured by the inhabitants, and the crew made prisoners and sent to Salem. The *Camel* arrived in Provincetown several unsuccessful attempts being made to recapture it. A barge containing arms with two men drifted ashore in Orleans and the men gave themselves up as prisoners. During the operations the militia of the town repaired to Rock Harbor the scene of the events in considerable force and resisted the approach of the foe in an engagement in which one or more of the enemy were killed. This skirmish was styled the **Battle of Orleans** and sixty years afterwards the participants or their surviving widows obtained under the act of Congress of March 3, 1855, and a subsequent statute warrants of 100 acres of public lands as a pension bounty for their service in this affair.

Threatening demonstrations were during the fall of 1814 made upon the town of Barnstable. The militia was called out and assistance sent for from the neighboring towns several companies were under arms there two or three days but the enemy did not make the attempt. The war party or friends of the administration complained that the state government was lukewarm and negligent of the safety of our people. Collector Green, who for the loss of his seat in Congress in consequence of voting for a declaration of war, had been recognized by President Madison by an appointment as collector of customs at Barnstable in his correspondence with Gen. Dearborn complains of the action or non action of the state authorities and suggests measures for defense and the procurement of arms (Collector Greens Letter Book). He also addressed remonstrances on this point to the authorities in Washington who were unable to furnish the facilities needed here. Capt. Simeon Kingman of Orleans also made an ineffectual effort to obtain arms and equipments of the state authorities.

The lack of sympathy in the objects of the war although it was professedly waged to vindicate the commercial and maritime rights of the nation prevented organization for warlike enterprises in some of the towns and embarrassed the efforts to that end in the others. Thus the war measures were languidly pursued and the spirit which actuated the fathers of the Revolution in resistance to the mother country was not revived in the war of 1812-15. But there were exceptions to this rule. Among the descendants of the men of 1776-83 and especially those who inherited the adventurous instincts of the contemporaries of Paul Jones and his associates business considerations and political influences could not

obliterate the old desire to meet Great Britain on the sea where she had been most aggressive and defiant. The fishermen resorted to the privateers and some of them enlisted in the naval service. For years after the war was sung the song commemorative of the valor of our tars and of their aversion to British aggression commencing:

“Ye Parliaments of England ye Lords and common too Consider well what you re about and what yon mean to do You re now at war with Yankees I m sure you ll rue the day You’ve roused the sons of liberty in North America.”

The literary execution of these stanzas was hardly up to their patriotism but the latter could not be safely challenged. Privateering too turned out a profitable business. Capt. Reuben Rich of Wellfleet, who with two others, fitted out a vessel under a letter of marquee, captured an East Indiaman the first day out, brought the prize to Boston and realized \$17,000 for his interest when ten days from port (Rich's Truro). Four men from Brewster were in the brig *Reindeer* of Boston; Capt. Nathaniel Snow of Truro commander. They fell in with a fleet of East Indiamen bound to England but owing to the strength of the convoy did not attack. Subsequently they captured six prizes from which they took such part as they wished and burned the others. Five men from Eastham were in privateer *Brutus*, Capt. Austin from Boston. They too had a number of engagements and took several prizes (Pratt's Eastham. Their names were Sam'l Freeman, Jr., Capt, Nath'l Snow, Joseph Snow, Josiah Smith, and Matthew H. Mayo). Capt. Winslow L. Knowles of Eastham engaged in this service with pecuniary success. Some of the sailors of the Cape enlisted in the naval branch in which they did good service. John Cook of Eastham was one of the crew of the flag ship of Com. Perry in the battle of Lake Erie. Two Harwich men were of the crew of U. S. frigate *Constitution* when it captured the British frigate *Guerriere*.

The restoration of peace to Europe led both the United States and Great Britain to desire a termination of war which had almost wholly grown out of complications originating in the great conflict of arms beyond the Atlantic and after protracted negotiations a treaty of peace was signed at Ghent, Dec. 24, 1815, on the part of the United States by Henry Clay, John Quincy Adams, Jonathan Russell, James A. Bayard, and Albert Gallatin. Singularly nothing was said in the treaty about the impressments of seamen, the only remaining subject of contention, but the practice was ever after discontinued by the British commanders in agreement with a tacit understanding with the British commissioners. Peace at almost any price short of absolute surrender was a welcome boon and the results of the war on the whole were favorable to the development of the commercial and maritime interests in which the people of this county were almost wholly engaged. The prisoners from Dartmoor and Halifax of which the county had many were released those held by our authorities were sent home the great military establishments were discontinued and the sailor, farmer, artisan, and mechanic, no longer hampered in their pursuits by the presence of armed soldiery hailed with gladness the welcome advent of Peace.

CHRONOLOGY OF EVENTS 1812-1815.

1812 Oct. Congregational society Chatham voted to enlarge the meeting house and increase the number of pews. An act passed by the Legislature to protect the lobster fishery of Provincetown.

1813 The First parish Sandwich in 1811 dismissed the pastor Rev Mr. Burr. The society by a very large majority voted for the dismissal while the church sustained the pastor by an equally large vote. The pastor brought action for his salary and to decide whether the church or the society controlled the temporalities. i.e. the funds records etc. The Supreme court this year sustained the society which retained possession of these lot persons thereupon seceded and formed the Calvinist Congregational society retaining Mr. Burr for their pastor. Rev. Ezra S. Goodwin succeeded Mr. Burr as pastor of the First Congregational society. This case served as a test in subsequent actions growing out of the division between the Orthodox and Unitarian Congregational bodies in this state which occurred about this time the prevailing party in this case being of the latter faith. March 21, Rev. Caleb Holmes of First parish Dennis died aged 33.

1814 Rev. Joseph Haven invited to the First parish Dennis Nobsussett Pier Co. in same town. Incorporated 1815 Wellfleet Manufacturing Co. incorporated with capital of \$6000 for the purpose of manufacturing cotton and woolen yarn. Rev. Jotham Waterman was dismissed from East parish in Barnstable and was succeeded by Rev. Oliver Hayward. Sept. 23 a great gale swept over that part of the county contiguous to Buzzard's Bay. The tides were the highest ever before known exceeding the memorable gale of 1635. Trees were uprooted salt works destroyed vessels driven from their moorings and landed high upon the shore and vegetation in many places destroyed. Had the tide risen 15 inches higher it would have swept over the Cape. Lower down on the Cape it was much less severe and destructive.