

<i>Year</i>	<i>Event</i>	<i>Notes</i>
17,000 to 15,000 BCE (approx.)	Formation of Cape Cod	Retreat of the last Ice Age glaciation (known to geologists as the "Wisconsin") left behind a cape (and islands) composed of rock rubble moraine as far as High Head in Truro. Subsequent action of currents, tides and winds built up the sand extension that now underlies North Truro and Provincetown. (Schneider 54-57).
3,000 to 2,000 BCE. (approx.)	Arrival of Native Americans - The Cape's First Settlers	Descendants of those migrating peoples who first crossed the Ice Age land bridge from Siberia to North America settled along these shores as hunter-gatherers and eventually (600 to 1,000 years before the Pilgrims) as agriculturists and fishermen. The principal peoples were the Wampanoags and their allies, the Nausets. (Schneider 26, 66).
1003 - 1004 CE	Vikings Visit Provincetown?	<u>Legend has it, and some evidence may suggest, that Leif Ericsson, son of Eric the Red, may have visited these shores in 1003, and that in the following year his brother Thorwald hauled his long boat on the beach here to repair the keel, naming the spot "k"</u>
Pre-1492	Possible European Fishing Activities	Evidence exists convincing some historians that intrepid fishermen from the Basque region between Spain and France, and also possibly from Portugal and Britany, being excluded from European fishing grounds, sailed west, discovered the abundant cod fishing grounds of the Grand Banks and possibly these waters, returned to Europe with their valuable catches, and kept their secrets to themselves. (See Kurlanski, Mark, Cod: A Biography of the Fish that Changed the World, Penguin Books, 1997)
Post -1492	Fishery Thrives	There is ample evidence that very soon after Columbus "discovered" America, if not before, European fishing fleets exploited these waters, and there is "anecdotal evidence" of temporary fishing camps at what is now Provincetown in the decades before the arrival of the Mayflower. (Schneider 10)
1524	Verrazzano's Exploration	The Italian explorer Giovanni da Verrazzano, sailing in the service of King Francis I of France, rounded what he described as an "eminente promontorio," which must have been Cape Cod and which he named Cap Pallavisino in honor of his friend, one of the King's Italian mercenary generals. (Morison 308).
1525	Portugal's Gomes Explores	The Portuguese explorer, Estevan Gomes, (veteran of a portion of Magellan's circumnavigation of the globe in 1520 - actually Gomes mutinied and turned back before entering the Straits of Magellan), sailing for King Charles V of Spain, mapped the coast of Maine and as far south as Cape Cod, which he named Cap de las Arenas (Cape of the Sand Dunes). (Morison 331).
1526 - 1601	English Explorers Strangely Absent	Prior to 1602, the English seem to have neglected the exploration of this coast. Conjecture is that they were fully occupied searching for a "Northwest Passage" to the Indies (John and Sebastian Cabot between 1497 and 1509) or else merrily plundering Spanish treasure in the Caribbean (e.g. Sir Francis Drake between 1572 and 1595). The English did try to establish a colony at Roanoke in Virginia (1585) under Sir Walter Raleigh's auspices, and actually succeeded in establishing one at Jamestown in 1607.

	The Legends Begin to Grow	<p>"Landlords of Fisherman's Taverns anywhere along the Coast of Brittany or the Bay of Biscay had heard all about Provincetown, from the picturesque villains who dropped in to drink brandy and sour wine on an evening between one fishing season and the next..."miscellaneous smugglers, 'Portege' whalers, French privateers, and colonial fishermen who camped for the summer, all plied their trades with as much freedom as if Provincetown had been a remote island of the Spanish Main."</p> <p>From this period on through the time of Prohibition in the early 20th century, Provincetowners have been slandered for many things, including being "mooncussers." On parts of England's rugged coasts this meant folk who went along the beach in foul weather swinging lanterns to lure ships ashore to be wrecked. There is no evidence of such detestable activity here, and much evidence of heroic exploits to rescue the victims of shipwrecks. This is not to say that wrecks were not picked clean of their cargoes and anything else worth salvaging before authorities could ever think of intervening.</p>
1602	Gosnold's Exploration	English seafarer Bartholomew Gosnold explored and mapped the Cape and Islands in his ship, the Concord, accompanied by would-be colonists searching for a place to settle and by James Brereton, who chronicled the expedition and their contacts with the Wampanoags. No settlement was made, but Gosnold returned to England with a precious cargo of sassafras, quickening English interest in this region. Gosnold was the first to name this Cape Cod.
1603	Martin Pring Visits	Martin Pring, an adventurer from Bristol, England, visited the Cape and Islands in search of sassafras, highly valued for its supposed pharmaceutical properties, and reported finding no native people at the tip of Cape Cod.
1605 - 1606	Champlain's Explorations	Frenchman Samuel de Champlain, founder of the first French settlement in Canada (located on the St. Croix River), sailed south to explore for a better place to relocate. Rounding the Cape, he named it Cape Mallabare, on account of the perilous shoals on the outer shore, a name also used by Dutch mariners in these waters. (Bradford 95)
1614	Captain John Smith's Visit	Captain John Smith, capping a long and adventurous career (fighting the Turks in Transylvania, upholding the English colony at Jamestown and famously encountering the Indian Princess Pocahontas), explored, collected fish and furs and created the charts that were used by the captain of the Mayflower in 1620. The charts show Cape Cod as Cape James, after King James I of England, Cape Cod Harbor (Provincetown Harbor) as Milford Haven, after a pleasant harbor in Wales, and Cape Cod Bay as Stuart's Bay, after England's ruling dynasty.
1619	Native American Population Found to be Devastated	English explorer Thomas Dermer found places previously populous now almost desolate and the remaining inhabitants either sick or but scarcely recovered. (Freeman 40). This was part of the all too familiar story of Native American populations, lacking immunity, contracting diseases from their European visitors.

1620	Arrival of the <i>Mayflower</i> and First Landing of the "Pilgrims"	<p>The Pilgrims (as they have been referred to only since the mid-19th century) were Separatists who had seceded altogether from the Church of England and then had lived unhappily as exiles in Holland since 1607.</p> <p>Wanting a place of their own to live and worship in their own way, they obtained financial backing from London and a royal patent to establish a plantation, intended to be near the mouth of the Hudson River, where they intended to farm, fish and trade.</p> <p>Delayed by business complications until late September, they embarked in the ship <i>Mayflower</i> and endured an extremely rough voyage of more than two months. Of the 101 passengers, half were members of their religious community, referring to themselves as "Saints", and half were their indentured servants and others recruited for the venture, whom they referred to, charmingly, as "Strangers", and there was a ship's crew of 25.</p> <p>An accompanying ship, the <i>Speedwell</i>, which carried the fishermen and their gear intended to be part of the enterprise, sustained storm damage and turned back to England, with near disastrous consequences for the struggling colony in its first year.</p> <p>During the voyage, one of the company, young William Button, died, and one child, fittingly christened "Oceanus" Hopkins, was born.</p> <p>At last, land was sighted - Cape Cod as the <i>Mayflower's</i> captain knew it to be from his copy of John Smith's 1614 map. Howling adverse winter winds and the terrifying shoals of the outer Cape caused the <i>Mayflower</i> to abandon the attempt to proceed southward, and on November 11 (old style), or November 22 (new style), she rounded Long Point and came to anchor in the shelter of our harbor.</p>
	Digression Upon the Subject of Historical Dating	<p>In 1752, England, nearly two centuries after most European countries, adopted the more accurate Gregorian Calendar to replace the Julian Calendar, which over the centuries had come to lag behind true celestial time by eleven days. Thus, the date of the Pilgrims' First Landing is recorded in history both as November 11, 1620, O.S. ("Old style") and as November 22, 1620, N.S. ("new style"). Many people in England at the time of the calendar change, when by an Act of Parliament (introduced by Lord Chesterfield) the dates September 3 to 13 were omitted, accused the government of robbing their lives of those ten days!</p>
1620	Signing of the "Mayflower Compact"	<p><u>Some among the "Strangers" aboard the <i>Mayflower</i>, observing that they were about to go ashore on territory not covered by the patent granted to the Pilgrims, threatened to go their own way once they were on the beach - a whiff of mutiny! Before anyone was allowed ashore, the leaders of the expedition drew up what we know as the "Mayflower Compact" by which they formed a "civil body politic" empowered to enact "just and equal laws," to which the signers promised "all due submission and obedience." Nearly all the adult males, "Saints" and "Strangers" alike, affixed their signatures, and thereby the principles of self-government and the rule of law were established in the new land, here in Provincetown Harbor.</u></p>

	Pilgrims Come Ashore	The Compact having been signed, the Pilgrims and their fellow adventurers rowed, and then waded the rest of the way, to the beach at the far west end of what is now Provincetown. In the words of their chronicler and soon-to-be Governor, William Bradford: "Being thus arrived in a good harbor and brought safe to land, they fell upon their knees and blessed the God of Heaven, who had brought them over the vast and furious ocean, and delivered them from all the perils and miseries thereof, again to set their feet upon the firm and stable earth, their proper element."
	Pilgrims' Five Week Sojourn Here	The men set about to explore their new surroundings, and the women to wash the foul clothing and bedding they brought ashore after all those weeks cooped up together in the tiny Mayflower upon the storm tossed sea. It being Monday, legend has it that this is the origin of Monday being "washday" in America. In their explorations, the men made their way down Cape, found fresh water (Pilgrim Spring) in what is now North Truro - Provincetown's water is brackish to this day; they found a stash of the Indian's corn (at "Corn Hill"), which they appropriated, and reaching Eastham, they had their first encounter with the Indians (at "First Encounter Beach"), a relatively harmless skirmish in which arrows and blunderbuss shots were exchanged without serious effect.
	Plymouth Beckons	Much of the exploration was conducted in a "shallop," a goodly sized boat carried aboard the Mayflower, and in this the explorers visited a site on the mainland, directly across Cape Cod Bay, which earlier explorers has already named Plymouth. It had been the location of a considerable Indian settlement and agricultural development, now abandoned due to the plagues ravaging their population, and it offered good water and a fine harbor.
	Sad losses	William Bradford's wife, Dorothy May Bradford, fell overboard from the Mayflower during the night of December 10 and drowned. The cause of the event is unknown. There were three other deaths during the Pilgrim's stay in Provincetown Harbor; James Chilton, Jasper Moore, and Edward Thompson. All four are commemorated by a tablet erected in the Old Winslow Street Cemetery.
	Peregrine White, First Birth in the New Colony	The first birth in the new colony occurred on board the <i>Mayflower</i> , December 16, while it was anchored in Provincetown Harbor. He was named Peregrine White, lived to be eighty-four years old, and (Paine Smith 28) died in Marshfield on July 20, 1704.
1620 - 1621	The Transfer to Plymouth	At last, in late December, the Mayflower and her company departed this harbor and sailed over to Plymouth, where they may or may not have noticed a certain inconsequential geological object known ever after as "Plymouth Rock." (See Seelye, John, <i>Memory's Nation: The Place of Plymouth Rock</i> , the University of North Carolina Press, 1998, PP 6-8) Half of them died of hunger and disease before that first winter finally gave way to spring.
1621	Second Group of Settlers	A second group of would-be settlers arrive in this harbor aboard the "Fortune" and are overwhelmed by "this naked and barren place." Seeing it deserted, , they at first believe the "Mayflower" Pilgrims must have all perished. (Philbrick 76-77) However, the Indians assure them otherwise and send runners to Plymouth to report the new arrivals. (Payne Smith 245)

Beginning in 1623	Wampanog Confederation Formed	The Native Americans first encountered by the "Mayflower" Pilgrims on the Cape were the Pamets. (Philbrick 49) Those encountered at Plymouth, Pokanokets, led by their sachem, Massasoit, who beginning in 1623, established dominance over the neighboring tribes and created a confederation that came to be known as the Wampanogs. (Philbrick 155)
Post 1621	Plymouth Colony Expands	Pilgrim sons and daughters strike out on their own and begin settlements around Southeastern Massachusetts and out along the length of Cape Cod. By 1644 there are four permanent settlements on the Cape: at Sandwich, Yarmouth, Barnstable and Eastham. (Kitteridge 39)
	But not as far as Cape's Tip	<p>Meanwhile, at the Tip of the Cape there were neither families, nor school, nor a hint of civilization. It belonged to roving Indians, fisherman and sea dogs. Plymouth Colony's faint attempt to collect revenues from bass fisherman to help support its emerging schools is skillfully thwarted. These renegade fisherman also traded in contraband with European smugglers.</p> <p>"This community of rogue fisherman banded together not only with the European smugglers but also with the Indian braves who, during hunting and fishing season, set up a nearby camp of circular bent-sapling-and-straw houses. The fisherman traded glass buttons and rum for Indian venison, tobacco, and corn.</p> <p>"It was indeed an outlaw society. All flotsam and jetsam that washed upon the shore was fair game, be it drift whale, wrecked cargo, or bejeweled corpse."</p> <p>"Life was much freer for those Colonial bachelors in the bacchanalian fishing station than in the theocratic confines of the Pilgrim community."</p> <p>"Race Run was the site of Provincetown's bachelor fishing station. It is an inlet outside Provincetown Harbor, at the roiling junction of Cape Cod Bay and the Atlantic Ocean. To this day it is a rich fishing ground because of the abundant nutrients in the sea. This locale is no doubt the source of the modern-day legend of "Helltown," a rendezvous for those with unlicensed appetites. Provincetown has never shed the notoriety of this fishing camp. Historians invariably equated all of Provincetown with this legendary station." (Egan 38-40, citing Rich, Dow and Freeman.)</p>
1630	Puritans Settle Boston	Another, and much larger and more prosperous group of religious dissenters, the Puritans, arrives at Boston, settles and spreads to form the Massachusetts Bay Colony.
	How they differ from the Pilgrims	The Puritans differ from the Pilgrims in that they would still be willing to work within the Anglican Church to purify it by eliminating reference to custom and tradition, such as bishops or deans, most sacraments, the set prayer book and High Church ritual. The Pilgrims, by contrast, are more impatient, unable to wait for Church reform, and they had set out to be able to organize and manage their own religious affairs in their own way. (Morison 7-8)

	Looking Ahead	<p>The Massachusetts Bay Colony would grow and prosper, becoming very much the big brother of the Plymouth Colony. The demarcation line would run from Cohasset on the coast, southwest in a straight line to approximately the northeast corner of The Providence Plantations (present day Rhode Island). (Morison map printed on endpapers.)</p> <p>By Royal decree, the old Plymouth Colony will be annexed to a newly constituted Province of the Massachusetts Bay in 1691. Thus will enter the appellation "Province Lands" to describe all of the public lands reserved at the Tip of the Cape and eventually (1727) the names Provincetown and Provincetown Harbor. (Generally previously known as Cape Cod Harbor.)</p>
	Discriminatory Taxation	In 1671 it will be enacted that "our people must pay...sixpence per barrel for mackerel caught at Cape Codd and foreigners must pay one shilling and sixpence." (Smythe 11)
1654	Cape Tip lands acquired by The Plymouth Colony	Governor Thomas Prence of the Plymouth Colony purchases the lands at the Tip of the Cape, afterward known as the Province Lands, from the Chief of the Nausets, and they are made part of the Constablewick of Eastham. (Dunnell 22)
1661	Cape Tip Lands made Public Preserve	<p>By enactment of the Plymouth Colony's General Court regarding the Cape Lands acquired in 1654 it is provided that: "noe Stranger or forraigner shall Improue our lands or woods att the Cape for making of fish without liberty from the Gourment, and that all such as shail have libertie shall attend such further orders as shalbe givien them conserning the same--and that they shall pay six pence a kentell for all such fish as shal be made as aforesaid, to the collonies use." (Smythe 11) (A "kentell", or a quintal, was a weight of 100 Lbs.)</p> <p>Perhaps they rely on the honor system for collection!</p>
	Nausets' Chief Sells Province Lands to Governor	Chief of the Nausets sold the Province Lands to Governor Thomas Prince, as representative of the Plymouth Colony. The selling price was 2 brass kettles, six coats, twelve hoes, 12 axes, 12 knives and a box.(Dunnell 22) The purchase included lands from Eastern Harbor to Long Point. It was bought for the use of the Plymouth Plantation Colony and made a part of the constablewick of Eastham.(Shay 4).
1661	The Cost of Fish on the Cape	The price to be paid by strangers for fish caught and cured at the Cape was fixed at six pence per quintal (DeGo 960)
1670	Fishing Preserve Established	Province Lands were one of the first areas in America to be set aside exclusively as a fishing preserve by the General Court of the Old Massachusetts Bay Colony. (Therault 1) This year "our people" were taxed six pence per quintal of fish caught and cured at the Cape and strangers were taxed one shilling and six pence per barrel for mackerel. (DeGo 960)
1672	Fishing Restrictions	An enactment was made that fish carried on board vessels and not accounted for to the water bailiff should be forfeited to the Colony. (DeGo 960)

1673	Revenue From Fisheries Benefits Schools.	The revenue derived from the Cape fisheries was first set aside for the support of schools. A vote of the Colony in that year directed that the income from the fisheries should be employed in the maintenance of a free school in some town within this Colony. A more specific enactment of the same year directed that "the charge for this free school, which is 33 pounds a year, shall be defrayed by the treasurer out of the profits arising by the fishing of the Cape." The income from the Cape fisheries was also at times applied to other purposes. (DeGo 960)
1675-1676	King Philip's War	Launched by the son of Massasoit and fiercely fought on the frontiers of the Plymouth Colony, this is the most devastating Indian War in New England History (Philbrick chapters 13-16), although it does not directly affect the Outer Cape.
1675-1703	Settlement of the Cape Tip lands	<p>The historical record is surprisingly muddled about this. Kittredge (92) says that a group of Eastham men began negotiating with the Pamet Indians for purchase of the land that will become Truro, yet it appears that the Cape Lands were acquired by the Plymouth Colony in 1654.</p> <p>Hatch (21) tells us that while there seems to be no reliable record, 1675-1680 are the best guess dates for the earliest permanent settlement of what we now know as Provincetown.</p> <p>Admiral Morison (234) avers that "Wellfleet and Truro were not settled during the life of Plymouth Colony (i.e. before 1692); and, at the site where the Pilgrims first landed, no houses were built before the following century. He adds, interestingly (142): "Most of the first settlers on Cape Cod came there directly from England or from Massachusetts Bay; and the Cape Codders have always felt different from- even superior to- the people of Plymouth County."</p>
1680	Provincetown's Bad Boy Image	Provincetown's bad boy image probably began with the first settlement of fishermen's shacks on the beach. It was known as a wild place inhabited by a cosmopolitan group of fishermen, smugglers, outlaws, escaped indentured servants, heavy drinkers and the "Mooncussers," who were said to have lured ships to their doom by placing lighted lanterns on the beach at night, thus forcing ships to wreck on sandbars offshore and then salvaging the cargo. (Therault 1)
1690	Who Legally Owns Cape Cod Land? Massachusetts Bay Colony or...?	<u>This year the court voted to enter into an agreement to pay Major William Bradford, who claimed to own the "Cape Head", 55 pounds for a release of all his claims of title to lands at the Cape purchased by him of the Indians. Mr. Bradford accepted the offer. The Colony, from the beginning, had treated Cape fishing as the property of the Colony. As early as 1661, it had voted no stranger or foreigner should improve the lands or woods at the Cape without liberty from the Government. Thus, in 1690, the Colony reasserted its dominion, and by the purchase of Mr. Bradford's claims,"for the sake of harmony," as the records quaintly say, it became the undisputed owner of all the land and fisheries at Cape Cod. And, so, the question still remains... (DeGo 961)</u>

1691-1692	Plymouth Colony absorbed into the New Province of Massachusetts Bay	<p>Political upheavals in England have had their reverberations in the colonies. In 1685, King Charles II had revoked the charter of the Massachusetts Bay Colony. His brother, the openly Catholic King James II. , who came to the throne later in that year, was even more intent on suppressing representative government, not least among his more ardently Protestant subjects. Thus, all of New England was to be governed as a single "Dominion" under direct Royal control.</p> <p>Turnabout came in 1688 with the "Glorious Revolution." James II was forced to flee to France, and the staunchly Protestant King William III and Queen Mary II, his wife became joint sovereigns. (Morison 285-287)</p> <p>In 1691, after great political haggling in London, a new Royal Charter was granted incorporating the Plymouth Colony, as well as Maine, into the Province of Massachusetts Bay.</p> <p>The new charter arrived in Boston in May of 1692, and, submitting, the General Court of the Plymouth Colony dissolved itself and declared a day of "sollemne fasting and humiliation." (Willison 407-408)</p>
1692	How Matters stand	Now the Cape Lands, including all territory that will become Truro and Provincetown, are officially "Provincelands", the property of the Province of Massachusetts Bay, and as before, set aside as a fishing preserve.
	Property Ownership	The corollary is, as it had been, that people may use and build upon land, may even purport to buy and sell it, but they do not in fact own the land and are, in effect, "squatters." This anomaly will not be sorted out until 1893 when an act of the Massachusetts General Court will grant title rights to the land where the Town of Provincetown is built and inhabited, reserving the dunes and forests to continue as publicly owned Province Lands. These will eventually be incorporated into the Cape Cod National Seashore.
1692	Plymouth Colony Merged w/ Massachusetts Bay Colony	The new Province received the rights to "Cape Cod" and it was during this incorporation that "Cape Cod" became known as the Province Lands. (Dunnell 25)
1693	Minister Estimates Outer Cape Native American Population	Eastham minister estimates that 500 Native American adults live in that town and that 200 Pamets live in the Truro/Province Lands area. (Dunnell 6)
1696 and 1698	First Births	Ephriam Doan is said to be the first recorded birth in what will become Provincetown in 1696, (Paine Smith 247) and a son, Ezekial, is born the the Reverend Jeremiah Cushing (a Harvard graduate) and his wife. (Hatch 21)
1698	One of the Earliest Births from Earliest Clergy Family	The first minister of the town was Rev. Jeremiah Cushing, whose son, Ezekiel Cushing, was born on this date (Paine Smith 119)
1703-1713	French Privateers	During Queen Anne's War between France and Britain, French Privateers make occasional raids to loot the undefended fishing villages. (Kitteredge 104)
1714	Precinct of Cape Cod Established	The General Court established the Precinct of Cape Cod. (Theriault 2)

1714	Truro given jurisdiction over Cape's Tip (Chapter 7 of the Acts)	An act of the General Court of the Massachusetts Colony makes the Provincetown settlement a "Precinct of Cape Cod" and puts it under the jurisdiction of the Town of Truro, which had been incorporated in 1709.
1714	Which Truro does not welcome	Truro promptly petitions the General Court "that Cape Cod (i.e. the Tip of the Cape) be declared either a part of Truro or not a part of Truro, that the Town may know how to act in regard to some persons." Truro also demands to know why the settlement here "does not entertain a learned orthodox minister of the Gospel to dispense the word of God to them as required by law." (Kitteredge 94)
1715	Church and State Interact	A petition to the General Court to declare the Precinct of Cape Cod a part of Truro caused the Court to ask why there wasn't an orthodox minister of the Gospel dispensing the word of God to them as required by law. Two years later events unfolded to fulfill that edict. (Paine Smith 118)
1717	First Meeting House	The General Court grants 150 pounds to build a meeting house, which is erected on "Meeting House Plain", southwest of the old cemetery on Winthrop Street. (Paine Smith 118)
1717	Raising and Resurrecting a Meeting House With the Commonwealth's Blessing and Monetary Help	Two years prior, when the General Court questioned why there was no church representation in town, it helped answer those concerns, granting 150 pounds to build a meeting house, which went up on "Meeting House Plain" southwest of the Old Cemetery on Winthrop Street. (Paine Smith 118)
1717	King's Highway Terminates here	The King's Highway, connecting to Truro, Wellfleet and Eastham is completed here. (Paine Smith 45-46)
1717	King's Highway Terminates as Main Street	<u>Main Street through town is the "Terminal of the King's Highway" which connects to and through Province Lands from Eastham, Wellfleet and Truro. Other streets become established.(Paine Smith 45-46)</u>
1719	First Sea Monster reported	The appearance of a sea monster in Provincetown Harbor is reported by B. Franklin (an uncle of the celebrated Benjamin) who described it as having "a head like a Lyon's with very large Teeth, Ears hanging down, a large Beard...with curling hair on his head." (Kitteredge 169) There will be others.
	Origins of the Whaling Industry and Preview of the Future	<p>By this time the taking of oil from whales washed ashore was a profitable venture, and the pursuit of whales just offshore was soon to be a growing industry.</p> <p>Eventually whaling ships from Provincetown as well as from Nantucket, New Bedford and other New England ports, would venture further and further in pursuit of the "lucrative leviathans", even rounding Cape Horn into the Pacific and north to Arctic waters.</p> <p>The Revolutionary War (1775-1783) and the War of 1812 (1812-1815) would shut down Provincetown's Harbor and whaling activities, and in the Civil War (1861-1865) Confederate raiders would burn whaling ships from all northern ports. Each time the industry would rebound more strongly until the discovery and increasing use of petroleum would spell a steady decline. The last of the great whale ships, the "Provincetown", owned and registered to Charles W. Morgan, would clear this harbor on its final voyage in 1921. She is preserved at the Seaport Museum in Mystic, Connecticut.</p>

		If some people fail to associate Provincetown with the great days of whaling, perhaps it is because Herman Melville in "Moby Dick" neglected to mention this town alongside Nantucket and New Bedford.
1724	Land Boundaries Outlined	Prior to this time, Provincetown was part of Truro, the boundary line of which crossed the Cape from shore to shore, a few feet to the westward of what is now the eastern schoolhouse (Howland Street). All to the westward of said line was land that belonged to the Plymouth Colony at first and afterwards to the State. This land was reserved for fishing and resident squatter fishermen. (Jennings 19)
1727	Cape Cod Precinct Becomes Incorporated as Provincetown Provincetown Incorporated (Chapter 11 of the Acts)	<u>Recently being the Precinct of Cape Cod, Provincetown became incorporated as a town on June 14, 1727. The original name chosen was Town of Herrington but was discarded by the General Court. Details regarding incorporation of Provincetown.</u> Provincetown petitions the General Court to be set off from Truro (as Truro had long wished) and incorporated as a separate Town. The petition is granted on June 14, 1727. The name "Herrington" had been proposed, but mercifully rejected in favor of "Provincetown", which signifies that title to the land was retained by the Province of Massachusetts Bay, as had always been the case, due to the vital importance of this harbor to the fishing industry. (Smythe 13) The key words of the act are: "saving, always the right and title of this province to the said lands, which is to be in no wise prejudiced."
1737	Whaling Moves Offshore	Twelve Provincetown whaling ships set sail for the Davis Strait (between Baffin Island and West Greenland),
1739	Early attempt to preserve Dunes	The General Court of the Massachusetts bay Province passes an act forbidding pasturing of cattle on Provincetown's sand hills. That and the cutting of trees for house building, shipbuilding and fuel had been going on "until the sand lay bare, a prey to the four winds of heaven." However, "the Court might as well have forbidden the winds to blow or the sun to shine. Provincetowners cared nothing for laws and continued to cut wood and turn cattle base for the next hundred years." So the dunes shifted, houses had to be moved and the harbor itself was put at peril." (Kitterdige 160 ff)
1741	The Province Lands and Ownership Thereof	From the early days of the colony the extreme end of Cape Cod was referred to as the Province Lands. The land bought, sold and built upon was land people did not own. In 1893 the State surrendered its title to the strip of land upon which the town was built -- but the dunes and woods remained under state jurisdiction as the Province Lands. (Smith and Shay 29) In 1741, Provincetown was set off as a precinct of the Province of the Massachusetts Bay Colony, thus it's name, but title to lands in the name of the Colony remained as such, instead of being allowed to be transferred by title to individuals (Edwards 160)
1746	Oldest House In Provincetown Built	<u>The Seth Nickerson house, 72 Commercial Street, was constructed around this time period and is considered to be the oldest house in the Town of Provincetown.</u>

1749	Population Sprawl Lags Behind	Even though ownership to land was not transferable to individuals because it was claimed by the Massachusetts Bay Colony, dwellings sprung up to house families, but on a small scale. The town consisted of only two or three settled families, two or three cows and about six sheep. Those who erected dwelling-houses, fish-houses, and wharves within the limits of the former precinct, occupied the position of mere squatters or tenants on sufferance, an anomalous condition which continued until 1893 (Edwards 160-161)
1755	Provincetown "Village" Look Takes Hold	The town was not developing well in the early to mid 1700's, but by 1755 it began looking more like a snug little village, and has steadily increased to the present day (Jennings 21)
1763	First Meeting House Constructed in Provincetown	The government built the first place of worship on "Meeting House" plain near extreme northwest end of what is now known as the "Old Cemetery". The creed established by state was Orthodox. Mr. Spear was the authorized minister.(Jennings 21)
1763	First Meeting House	The first house of worship is built, using public funds (no such thing as separation of church and state in the Plymouth Colony), and located on "Meeting House Plain" southwest of the Old Cemetery. Jennings (21) tells us that "the established creed was Orthodox", by which he must mean Congregational and not Greek, Russian or Jewish.
1764	The Lost Census	From it's humble beginnings, the Town slowly ebbed and flowed in population, but by this date the town was so insignificant the census forgot it altogether.(Edwards 161)
1773 (or 1793)		A second or replacement meeting house, sometimes referred to as the "Old White Oak" was built. One may take one's pick of contradictory sources, e.g. Paine Smith (119-120) or Jennings (21-22). Locations also differ.
1774	Frigate <i>Somerset</i> leaves England for our shores	<i>Somerset</i> left England for North American Station, returning to London in 1776. (Jennings 70)
1775	The American Revolution Begins	The first shots of the War of American Independence are fired on the Village Green in Lexington and at the Old North Bridge in Concord on April 19, after Paul Revere has rowed silently from Boston, under the very stern of H.M.S. Somerset, to ride and 'spread the alarm to every Middlesex village and farm. On June 17, the Somerset also takes part in the bloody Battle of Bunker Hill. Throughout the Ware (1775-1783) Provincetown Harbor makes an ideal base of operations for the British Royal Navy, which keeps the defenseless town firmly under its thumb. (Kittredge 121) Relations between the Royal Navy and the townspeople could be tense but as month follows month of interaction, relations become "almost friendly." A chaplain of one of the frigates even preaches in the church at Truro! (Kittredge 124)
1776	Wrecks Assist Colonial Army Independence!	Sloops loaded with British provisions are wrecked in March, one at Provincetown and one at Truro, and the goods recovered on the beaches by the townsfolk are sent off overland to help relieve the desperate needs of George Washington's forces. (Deyo 71) The Declaration of Independence is signed by the delegates to the Continental Congress in Philadelphia on July 4.

1778	British Man-of-war, the <i>Somerset</i> , wrecked off Peaked Hill Bars	<u>The British frigate - Somerset, mounting 64 guns, was grounded on Peaked Hill Bars and was pushed ashore by the pounding surf. (Jennings 70)</u>
1778	Wreck of <i>H.M.S. Somerset</i> Happy Outcome What Remains Today	<p>The proud H.M.S. Somerset, 64 guns, meets her fate in a fierce November gale, fetching up on Peaked Hill Bars and coming ashore a complete wreck near the Highland at North Truro. The home guard of Provincetown and Truro manage to rescue 480 officers and men. The ship's Captain Ourry presents his sword to a young local blacksmith, William Spenser, who organized the rescue, in "one of the most unusual surrenders in the history of the British Navy." (Snow 24)</p> <p>The shipwreck is plundered, in good Outer-Cape style, and the prisoners are marched off to Boston "through a chain of jubilant villages." (Kitterdige 130) Some of the sailors will enlist in the American Navy and the others exchanged for American sailors captured by the Brits. In all, a brilliant American victory- a gift of the Outer Cape's foul winter weather and treacherous schools.</p> <p>The bones, or wooden ribs of the <i>Somerset</i> have been exposed on occasion over the centuries by shifting sands and tides, and they may yet again be.</p> <p>There is a "cats head" from the ship, and the ship's Bible displayed at the Provincetown Monument Museum atop High Pole Hill.</p>
1779	Town Warrant Calls Vote for Federal Representation	Provincetown Constable required to warn male inhabitants of age, having a freehold estate within the Commonwealth, of an annual income of 3 pounds or any estate to the value of 60 pounds, to meet on January 17th to vote for Federal Representation in the Congress of the US. (Jennings 28)
1779	First Congressional Election	The eligible male voters of the Town are summoned to convene at the Meeting-House to vote for a "Federal Representative in the Congress of the United States." (Jennings 28)
1783	End of the Revolution Condition of Cape Towns	<p>The Treaty of Paris formally ends the Revolutionary War after eight years and General George Washington proclaims the cessation of hostilities, symbolically on April the 19th. (Deyo 75)</p> <p>The situation of Provincetown and the other towns on the Cape at the end of hostilities is well described by Henry C. Kittredge at page 25 of his Cape Cod, It's People and Their History: The condition of the Cape at the end of the Revolution was, in fact, nothing to cheer any man who contemplated it. The constant calls for men and material had drained the towns dry. Their commerce was gone; their fishing vessels were hauled out and the daisies grew rank between the seams; what little money they had was worthless through depreciation. The Cape weathered the storm, shattered but triumphant, with plenty of searoom to refit."</p>
1787	Constitution of the United States adopted	On September 17, 1787 the Federal Constitution hammered out through the sweltering summer at Philadelphia is finally agreed to and signed. It will be ratified by the required nine states by June 21, 1788. Our national government is up and running.

1795	Provincetown Masonic Charter Signed by Paul Revere	King Hiram Lodge of Ancient Free and Accepted Masons is one of the oldest organizations in the town. Its charter was signed by Paul Revere. The first record we find is dated December 12, 1795, John Young, W.M. A code of by-laws was drawn up and adopted March 21, 1796. It was voted to build a lodge house March 23, 1797. It was also voted to build the building not only for a lodge house but also for a school house. This building was put up by the brothers at the foot of High Pole Hill. The brotherhood did their work until the persecution, known as "the Morgan time," drove them out. (Jennings 164)
1796		Paul Revere was Grand Master of Masons Grand Lodge of MA from 1795-97 and a goldsmith by trade. Provincetown's King Hiram's Lodge commissioned a set of 12 silver jewels (uniform pins) from him, which, along with the Charter, are still in the Lodge's collection. Revere engraved Masonic certificates given to 3rd degree masons, two of which were issued to Richard Parry, a Provincetown Selectman in 1798 and Rueben Young, captain of the schooner, Rienzi, in 1799. (Therault 5)
1797	First Lighthouse Sheds Light	The first lighthouse, that at the Highland, was built. (Paine Smith 92) Others followed, with Race Point in 1816, Long Point in 1826 and Wood End in 1873. With each year, after building these lighthouses and improving charts, fog-bells, horns, rescue appliances, and regular drills for men, fewer disasters occurred.
1798	From an Olde Tavern emerges a New Tavern, the A-House	Pease's Tavern was built this year next to the Customs House operated by Abner Dunham. It is now known as the Atlantic House on Masonic Place. (Therault 6)
1801	First Postmaster Assigned	Daniel Pease, the first postmaster, was appointed. (Degeo 973).
1801	Small Pox Outbreak Confines Activities	During the fall, smallpox was prevalent and precautions were voted for at a special town meeting: "any person who is the head of any family who shall permit the number of 6 persons to meet together at his house for frolicking or any unnecessary purposes, shall pay to the use of the town a sum not exceeding \$50 dollars." Also, the dogs, cats and sheep were not allowed to run at large.(Jennings 29)
1802	Three East India Ships Were Wrecked	The name of the ships were <i>Volusia</i> , <i>Ulysses</i> , and <i>Brutus</i> . All the crew of <i>Brutus</i> reached shore but froze to death. (Edwards 168)
1802	The History of Monument Hill	High Pole Hill is the hill on which the monument stands today. A mill is said to have stood on the hill in early days. The mill was demolished and forgotten but the desire for a tower remained, which eventually (see 1853) gave rise to what resides there today. (Paine Smith 148)

1806	Town Building Use Not Needed Until After 1800	The union of parish and town made unnecessary the erection of public buildings for use of the town until long after 1800, because several church edifices afforded the necessary accommodations for the town meetings and the town officers. In 1806, the records first allude to a building for town purposes. During an epidemic of small pox in 1801, a private dwelling surrounded by a high board fence had been set apart for a hospital. In 1806, the building thus erected was by vote of the town converted into a poorhouse and continued to be used for that purpose until the erection of an almshouse on Alden Street in 1833, at an expense of \$867.(Deگو 974)
1807	Remodel of Meeting House	The Meeting House was remodeled and four new pews added at considerable expense to the town. At that time the highest bidder was Solomon Cook who paid \$342 for pew No. 39. (Paine Smith 120)
1807	Black Slaves Take Safe Harbor in Provincetown Prior to Heading North	Captain Stephen Nickerson, said to be one of the wealthiest men in Provincetown when vessel property was good property, owned the 188- ton bark Spartan. During the Civil War, his home at 54 Commercial Street was one of four houses in Provincetown functioning as part of the Underground Railway System. Black slaves escaping north to Canada found food and shelter at these stations during the day. At night they were boarded onto fishing schooners leaving Provincetown for the Grand Banks and the Maritime Provinces. (Therault 33)
1808	Embargo on Fishing During Wartime Stressed Provincetown	The town petitioned the President of the United States representing that, "they have suffered severely from the operation of the laws laying and enforcing an embargo on all ships and vessels in the ports and harbors of the United States, not only in common with their fellow citizens throughout the Union but particularly from their local and peculiar situation, their interest being almost totally in fishing vessels. The perishable nature of the fish and the sale of it depending solely on a foreign market, together with the barrenness of the soil not admitting of cultivation leave them no resource but the fisheries," and concluding their petition with a request that "the embargo be suspended in whole or in part." (Deگو 968)
1809	Wartime Depressed Provincetown and Welfare Assistance Sought	The war of 1812, preceded by the embargo of 1808, was also a time of disaster and great depression in the fisheries. The embargo necessarily occasioned the destruction of the commercial industries of the maritime towns. Provincetown suffered with the others, and in 1800 appointed Barnabas Holway " an agent of the town to go to Sandwich to receive any gift that any person or persons may feel willing to bestow on the distressed of this town." (Deگو 968)
1810	Methodists Threaten to Preach to Congregationalists	The town voted to have a Methodist minister in the pulpit of the Congregational church unless the regular minister, Mr. Parker, was able to officiate. (200th)

1811	British Men-of-war Anchor Harbor and Pay High Prices for Goods.	After the declaration of war with Britain on this date, British Men-of-war surrounded Cape Cod with H.M.S. Majestic, making her base at anchor between Provincetown and Truro. Selectmen of Provincetown, Wellfleet and Truro were forced to enter into agreement to provide stores at the market price to British frigates. Stores had to be rafted out by schooners in Provincetown Harbor due to the 12-14 foot rise in tide. The market price the British paid for beef in 1814 was \$7.00 per pound and it is said that several fortunes in Provincetown had their beginnings in British gold. (Therault 8)
1812	Fishing Industry Blossoms After the War of 1812	After the War of 1812, Captain John Smith realized the value of fishing industry in Provincetown and made a \$7500 profit from sending a cargo of dried fish to Spain. In concert with that, men from Truro, Eastham and Barnstable came to Provincetown to fish and then built substantial houses close to the water and brought their families.. (Smith-Shay 97)
1813	Town Boundary Between Provincetown & Truro Changes	The General Court enacted, and the Governor approved, an act to set off Silas Atkins and others from the town of Truro and annex them to the town of Provincetown.(Acts of 1813 Chapter 24)
1814	British Enemy Barricade Thwarted By Citizens	After being frustrated at not being able to capture Johnathan Cook's schooner Polly, suspected of carrying government stores out of Provincetown during the British blockade, Lt. Commander Henry E. Napier of H.H.S. Nymph wrote: "My hope is that he will be hung before his next birthday." Adding to his grief, Thomas Smalley's schooner, Golden Hind, ran the blockade. Sinking his boat in the eastern harbor where British ships could only enter at high tide, he'd refloat her during the night and sail out to avoid capture. (Therault 10)
1816	Lighthouse on Race Point Becomes a Beacon for Mariners	Race Point lighthouse was built to assist in diminishing maritime disasters. (Paine Smith 92)
1818	Buildings on Long Point Begin To Appear	First appearance of buildings on Long Point start to dot the horizon. Long Point became home to many for as long as 40 years, after which they placed homes on scows and rafted them across the harbor to live on what is currently known as the West End of Provincetown. (Paine Smith 32) The Red Inn Annex was once the bakeshop on Long Point. (Smith-Shay 97)
1818	First Buildings Constructed on Long Point	The first house was built on Long Point by John Atwood. Prince Freeman built the second house and Eldridge Smith the third. The Long Point community grew to a population of 38 families and close to 200 adults. The population was engaged in fishing and the manufacture of salt. (Jennings 76) . There was no fresh water so plank cisterns were laid to collect rain water.

1819	A One-Eyed Horse Steers Without a Rudder.	During the War of 1812 there was great depression and in 1819 we hear that there was only one horse in Provincetown and that was an old white one with one eye. (Edwards 161) A Provincetown minister, Mr. Stone, wrote to a friend, "Would you believe there is a town in the United States with 1800 inhabitants and only one horse, with one eye? Well, that town is Provincetown, and I am the only man in it that owns a horse and he is an old white one with only one eye." Knowing only boats as a mode of transportation, a Provincetown boy, seeing a carriage driven along by the horse wondered how she could steer so straight without any rudder! (Paine Smith 42)
1822	Long Point's First Born	Prince Freeman, Jr. was the first child born on the Point (Freeman 76)
1826	Long Point Lighthouse Built	A lighthouse was constructed on Long Point this year (Dunnell 72)
1827	Connecticut Yankee Makes Good in Provincetown and Donates Steeple Clock to Town Hall	<u>Joseph Prosper Johnson, born in Essex, CT, came to town in 1827 and enhanced Provincetown's business ventures. (Therault 18)</u>
1828	School Districts Promote Establishment of New Schools	Six school districts were created giving reason to build six district schoolhouses. Each district elected its own supervisor. One school was near West Vine Street, the Enos Nickerson schoolhouse was near Atlantic Avenue, and one is still standing not far from the present Eastern schoolhouse. (Paine Smith 138)
1829	Universalist Church Built and Dedicated	A church was built on the plot of ground now the site of the house occupied by Captain Abner B. Rich on Commercial Street at the head of Central Wharf. It was called the Christian Union Church and cost \$3,105 to complete. Jonathan Farr preached the first sermon, April 19, 1829. Dedication of the church took place November 2, 1830. (Jennings 161)
1829	John Murray's Water Logged Book Washed Ashore at Long Point Unfolds New Ideology	<u>John Murray out-preaches his friend, John Wesley and is utterly cast out by the Universalists. (Paine Smith 129-133)</u>
1830	Long Point's First School	The first school that was kept on Long Point was kept in the lighthouse. There were only three children who were taught by Miss Hannah Sanborn, who afterwards married Deacon John Dyer, a mover of buildings who eventually moved about all the buildings from the Point over to the town. (Jennings 78)(see 1850)
1830	Theology is Tested	<u>Reverend Samuel Parker replaced Jeremiah Cushing, the first minister, and was eventually replaced himself by Reverend Nathaniel Stone who vigorously attacked the problems that took control of Rev. Parker's pulpit. (Paine Smith 120-123)</u>

1831	Union Wharf is Built and Prospers	Union Wharf was built in 1831 and extended in 1855. It was a self contained community with stores that outfitted vessels for fishing and whaling voyages, a blacksmith shop, and stores providing fruits, confections and tobaccos. (Theriault 111)
1835	First Real Road Established Followed by Plankwalk Never Used by Some	County Commissioners laid out the 'Town Rode" at a cost of \$1,273.04 which was for land damages when they took land for it. Following that, and during Andrew Jackson's administration when there was a surplus after government debt was paid, Provincetown's share of the surplus of \$6000 was used to build wood plank sidewalks for this new road. People thought it was a preposterous extravagance. (Paine Smith 43)
1836	Provincetown's First Fire Engine was Purchased	Town voted to buy it's first fire engine. On November 14, a vote was passed "to buy one hand fire engine and thirty secondhand buckets, one hundred feet of leading hose and all other necessary fixtures." The fire engine was called "Old Washington." (Jennings 46)This engine is now in the collection of the Provincetown Monument Museum.
1837	Profitable Salt Making Business Evolves and Then Dissolves	Provincetown had 78 salt-works producing 48,960 bushels of salt at the price of \$1 a bushel. The brine left in the bitter water room, evaporating slowly during the winter, yielded a little pin-money in the form of Epsom or Glauber's salts. Reduction of the duty on salt, the repeal of the bounty, and especially the discovery of salt deposits in New York State, ruined the salt making here. (Paine Smith 51)
1839	Another Wharf is Built Into the Harbor	The Central Wharf was built. (Dego 969)
1840	Long Point Settlement Contained 38 Houses	<u>In the 1840's there were 200 people living in 38 houses on Long Point. (Dunnell 72) Description of Life on Long Point</u>
1843	Replacement of Old White Oak	The "Old White Oak" church was taken down, and the present church built of the material with the addition of new lumber. The white oak framing was all utilized in the building. (Jennings 22).
1843	Provincetown Schooner Catches Largest Whale Ever Known	The largest whale ever captured on this coast was taken in South Channel, southeast of Chatham, by the little Pink-stern Schooner, Cordelia, of Provincetown, with Capt. Ebenezer Cook and a crew of Provincetown men. This whale was of the right whale species and was estimated it would have made nearly 300 barrels of oil and about 1.5 tons of bone. The little craft, not having the facilities for handling the monster, saved only about 125 barrels of the oil and 300 pounds of the bone which was over 14 feet in length. The value of the fish was over \$12,000. (Jennings 194)

1844	Graded Schools Established	The ungraded district schools of 1828 served until 1844 when the town built the Western, the Center, the Eastern schoolhouses, each for three grades: the Primary, the Intermediate and the Grammar. Five years later the High School was established. (Paine Smith 138)
1845	Jail House Rocks.	The town voted to petition the legislature to authorize the county commissioners to erect a jail at Provincetown. The jail was accordingly built upon Central Street near Bradford and continued in use as the town "lockup" until 1886.(DeGo 975)
1846	School House on Long Point Planned	The town voted to build a schoolhouse where some 40 families resided on Long Point. This building was one of the last to eventually be removed and now stands on Commercial Street near the Post Office. (Jennings 42). There were sixty scholars who attended and the inhabitants numbered over 200 with the adult population engaged in fishing and manufacture of salt. (Jennings 76). (Picture of building in Jennings 141)
1846	Methodist Congregation Splits Apart	Methodists increased, making it advisable to split into two separate churches, one in the western end of town. At that time, Universalists offered their building for sale for \$1,400, so it was bought, overhauled and remodeled, cupola taken off, steeple put on, new facade reworked and bell placed in belfry. Church was then formed by Methodist residents at western end and dedicated under the name of Wesley Chapel. With increased membership it became advisable to build present structure in 1865. (Jennings 157)
1847	New Universalist Church Built	From 1844 until the present church was built in 1847, there were several candidate preachers. The clock now in the church was presented by Mr. Joseph Atkins, who is mentioned in church records. When he had reached the advanced age of 87, the name of the society was changed to the Universalist Society, and Rev. Emmons Patridge was the first to preach in the new church. (Jennings 162)
1848	Marine Railway Constructed at Central Wharf	Shipping required accommodations. Freeman Atkins, Eben S. Smith, William A. Atkins and others were incorporated as the Provincetown Marine Railway, with power to construct a railway easterly of Central Wharf. (DeGo 969)
1849	State Law Requires Establishment of High School	Voted at town meeting to establish a High School, school doors opened on April 26th in the vestry of the old Methodist church under the Hill. All grade schools were furnished with blackboards, maps, globes and all the latest appliances for education in that day. Freeman Nickerson, principal, was paid \$400, with Miss C.A. Rogers as assistant. The school committee consisted of Godfrey Ryder, Esq., Dr. S.A. Paine and Rev. Osborn Myrick. (Paine Smith 140)
1850	Builldings Moved From Long Point	Beginning in 1850, families began to move off of Long Point. Deacon John Dyer specialized in moving buildings and moved most of the houses across Provincetown Harbor. By the time of the Civil War only two houses remained on Long Point (Jennings 78).
1850	Provincetown's 2nd Fire Engine was Purchased	Another fire engine was bought and called the <i>Franklin</i> which is today under the name of <i>Tiger #5</i> (Jennings 46)

1850's	Largest Catch of Cod Fish Brought to Shore	Cod fishing in the 1850's was at it's height in Provincetown. "Member Captain Angus McKay brought in the largest catch of codfish ever recorded into port aboard the schooner, Willie A. McKay," (Theriault pg. 28) They weighed 4,062 quintals (a metric unit of mass equal to 100 kilograms) and sold for a little over \$22,000.
1851	Storm Destroys a Beacon Light	The ocean broke through East Harbor during the storm of 1851 which destroyed Minot's Ledge Light. (Paine Smith 100)
1852	Railway is Built on Union Wharf	Charles A. Hannum, Stephen Nickerson, Alfred Nickerson and others were incorporated as the Union Marine Railway, with power to build a railway at Union Wharf. (DeGo 969)
1852	Seamen's Bank Instituted	Seamen's Savings Bank began business this date. It was incorporated April 14, 1851.(DeGo 980)
1852	First Italian Priest Sets Many a Precedent for Catholics in Town	Details.
1853	High Pole Hill Purchased for \$350	Town of Provincetown purchased High Pole Hill for \$350 from Godfrey Ryder; Jonathan Cook; Asa S. Bowley; Philip Cook Seth Nickerson, 2nd; Joseph Atkins; & Samuel Chapman. Deed was recorded June 9, 1853 (Jennings 106). The original Provincetown Town Hall was to be constructed on top of High Pole Hill at the location where the Pilgrim Monument stands today. The facility would cost \$15,000 to build. In addition to being the Town Hall, Provincetown's high school students would hold classes on the top floor of this structure. (Jennings 106)
1853	Hook and Ladder's First Use	The Hook and Ladder fire truck was put into service. (DeGo 973)
1854	First Bridge Across East Harbor Constructed	An act of the legislature authorized the commissioners of Barnstable County to construct a bridge over East Harbor at Beach Point. A bridge costing \$9,000, of which the county contributed \$2,000, was constructed. The bridge, however, was destroyed by ice in 1856 and was rebuilt in 1857. Twenty years afterwards, the bridge was discontinued and a solid roadbed was constructed across the channel. (DeGo 970)
1854	Windmills Dominate Provincetown's Skyline	One hundred 90-ton cod-fishing schooners, catching nearly double the total of all the rest of the Cape, required a lot of salt. Windmills and ships' masts dominated Provincetown's waterfront as sea-salt makers kept the windmills pumping the sea into drying pans to supply the fishing industry. With 700 ships: whalers, Grand-Bankers, Georges-Bankers, mackerel-catchers, and line fishermen all crowding the harbor, the town had to keep busy to supply their needs. (FNBP 1) Fish were dried and salted for shipment.

1854	Provincetown Fishing Boom	Provincetown fishermen landed 79,000 quintals - 27,416,340 pounds of fish. With it's whalers, Grand-Bankers, Georges-Bankers, mackerel-catchers and line fishermen, Provincetown Harbor was nearer crowded than ever before or since. (FNBP 7)
1854	Salt Industry Ceases	The manufacture of salt began in Provincetown in 1800 and continued for many years, a profitable industry. Salt mills and salt works extended along the shore from one end of the town to another giving a picturesque appearance to the town. It was still at its height in 1835 but the reduction of the bounty and the high price of lumber soon after caused a diminution in the annual product, so that in 1854 the business had ceased. (Degeo 978)
1854	Ground Breaking Commences for first Town Hall on High Pole Hill	A Town House, with a high tower that could be seen half way to Boston Light, was erected on High Pole Hill. The Town Hall/School was destroyed by fire on February 16, 1877
1854	First State Bank in Town	The bank was incorporated first as a State Bank. (In 1865 named First National Bank.) The first meeting of the stockholders was held at the Town House, May 8, 1854; Daniel Small as Chairman, Elijah Smith as Secretary. The first Board of Directors was chosen at that time. The first meeting of the Directors was held at the house of Eben S. Smith and choice was made of Nathan Freeman as President. June 14, 1854 saw Elijah Smith as Cashier. (Jennings 115)
1856	Telegraph Companies Come to Cape	
1857	Long Point Residences	<u>Residences of Long Point dated 1857 (Paine Smith 35-37)</u>
1858	Commercial Street Fire Destroys Six Buildings	At the Bowen fire, six buildings on Commercial Street, between the land of Josiah F. Small and the land belonging to the estate of Jesse Cook, were totally destroyed. (Degeo 973)
1859	Board of Fire Engineers Formed	Board formed with the late E.G. Loring as Chief, followed by Eben S. Smith, succeeded by Mr. John. D. Hilliard, who became a member of the board in 1866. The board held monthly meetings in their rooms in the Town Hall. (Jennings 46)
1860	Methodists Built Taller English Baroque Church	The Center Methodists built a new church at the corner of Center and Ryder Streets It was built in English Baroque style with a huge bronze bell in the belfry. The sanctuary was on the second floor with a tracker organ. The church cost \$22,000 and had a spire 162 feet high which was later removed due to storm damage. (200th)

1861	War Volunteers Receive Remuneration	The first town meeting to take in consideration affairs relating to the war of 1812 voted to pay to every volunteer from Provincetown in the army or navy \$20, together with "ten dollars a month for single men and men having wives only, and fifteen dollars a month to men having families while in the service." Fortunately, the town was spared the suffering that invasions of the enemy had caused in previous wars, and but for the loss of life and the loss of several vessels by the, Sumter,, and other Confederate cruisers, experienced an uninterrupted business prosperity during the years of strife.(DeGo 968)
1861	Rebellion of 1861-1865	Provincetown boys, as they were referred to, never shrank from their duty while defending their country's flag. Commodore Farragut singled out one when he mentioned that in the battle at the mouth of the James River off Newport News, between the Rebel ram, Merrimac and the Union fleet, when the Comberland sank, Josiah C. Freeman, a Provincetown boy, went down with her fighting with his gun manfully to the last. In his memory Post G.A.R was named. (Jennings 52)
1861	President Lincoln Uses Provincetown Harbor as Place to Release Hostages	In order to prevent trade alliance between Confederate states, Great Britain and France, the Union Naval ship, San Jacinto, intercepted and boarded the British mail steamer, Trent, en route to London. John M. Mason and James Slidell, former US senators and leading secessionists, were arrested and imprisoned at Fort Warren on George's Island, Boston Harbor. Britain's Parliament was outraged, accusing US of breaking International Law. President Abraham Lincoln decided to accede to British demand and ordered Mason and Slidell released, so they were transported to Provincetown Harbor aboard British naval ship, Rinaldo. The storm that arose the night the Rinaldo left anchor became known as Mason and Slidell Gale. (Therriault 30)
1863	English, <i>Caledonia</i> , Ship Wrecked off Race Point	<i>Caledonia, an English ship with cargo of broadcloth, linen, cotton cloth, and thread, was found the morning after, awash in the tide. (Paine Smith 93) As a story goes, a workmen brought home a bolt of Irish linen toweling from the wreck. It being somewhat stained by salt water, his wife washed it, and knowing if hung out to dry, a passersby would notice it, and knew where it came from, she thought it a good idea to hang it on a neighbor's clothes line as they were adjoined. When dry, the owner of the clothes line went and took it in, reasoning that if she was going to have the name of having some of Caledonia's stuff, she might as well have the article. The first party never called the other for the toweling...they were not on speaking terms thereafter, (Jennings 181)</i>
1863	Library Movement Commences,,,,,donated to the town a sum of money amounting to nearly \$300 and deposited it in the Seamen's Saving Bank.	The first movement towards a public library commenced when the Mayflower division of the Sons of Temperance donated to the town a sum of money amounting to nearly \$300 and deposited it in the Seaman's Savings Bank. This was to form a nucleus for the purpose of raising a sum of money to establish a public library. (Jennings 112)
1864	Long Point Acquired by U.S.	The United States acquired jurisdiction over all that portion of Long Point extending from the extremity to a line drawn true west through the northern point of House Point Island, subject, however, to the civil and criminal processes of the judicial tribunals of the Commonwealth. (DeGo 969)

1864	Another Marine Railway Comes to Another Wharf	Ephphras K. Cook, Ephraim Cook, Ebenezer Cook and others, were incorporated as the Eastern Marine Railway to construct a railway from the wharf of E. and E. K. Cook. The Eastern Marine Railway was discontinued in the winter of 1874-75.(Deogo 696)
1864	Civil War Batteries at Long Point	Civil War batteries were constructed at Long Point under the charge of John Rosenthal for 12 years. (Jennings 61) Earthen forts later known by the Townspeople as "Fort Useless" and "Fort Ridiculous."
1865	State Bank in Town Becomes First National Bank	The State Bank established by an act of incorporation on March 28, 1854 was organized as the First National Bank, with an increased capital to \$200,000. Elijah Smith, the first cashier of the bank, continued in that capacity until his death in January, 1867, at which point, Mr. Moses N. Gifford was chosen cashier. Mr. Nathan Freeman, President from the first organization as a State Bank, filled that position when it became National and held it until his demise in 1876.(Freeman 115).
1865	Centenary Church is Born Out of Methodist Split	Ninety-one Center Methodist members formed Wesley Chapel in 1848, and this year they built a larger church for \$40,000 and called it Centenary Church, with seating for 1000. Wesley Chapel was sold to Reuben Adams, who remodeled it, whereupon it became Adams Hall. In 1875 it burned in a New England snow storm.(200th)
1867	Attempts To Update Fire Apparatus Squelched	The first attempt to get a steam fire engine was made at the Annual Town Meeting in February,1867, when the town voted \$11,000 to buy one and its appurtenances. This vote was rescinded at a special meeting,and nothing further was done until the Annual Town Meeting in 1889, when it was voted almost unanimously to buy a Steamer and Chemical. (Jennings 46)
1867	Last Resident of Long Point One of Provincetown's Model Citizens	Hon. Nathaniel Atwood's home was the last to leave Long Point. He received a commendation from the Consul General of the U.S. to Great Britain for his part in rescuing the crew of the British brig, Lone Star, in 1867 during a storm on the Grand Banks while he was in command of the whaling schooner, Cetacean. He was also presented an inscribed spy glass by Her Majesty, Queen Victoria, for valiant conduct, which is currently in the collection of the Town. He was also a member of Massachusetts House of Reps for 2 years, Massachusetts Senate in 1869 to 1871, and one of the founders of Massachusetts Institute of Technology (MIT). Connected with the U.S. Fisheries Commission, he, along with Prof. Louis Agasiz and Hon. Reuben Chapman, Chief Justice of the Supreme Court, was appointed by Governor Gardener in 1856 on a commission to investigate artificial propagation of fish. He made many discoveries of fish which were previously unknown to science at that time. (Theriahult 29-30)
1868	More Fire Engines Arrive in Provincetown	Two secondhand fire engines, built by Hunneman & Bros. in 1850, were added to the fire department and are designated respectively as the Mazeppa No. 3 and Excelsior No. 4 (Deogo 973)
1869	Provincetown Advocate Newspaper Established	

1869	Construction of East Harbor Dike	<p>Town meeting on Jan 31, 1877 voted that the town comply with the order of the County Commissioners to construct a causeway across East Harbor in place of the present wooden Bridge and ... the County Road as laid down in said order.</p> <p>A 1400 foot dike that created Pilgrim Lake was constructed to replace the former bridge over East Harbor. (Smith & Shay 50)</p>
1870	Ice Business Becomes Solid Business	<p>Bennett's Ice Plant began business by cutting and storing 40 tons, building himself an icehouse and stable. The most money he took in for a day's work, for self and team was \$1.42. Ice went to families. On 3rd year, a little vessel trade began, and that fall a building capable of holding 1000 tons was put up on what was called Bennett's Pond. When weirs (fishnet fences or dams) were erected and fresh fishing became an industry here, the demand for ice increased. In 1884 Webber's Pond was bought, and a building eventually holding 1000 tons was put up due to demand. When harvesting, he employed from 110 to 120 men and nine horses. Family and hotel trade amounted to 900 tons, balance going to fish business. (Jennings 137)</p>
1870	Formation of U.S.Lifesaving Service Recruits Provincetown Men.	<p>The Massachusetts Humane Society, founded by Rev. James Freeman, had maintained shelters along the coast in an effort to assist shipwrecked sailors, but that organization was replaced by the formation of the U.S. Lifesaving Service. The shelters were to be manned by the most expert surf men and boat handlers to be found. Patrol of the coast at night and during thick weather by day was inaugurated. (Theriault 36) These huts were a mere eight foot by eight foot outfitted with hay, matches, and perhaps a blanket.(Gamble 5). Provincetown men were actively recruited for their demonstrated ability in boat handling. (Theriault 36) Also see 1872</p>
1871	Railroad Comes to Provincetown	<p>To bring the railroad to town, it was necessary for the town to subscribe for stock in the extension from Wellfleet in the amount of 5% of valuation. As Town Moderator, Joseph P. Johnson, appointed a committee of nine on February 13, 1871 to meet with railroad officials and arrange the terms of the subscription...and it was done.(FNBP9)</p> <p>Another reference states the town contributed largely to the attainment of the railway by subscribing \$98,300 toward the stock issued for the extension, and received in return 727 shares of the capital stock of the Old Colony Railroad Company, which were sold from time to time for \$72,696.25. The railroad was opened for traffic on this date. (DeGo 971)</p>
1872	Prospects of a Library Interests Town	<p>For the purpose of establishing a public library, the first movement made by the town was at an annual meeting when it was voted to appropriate the sum of \$25, plus the dog tax refunded to the town by the county for the three preceding years, amounting to the sum of \$191.45. At the annual meeting in 1873, \$58.58 from the dog tax for 1872 was added to the fund. (Jennings 112)</p>

1872	Lifesaving Stations Built	An appalling number of fatalities from maritime disasters that occurred along the Atlantic coast during the winter of 1870-71 resulted in the formation of the U.S. Lifesaving Service, which replaced the MA Humane Society, founded by the Rev. James Freeman. Afterwards, nine lifesaving stations were built on Cape Cod in 1872, with stations manned by Provincetown men at Race Point and Peaked Hills Bars. (Therault 36)also see 1870
1872	Confederate Cruiser, <i>Alabama</i> , Given Award for Lost Revenue	During the Civil war, Confederate cruisers, among them the Alabama, fitted out in English ports, made prizes of Provincetown whalers. In 1872, a joint commission chosen to settle the claims of the U.S. against England made an award of \$15 million to those who had suffered loss. The value of vessel and fittings, her cargo, and the voyage she would have made had she not been captured, the wages of officers and crew, and compound interest on all these items for ten years was given .(Paine Smith 75-76)
1873	Bradford Street Designed	Bradford street was laid out this year. (Paine Smith 45) It was completed and opened to public travel, a great public improvement rendered necessary by the continued growth of the town, its execution hastened by the opening of the railroad. The town had taken steps toward the survey early in 1869, and expended nearly \$29,000 before 1873 for land damages and for the construction of the road bed. (DeGo 971)
1873	Firemen of Old Get Insurance Coverage	Connected with the fire engine companies was a Mutual Insurance Company, which was established this date to which all firemen were eligible. Upon the death of a member, an assessment of \$.50 was levied and kept on deposit 'till another death. The policy holders received the amount within 24 hours of the death of a member. (Jennings 50)
1873	Train Comes to Provincetown	Train locomotive #25, the Extension, pulled into Provincetown from Boston. A second train, with a red funnel and Mount Hope painted on the sides, pulled 13 bright yellow coaches that included among its passengers three governors, one candidate for governor, Cape Cod political and business figures, and railroad officials.(Therault 48) The great day came when flags flew, bells rang, and a great crowd came down to meet the train. At about 1PM on this date, the engine chugged around a curve and into the depot at Parallel and Center Streets, "crowded almost to suffocation" with townsmen who had ridden in from Wellfleet. Among the passengers was, reputedly, President Ulysses S. Grant.(FNBP 9)
1873	Stage Coach Routes Give Way to Train Routes	By this year the stage coach routes were withdrawn to give way to the train tracks. The coaches began meeting trains at the Provincetown Station to take passengers and their baggage to hotels like the Atlantic House and New Central House. (Therault 49)
1873	Library Building Established	Freeman Street building was erected by Mr. Nathan Freeman and donated by the same to the town, to be used as a Public Library Building on the lower floor, the second story for a YMCA room, the upper part of the building to be used for a photograph business, the income of which was to be applied to keeping the building and grounds in order. Dedication was held on Dec. 11, 1873. (Jennings 110)

1873	Overhaul of "Old White Oak"	This church was thoroughly overhauled, a brick basement placed under it making one large vestry and two smaller ones, which is the church of today. It was rededicated Feb. 20, 1874, 100 years after the building and dedication of the old original "White Oak".(Jennings 23)
1873	Wood End Lighthouse Rises Toward the Sky	In 1797, 1816, 1826 and this year, various lighthouses were constructed. (Paine Smith 92) These helped maritime ships to maneuver the treacherous waterways.
1874	First Library Trustees Assigned and Doors Flung Open	<u>Seven Trustees were chosen and the rest is history.(Jennings 112)</u>
1874	Provincetown Locked in By Ice Floes	It was in the winter of 1874-75 that Provincetown was hermetically sealed by a glittering ice-field from Wood End to Manomet, a distance of 22 miles. A fleet of fishing vessels was caught in the floe and stood there; their hulls, rigging, and tapering spars encrusted with ice, like fairy vessels of glass. It was one immense crystalline desert with signals of distress fluttering from the immobile craft, a scene of perilous beauty and wicked enchantment. (Edwards 166)
1874	First Catholic Church Adds to Town's Skyline	Catholics bought the land known as "Parker's Plain" to build their first church. It was formerly the site of the First Congregational Church. On October 14 of this year, the Catholic Church was officially dedicated. (Vantine 18)
1874	Social Organization Highlights Town Catholic Portuguese	St. Peter's Aid Society, a mutual benefit society, connected with, but not governed by the Catholic church, was organized from mostly Portuguese population who were recruited here from the Azores Islands. In March, 1875, society formed with 60 members. It paid out sick and death benefits to members and every year held a parade with full ranks in attendance. (Jennings 147)
1875	Firemen Contain Spread of Another Fire	Adams Hall, a large building at the corner of Winthrop and Commercial Streets was burned, the fire breaking out during the evening of March 4, at a time when the streets were almost impassable from snow and threatening the destruction of the neighboring buildings, which were saved only after long continued efforts on the part of the firemen. (DeGo 973)
1875	Italian Ship Relinquishes Goods and Men to the Sea off Race Point	<u>The Italian bark (sailing ship with from 3-5 masts, all square rigged except aft mast which is fore-and-aft rigged), Giovanni from Palermo, Sicily, came ashore about 2.5 miles eastward of Peaked Hill Life Saving Station. Details. (Jennings 184)</u>
1876	A Visionary Seizes Opportunity to Enhance Provincetown as a Tourist Resort	Stephen Cook succeeded Nathan Freeman II as president of the First National Bank of Provincetown and it was he, a ship-owner, who knew that Provincetown's method of fishing could not compete with the "take-all" of draggers. The draggers destroyed the fish habitat by dragging their nets. He looked about for a new "industry" and turned the bank's attention to developing Provincetown as a summer resort. Town and bank worked together and cottages as well as restaurants were built. The summer visitors came and filled them and the boarding houses as well. And some filled shacks along the 'Back Side'. FBNP19)

1877	Town Meeting Vote to Construct Causeway at East Harbor	<p>Voted that the town comply with the order of the County Commissioners to construct a causeway across East Harbor in place of the present wooden Bridge and ... the County Road is laid down in said order.</p> <p>Voted that a committee of three persons be appointed by the Moderator of this meeting to make all necessary contracts for furnishing material and performing the labor for constructing said Causeway and road, and to superintend the same and to attend to all other business specially connected with the subject matter of said order. Nathan D. Freeman, James Gifford, B.F. Hutchinson appointed. (Volume 6 p. 294)</p>
1877	Town Hall on High Pole Hill Burned Down	<p>At 8:25 p.m. the Provincetown Town Hall on High Pole Hill burned to the ground. Cause of the fire is unknown. (Jennings 106) Lost was the marble tablet over the entrance which read: In Commemoration of the Arrival of the Mayflower in Cape Cod Harbor and of the First Landing of the Pilgrims in America at This Place, Nov. 11, 1620 O.S. This Tablet is Presented by the Cape Cod Association, Nov. 8, 1853. (Paine Smith 149) Town Meetings were then held in the Masonic Hall until 1886.(Therault 56)</p>
1880	Latest High School Evolves	<p>After the fire destroyed the Town Hall which housed the High School, the school was kept in the vestry of the Congregational Church until the present high and grammar school building was erected in 1880. The town appropriated \$8,000 for the purchase of land and the erection of the building. The higher branches are taught there in connection with several foreign languages. (Jennings 42-43)</p>
1882	Birth and Death of Seamen's Aid Society	<p>Seamen's Aid Society, for the care of shipwrecked sailors, was organized with a dollar a year membership and an annual public meeting. The Commonwealth made provision "that the town shall furnish money to shipwrecked persons and be reimbursed by the State." Thus, treasury of the Seamen's Aid Society has been given to the Helping Hand and the former group disbanded. (Paine Smith 94)</p>
1885	Fishing Industry Capital Is Gone	<p>\$964,573 had been invested in the fishing industry in the form of wharves, vessels, outfitter's firms, sail-lofts, block-makers, shops, rigger's lofts, ironworkers places, marine railways, etc., Now, scarcely a vestige of all this is left. (Paine Smith 55)</p>
1885	Population Profile	<p>Of a total population of 4,480 there were: native born, 3,332; foreign born, 1,148; both parents native, 1,813; both parents foreign, 2,136; one parent foreign, 431 sic. Of the population of foreign births: 698 were of Portuguese nativity, 251 of Nova Scotia or Provincial birth, and 199 were born in other foreign countries. (DeGo 979)</p>
1886	Dedication for the New Provincetown Town Hall	<p>The building was commenced Sept. 10, 1885 and dedicated in 1886. Rev. William Henry Ryder donated the land for the new Town Hall, but town officials deemed it not large enough and took two adjoining estates. Dr. Ryder paid for all the land taken. The cost of the building was \$50,400. The Town Hall clock was donated by Joseph P. Johnson. The bell was a donation from John F. Nickerson.(Jennings 108)</p>

1886	A Six-Eyed, Slithering Sea Monster Seen by Provincetown Resident	<u>Professor Ready alleged that he saw a monster and furnished a reporter with the facts. (Jennings 172)</u>
1886	Business in Town Burns	The Puritan shirt factory, owned by E.A.Buffinton of Leominster, was totally destroyed by fire. (DeGo 973)
1886	Whale Oil Works Established	Nickerson's Whale and Menhaden Oil Works establishment was situated in the Herring Cove near the Race Point Lighthouse. It was built, as well as a steamer, to be used for rendering whales. The total cost of steamer, factory buildings and machinery, was \$12,302. In 1887, a bone mill, crusher and engine were added at a cost of \$1,440. In 1888 further improvements were made: steam hoister, seine boats and seines(fishing nets) to be used by the steamer for taking menhaden (an inedible fish used as a source of fish oil, meal, fertilizer and bait) were added at a cost of \$1,077. In 1889, a wharf was extended from shore 400 feet. During the season, steamer and factory employed from 25-30 hands and circulated in the town about \$10,000.(Jennings 135-136)
1889	West Harbor Dike Sanctioned	Commissioners appointed by the Governor, and Messrs. James B. Francis, James Gifford, and George Marston of New Bedford, recommended the construction at some future time of a dike across the western end of the Provincetown Harbor, from Wood End to Steven's Point, and in 1889 the legislature passed a resolve requesting the United States to construct a solid dike across the western end of the harbor (DeGo 967).
1889	Schooner <i>Willie A. McKay</i> Defies Scarce Fish Year with Huge Haul.	Capt. McKay of the Schooner <i>Willie A. McKay</i> has always made successful voyages and in this year which is known as the scarce year, brought in nearly a full fare of fish, the only one in the place. (Jennings 194)
1889	Town Library Flourishes	The acts of the legislature of 1888 were accepted at the annual meeting directing the choice of library trustees for terms of 3 years; fixing the number of trustees at 9. The provisions of the acts permitted the trustees to hold property of any kind in trust for the purposes of the library and vest the trustees with exclusive custody of the library funds from whatever source derived. Benjamin Small conveyed to the trustee \$5,000, the annual income which should be expended in the purchase of books for the library. In December, a card catalogue was prepared and library furnished with ash book cases.(DeGo 982)
1889	Steam Fire Engine Comes to Town	Town voted almost unanimously to buy a Steamer and Chemical fire engine. In a prior debate in 1869, one strong headed old fellow opposed to the purchase clinched his argument with the remark that he believed "cold water would put out a fire as wall as boiling water, and there would be no danger of scalding the people around the fire." (Kennings 48)
1889	Town Allowed to Provide Water to Residents	

1891	Charles Hawthorn Visits Town	
1892	Cape Cod Pilgrim Memorial Association of Provincetown Organized	The Cape Cod Pilgrim Memorial Association of Provincetown was organized by Moses N. Gifford & Howard F. Hopkins (editor of the Advocate), both directors of the First National Bank of Provincetown; Joseph H. Dyer, Cashier of the Bank; James H. Hopkins; James Gifford; and Artemus P. Hannum. (FNBP 18)
1892	Refrigeration Comes of Age	Mr. D.F. Small built a "freezer" to keep bait fresh. Since building one, five others came to be at the average cost of \$100,000, designed with a circulation of ammonia and brine which reduced the temperature to zero and kept it there day and night for months. (Paine Smith 91)
1893	First Time the Commonwealth Allowed a Transfer of Property by Deed	Not until 1893 was it possible to give a deed of land to inhabitants, except a quitclaim deed. At that time, the Commonwealth set up granite boundstones, ceding to the people the land on which the town is built, but reserving to itself most of the territory. The bounds can be followed along the hills just back of the town. (Paine Smith 20)
1896	A-Dollar-A-Week Teachers	780 children attended classes in seven Provincetown schools. Teachers received \$1.00 a week, the Superintendent of Schools, \$34.12 a month. But prices weren't high either. D.A. Matheson's advertised men's suits and overcoats from \$3.95, boys' suits and overcoats from \$.95 (FNBP 15)
1898	Portland Gale: Nature's Fury Wrestles With the Ship, <i>Portland</i>	Snow, wind, and tide wrecked half the wharves in town the night the steamer, <i>Portland</i> went down. (Paine Smith 116)
1899	Enchantment of Provincetown Enraptures Artists	When William M. Chase came to Provincetown to paint he fell in love with the town, and that enthusiasm caught his pupil, Charles W. Hawthorne, who in the summer of this year began his Cape Cod School of Painting. It was to bring renown to him and to Provincetown. Here, people found exhilaration in the beautiful brooding, wind-tossed dunes, enchantment in the wharves and sailing ships, a bit of the Old World in the Portuguese and their customs, and scenes to paint in the quality of light found nowhere else. FNBP17)
1902	Moneys Collected to Build Pilgrim Monument and Site Deeded for That Purpose.	A petition was drawn and presented to obtain an appropriation of public moneys in the MA General Court for purpose of collecting funds for the building of a monument. At the same time, by vote of the people of Provincetown, the site known as Town Hill or High Pole Hill, in the center of town, was deeded to the Cape Cod Pilgrim Memorial Association, as a site for the monument. (Theriault 72)

1906	The Pen That Teddy Roosevelt Used to Sign the Bill to Help Finance Building the Pilgrim Monument, Rests With the Town of Provincetown	A bill was passed by Congress, and signed by President Theodore Roosevelt, to provide \$40,000 from the Treasury of the U.S. for the building of the Pilgrim Monument. The pen, which was used in signing that bill, is now in the hands of the Town of Provincetown. (Therault 72)
1907	<i>Rose Dorothea</i> wins the Lipton Cup Trophy	A trophy, won in the Fishermen's race, is displayed in Town Hall, with the inscription: "Won by Sch. Rose Dorothea/ Capt, Marion Perry/Aug.1, 1907/ Presented by Sir Thomas Lipton, K.C.V.O/ Boston Old Home Week/ 1907" (Paine Smith 81)
1907	Monument Corner Stone Set in Place	<u>The corner stone of the Monument was laid by the Grand Lodge of Masons in MA, in the presence of Theodore Roosevelt, President of the United States. Funding and details abound. (Paine Smith 150-151) When President Roosevelt arrived, he was escorted by 7 battleships, and when he touched his trowel to the cornerstone of the monument, the battleships fired a salute. The Advocate reported a considerable breakage of glass: windows broken by the concussion of the salute. FBNP18)</u>
1908	Wesley Chapel's Centenary Church Destroyed	Centenary Church was struck by lightning and burned to the ground. Centenary Chapel was built next year at corner of Winthrop and Commercial Streets (200th)
1909	Episcopalians Ministered To	Bishop Lawrence was requested to send a clergyman to minister to the needs of a group of Episcopalians who were meeting on Sundays at one anothers houses. (St. Mary)
1910	Dedication of Monument	The Monument was dedicated. The dedication address was given by Dr. Charles W. Eliot, President-Emeritus of Harvard University. William H. Taft, President of the United States, was present and made an address. (Paine Smith 150) The Atlantic Fleet, eight ships under the supervision of Rear Admiral Seaton Schroeder, arrived the previous day in Provincetown Harbor with the President's and Governor's yachts arriving early that morning. (Therault 80)
1911	Breakwater Constructed	West End breakwater is constructed by the Federal Government. (Paine Smith 100) It helped to protect Provincetown Harbor from sand build up, etc.
1914	Provincetown Art Association: Art Circle Develops	Mrs. John Herring gave an address before the Nautilus Club and suggested the organization of an Art Circle which began as a small group of women. The by-laws of the Provincetown Art Association promote and cultivate the fine arts, establish and maintain a permanent collection, hold exhibitions, and promote the advancement of art by social exchange between artists and others interested in art. (Paine Smith 145)

1914	An Old Fish House Welcomes Eugene O'Neill and More	Mary Heaton Vorse's old fish-house housed the first Provincetown Players Theater. It welcomed the likes of artists, writers, sculptors, and more, who painted and wrote, acted and talked in every media on every subject. Eugene O'Neill brought a play to the Provincetown Players and sat in the next room while Frederick Burt read, Bound East for Cardiff which launched the new American Theater here. (FNBP 20)
1914	Bohemian Lifestyle Takes Root in Provincetown	A great wave of change swept through Provincetown long before the U.S. entered the war conflict in Europe in 1917. When war was declared abroad during the summer of 1914, the newly transplanted residents were confident of their isolation. Danger of travel abroad to Americans resulted in Provincetown becoming a mecca for artists, writers and those who embraced the Bohemian lifestyle. They drew up resolutions protesting the war. The Beachcombers Club was formed along with the women artists equivalent, the Sail Loft Club. The only war Provincetown concerned itself with was between modernist and traditionalist in the fine art schools within town. (Therault 91).
1917	Out with Sperm Oil, in With Petroleum Products	During the Civil War, the price of sperm oil had been as high as \$2.50 a gallon. Now that petroleum can be refined for every purpose, whaling is not profitable. However, in 1917, the brig Viola, owned by Captain John Atkins Cook, brought in 1250 barrels of sperm oil, and 121 pounds of ambergris (a valuable secretion found in the intestines of a whale, dark chocolate in color...best known as a base on which to fix perfumes... largely used in France (Jennings 84))), all valued at \$75,000. (Paine Smith 71)
1917	Provincetown Librarian Becomes Fodder for Eugene O'Neill's Play	When Eugene O'Neill lived in the East End of town he and the local Provincetown librarian, Abbie Putnam, were at odds. His vision of her, outlined in a never completed play called, The Trumpet, was sympathetic. In June of that year, he staged Beyond the Horizon and was awarded his first Pulitzer Prize. She still refused to acknowledge him. O'Neill exercised his literary license in taking revenge. In 1923 he was writing Desire Under the Elms in Provincetown, & the mild mannered, eccentric spinster of The Trumpet became a character actually called Abbie Putnam, a woman who committed adultery and murdered her own child. (Therault 60)
1917	Another Eugene O'Neill Account of a Tragic Face in Provincetown	Eugene O'Neill wrote Ile, a one act play about Viola (Fish) Cook, wife of Captain John A. Cook of Provincetown. John Cook's voyage into Arctic waters aboard the, Bowhead, dealt with tragedy when ice moved in, crew mutinied, and Viola went insane. Cook punished the mutineers, isolated his wife, and still did not leave. Because his cruelty was so extraordinary, the mutineers were not imprisoned but were, instead, awarded restitution for being held beyond their contractual time. (Therault 89)

1917	Eugene O'Neill Arrested in Provincetown's Atlantic House Hotel as a Spy	A Masonic Lodge member, Reuben Kelly, arrested two "spies" at gun point in the dining room of then Frank Potter Smith's, Atlantic House Hotel. Evidence against the suspects seemed conclusive, for rumor had it that two men had carried a black box, no doubt containing apparatus for signaling the Kaiser's men, out to the dunes near the U.S. radio station in Truro. Upon examination it was found the box contained an old Corona typewriter. The alleged spies were Pulitzer Prize winning playwright Eugene O'Neill and his friend, author, Harold dePolo (Therault 91)
1917	Provincetown Gives up Over 300 of it's Men When U.S. Enters the 1st World War	When the U.S. officially entered the war in 1917, Provincetown's quota through conscription was 38 men. Over 300 enlisted. The town was further kept on edge by rumors of spies and German submarines lurking offshore.(Therault 90)
1918	Major Flu Epidemic Overtakes Provincetown's Residents	The flu epidemic that spread throughout the battlefields of Europe over to the U.S. in 1918 also found its way to Provincetown. So many in town were stricken that a hospital was improvised in the Universalist Church. Movies and schools were closed and people in town went about with their faces masked with an antiseptic cloth. Twenty-five persons died and about 829 were sick with the flu. (Therault 94)
1921	Protecting Sandy Dunes	Since 1892, the boundary between the Town and the Province Lands has been distinctly marked by the State and the work of staying the hills prioritized; beach grass was transplanted. In this year, the Commonwealth planted 65,000 pines, transplanted seven acres of bayberries, and "brushed" forty acres of sand hills. (Paine Smith 108)
1922	Fishing Takes Residents to the Grand Banks	<u>Provincetown fishermen fished the Grand Banks, which were east of Provincetown up to Nova Scotia. During those days, while the families stayed behind, the fishermen made three trips a year to the Banks expecting a return each trip of 30% on the money invested. (Paine Smith 56) .</u>
1922	Episcopalians Buy Property for Chapel and Parish Hall	A building fund for Episcopalians had grown to \$2,500 which was enough to purchase a three story building which had been a salt house on the waterfront. A wooden sea wall was erected and the building became a chapel and parish hall. "Billowcrest," a building next door, was purchased and in the next ten years became what is the present parish house, occupied in 1938 by Rev. Perry. (St Mary)
1923	Knights of Columbus Presence is Seen in Provincetown and has Confrontation with KKK	The Knights of Columbus is organized in Provincetown this year. After the Ku Klux Klan burned a fiery cross in front of the Catholic Church, the Portuguese Catholics retaliated by organizing strongly in the Knights of Columbus and, to show their strength, staged a 3 day Fourth of July celebration with a fair and fine fireworks.(Vantine 31)

1927	Submarine S-4 Rammed by Coast Guard Destroyer, <i>Paulding</i> , and all die	Submarine, S-4, sinks off of Race Point. Details (Therault 95)
1928	Portuguese Dominate Fishing Industry	By this year, 90% of the fishermen were Portuguese as far as 15-20 miles off shore. They used trawl lines, with a buoy at the end, extending for 3 miles. Attached to this are a series of smaller lines with hooks. They work year round and fish for cod, haddock, mackerel and herring. Trap boats work at the weirs and sword fishing was carried on with boats going out for a week in the waters off No Man's Land in June. (Shay 9-10)
1929	Stock Market Crash Doesn't Affect Provincetown	Provincetown was in better shape than most towns during the "Crash" as Tourism kept some money coming into Town. There were no apple sellers on the corners and no one committed suicide. By 1932, more than 5,100 banks, with deposits in excess of three billion dollars, had failed in the U.S. Within the next year, 21 states passed bank moratoria acts to delay massive failures of bank solvency. Countrywide there were long lines to withdraw money while people here made deposits. First National Bank of Provincetown had made a decision to get into a liquid condition as soon as possible and it paid off. President Roosevelt mandated banks close in a Bank Holiday as of March 5, 1933, and on March 15th, the solvent ones were allowed to reopen, but unlike other parts of the county where lines formed to withdraw money, people here lined up to deposit more.(FNBP 25)
1933	Brilliant Provincetown Photographer Succumbs but Leaves a Legacy Behind of What Provincetown Looked Like	Irving Leopold Rosenthal was a brilliant photographer who was partners with William Nickerson in the building next to the Post Office. His turn-of-the-century portraits and street scenes of Provincetown are contained in nearly every book published on the history of Provincetown and Cape Cod. The Heritage Museum of Provincetown has a collection of 500 glass plate negatives of his photographs, some of which have never been seen publicly. (Therault 113)
1933	Episcopalian Vicar arrives and refurbishes a new church	First full time vicar was a minister called Rev. Robert Wood Nicholson. Lumber beams from a building known as the Sandbar Club, which was a meeting place for fishermen, were numbered, moved and reassembled to become the present chapel. Gifts embellished it, such as The Madonna of the Harbor by Waugh; crèche figures carved by Waugh and dressed carefully by church needle women; The Triumphal Entry, by Wm. Miller; a crucifix by Anton Land of Oberammergau; statues by Arnold Geisbuhler and William Boogar. Dedication was in 1936. (St Mary)
1935	Hofmann Opens Art School	"Hans Hofmann opened his Summer School of Art. Famed as a teacher of abstract modernism, Hofmann taught and painted here for thirty years while also maintaining his New York school in the winter. His classes grew large in the postwar years with the influx of students enrolled under the GI Bill, and artists of all styles crowded into his Friday critiques." (Ahrens)
1937	St. Mary's Episcopalian Parish recognized	St. Mary's Parish was admitted to union in the Episcopal Diocese. (St Mary)

1938	Great 1938 Hurricane	Tidal wave and hurricane sweep disaster on the East Coast of the U.S. The hurricane impacted an area between Little Compton, Rhode Island and Provincetown, MA. Eighty-eight persons lost their lives as a result of this storm (Hurricane, Cape Cod Standard Times, Hyannis, MA).
1939	Whaling Fleet Flees the Harbor Scene	Schooners would sail out of Provincetown for years but eventually it would be motor ships that dominated the fleet. The last of the schooners, the Mary P. Goulart, sailed out one day this year and returned the following year under an assumed name as a dragger, as though she could not bear to be recognized as such. (FNBP 22)
1943	Congregations Merge	Centenary Church and the Center Methodist Church merged into one body. (200th)
1944	Hurricane Devastated SE Massachusetts	Southeastern Mass. was devastated by a 100-mph hurricane, the second destructive gale to sweep this area in less than six years. (Hurricane, Cape Cod Standard Times, Hyannis).
1948	Catholic Priest Instrumental in Establishing the Blessing of the Fleet for Fishermen in Provincetown	Father Silvia, of St. Peter's Catholic Church, was instrumental in the establishment of the "Blessing of the Fleet," along with Arthur Bragg Silva. Bishop James. E. Cassidy presided at the first "Blessing of the Fleet." (Vantine34)
1958	Methodists Move to New Church	Costs were too high at the large Methodist Church so a new church was built on Shank Painter Road (200th)
1958	Birth of Heritage Museum	Center Methodist Church was sold to Walter Chrysler as an art museum for his collection. Later purchased by the Town, it presently houses the Provincetown Heritage Museum.
1967	Peter Hunt, Artist, Dies at 71	Mr. Hunt was born in New York, and in 1919 settled in Provincetown. He was influential in the growth of Provincetown as a summer center for the arts. Working as a painter, painting "folk designs" on old furniture, he became known nationally, selling his pieces both in his two shops and in New York department stores. (1967 NYT)
1968	Fine Arts Work Center Established	<u>The Fine Arts Work Center (FAWC) was established in 1968 and operated from a building on Standish Street. In 1972, Joe Oliver sold his property (originally "The Days Lumberyard") at 24 Pearl Street to the FAWC.(Ahearn 12) Click here for additional information.</u>
1974	Lady of the Dunes Murder Victim Found	On July 26, 1974, the body of an unidentified white female was found in the dunes, approximately one mile east of Race Point Beach. The Provincetown Police Department is seeking assistance in solving this longtime murder.

1977	Bicycle's Allowed By Law To Go Against Traffic on Commercial St.	The Massachusetts General Court approved Chapter 419 of the Acts of 1977 to allow bicycles on Commercial Street to go against the traffic.
1990	Pilgrim House Destroyed by Fire	The 209-year-old Pilgrim House Hotel was destroyed in a midnight fire, burning the oldest hotel in Provincetown completely to the ground. The Pilgrim House was unoccupied because of renovation work to improve the guest rooms. The blaze set off seven separate fires in the surrounding area burning a bakery and a nearby home. 30 residents were evacuated from their homes.(1990 CC)
1991	<i>Hurricane Bob</i> Hits Provincetown	It took almost a week to regain electricity after <i>Hurricane Bob</i> passed through Provincetown. Grand old trees were torn out by the roots. The large roof of the Surfside Inn on Commercial St. was lifted off by the winds and smashed down a block away. One town resident died, and another broke an ankle during the height of the storm surge. Days after the storm subsided, trees and shrubs burst into springtime bloom, some bearing fruit and flowers simultaneously.
1991	<i>No-Name Storm</i> , The Perfect Storm	<u>Provincetown was heavily flooded during this unexpected storm which sent waves crashing along the harbor beaches and into Commercial Street.</u> <u>Click here for additional details.</u>
1996	Linda Silva Mysteriously Murdered	On September 12, at 7:25 p.m., a long time resident of Provincetown, Linda Silva, was murdered with a single shot to the head as she entered her red Saab car in the Alden Street parking lot near Cumberland Farms. Ms. Silva was a DSS counselor in Boston, and State Police investigators checked her client list for potential suspects. A reward of \$10,000 is available for information leading to the arrest and conviction of person(s) responsible for this murder.
1996	Maushope Fire	Provincetown Housing Authority - Maushope Elderly Complex Burns. A three-alarm fire killed one resident, Meara Cabral, former CO-owner of the Atlantic House, who died of smoke inhalation exacerbated by heart disease.
1998	Whalers Wharf and Crown & Anchor Fire	On February 10, 1998, a 5-Alarm fire destroyed the Whalers Wharf and heavily damaged the Crown & Anchor; 15 fire trucks, 12 ambulances and 7 ladder trucks from 9 towns responded to the fire which threatened to destroy the town.
1999		Provincetown celebrates 100 years of art. The Linden tree, which had grown in front of the Library for 125 years, was cut down due to disease
2000		Poet Stanley Kunitz appointed Poet Laureate Aaron Avellar, Captain of the Dolphin Fleet, dies

		Advocate sold to the Provincetown Banner
2001		Seamen's Bank robbed
		MacMillan Wharf reconstruction begins
	9/11/2001	Terrorist attack on New York and Washington, DC
2004	5/17/2004	State issuance of same sex marriage licenses
		New theater opens on Bradford Street
	9/23/2004	WOMR moves to Schoolhouse Center After five hours, a Barnstable Superior Court jury, has found Paul DuBois guilty of first-degree murder of Linda Silva.
2005	Jan.2005	St. Peter's Church was destroyed by fire
	Nov. 2005	Provincetown Art Association and Museum opens its new school & exhibition building
2006	3/3/2006	Norman Mailer receives France's highest honor. Pulitzer Prize-winning author Norman Mailer was awarded France's medal of the Legion of Honor at a Friday evening ceremony. H.E. Jean-David Levitte, the French ambassador to the United States, presented the medal - France's highest honor - to Mailer on behalf of President Jacques Chirac at the Cultural Services of the French Embassy. "Norman Mailer is an American hero with a fierce love of freedom and an intellectual who has taken a stand in all the great struggles of his time," Levitte said in a statement. Mailer lived in Paris after World War II and studied at the Sorbonne before publishing "The Naked and the Dead," the 1948 war story that earned him instant fame. He was previously awarded the insignia of Commander of the French Order of Arts and Letters in 1983. Mailer, 83, won the Pulitzer Prize for "The Armies of the Night" in 1969 and again in 1980 for "The Executioner's Song."
	5/14/2006	Stanley Kunitz, Provincetown resident, poet dies. He enjoyed gardening and maintained one of the most impressive seaside gardens in Provincetown. He was a founder of the Fine Arts Work Center in Provincetown, where he was a mainstay of the literary community.
2007	6/28/2007	Howie Schneider, author and cartoonist, dies

	7/26/2007	Belfry is hoisted to the top of the Library
	11/10/2007	Norman Mailer, Provincetown resident, the combative, controversial novelist who loomed over American letters longer and larger than any writer of his generation, died today. He was 84.
2008		Provincetown Banner sold to GateHouse Media New England Grand Union closes, Stop & Shop moves in.
2010	Aug. 2010	Anniversary of the Dedication of the Pilgrim Memorial Monument
	Nov. 2010	Town Hall reopens after renovations

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200th Anniversary of Provincetown Methodists, 1795-1995

The Visiting Vikings

(Source: **Shay**, Frank. *The Province Town*. Printed in The Provincetown Guide Book. 1928. Provincetown Art Association.)

In 1007, Thorwald, son of Eric the Red and brother of Leif Erickson, sailing from Norway to Iceland was blown so far off his course as to be in sight of Long Point. In the storm he

One may easily visualize the giant Viking stalking up and down the beach while his men worked at the damaged keel. Unlike other masters under these circumstances he did not chafe at the delay. Thorwald Erickson had found beauty, a softer and more lovely beauty than his own harsh shores. He said to his men: "It is a goodly land."

Repairs made, he sailed away intended for Iceland. His journey took him near an island off of Boston where Thorwald was mortally wounded by an Indian arrow. Knowing death was his share he directed that his body be taken back to Long Point and buried in that goodly

Those who signed the Mayflower Compact

The following are the names of those individuals aboard the *Mayflower* who, in 1620, signed the Compact which, by Hon. Francis Baylies, in his *History of New Plymouth*, says that this compact, adopted in the cabin of the *Mayflower* established a most important principle, which is the foundation of all Democratic institutions and the basis of the Republic.

John Carver
William Bradford
Edward Winslow
William Brewster
Isaac Allerton
Miles Standish
John Alden
Samuel Fuller
Christopher Martin
William Mullins
William White
Richard Warren
John Howland
Stephen Hopkins
Edward Tilley
John Tilly
Francis Cooke
Thomas Rogers
Thomas Tinker
John Rigdale
Edward Fuller

John Turner
Francis Eaton
James Chilton
John Crakston
John Billington
Moses Fletcher
John Goodman
Degory Priest
Thomas Williams
Gilbert Winslow
Edmond Margeson
Peter Brown
Richard Bitterage
George Soule
Richard Clark
Richard Gardiner
John Allerton
Thomas English
Edward Dotey
Edward Leister

Ownership of Cape Cod Land in Dispute

Questions as to the ownership of land on Cape Cod today dates back to who really has the rights that seem to have been given to the Colony back in the 1600's.

Upon the union of Plymouth colony with the colony of Massachusetts Bay, in 1692, the province of Massachusetts Bay succeeded to all rights of Plymouth colony in the lands at Cape Cod, and later, upon the establishment of the state government, the Commonwealth of MA became the proprietor of the lands which since 1692 have been known as the "Province Lands." The Commonwealth, however, has never exercised any of the proprietary rights usually attached to the ownership of land, yet by various statutes, the last of which was passed in 1854, **has continued to assert its legal title**, section 8, of chapter 262, of the acts of 1854, providing that "The Title of the Commonwealth as owner, in fee, to all the Province Lands within the town of Provincetown is hereby asserted and declared, and no adverse possession or occupation thereof by any individual, company, or corporation, for any period of time shall be sufficient to defeat or divest the title of the Commonwealth thereto." Not until after 1700 does any evidence exist of private occupation of distinct tracts of lands. The circumstances of the early settlement of the town are also held in considerable obscurity by the absence of any recorded transfers of real estate. From the very beginning of the colony at Plymouth the importance of fisheries at Cape Cod was appreciated by private individuals as well as by the government of the colony. The shores of the harbor were visited yearly by fishermen from the other towns of the colony, but the earliest existing town records begin with the year 1724. Other evidence exists showing that a settlement had been begun before 1700, notably the record of births preserved in the clerk's office of the town of Provincetown, which shows that Ezekiel Cushing, son of Rev. Jeremiah and Hannah Cushing, was born here April 28, 1698. Rev. Mr. Cushing was a graduate of Harvard College in the class of 1676 and was the first resident preacher at Cape Cod.

The first public act with reference to the establishing of a municipal government at Cape Cod was passed in 1714. Previous to that year the "Province Lands" seem to have been regarded as a part of Truro for municipal purposes. The population of Cape Cod at that date cannot now be ascertained. A very interesting letter published in "Freeman's Cape Cod" affords, however, the data for a belief that in 1705, 130 men were at Cape Cod, though very likely many of them were temporary residents, pursuing the fisheries during the summer season.

The act of 1714 covered all the Province Lands at the Cape, a district or precinct entitled "The Precinct of Cape Cod". The act is entitled "An act for preserving the harbor at Cape Cod and regulating the inhabitants and sojourners there.

The continued increase in inhabitants of Cape Cod resulted in the presentation in 1727 of a petition to the General Court asking for the incorporation of the precinct as a separate town. The name selected -- Herringtown-- found little favor with the General Court. The following act, passed July 14, 1727, contains the first use of the word Provincetown in connection with the Precinct of Cape Cod. "Be it enacted, etc., that all the lands on said Cape (being Province Lands) be and hereby are constituted a township by the name of Provincetown, and that the inhabitants thereof be invested with the powers privileges and immunities that any of the inhabitants of any of the towns within the Province by law, are, or ought to be, invested with, ***SAVING ALWAYS THE RIGHT OF THIS PROVINCE TO SAID LAND***, which is to be in no wise prejudiced, and provided that no person or persons be hindered and obstructed in building such wharves, stages, work houses, and flakes and other things as shall be necessary for the salting, keeping, and packing their fish or in cutting down and taking such trees and other materials growing on said Province lands as shall be needful for that purpose, or in any sort of fishing whaling, or getting of bait at the said Cape; but that the same be held as common as theretofore with all the privileges and advantages thereunto in any wise belonging."

Provincetown Incorporated June 14, 1727

Recently being the Precinct of Cape Cod, Provincetown became incorporated as a town on June 14, 1727. The original name chosen was Town of Herrington but was discarded by the General Court. In Norman Dunnell's thesis, he suspected the name Provincetown grew from the long-standing concept for this part of Massachusetts Bay as a shared province. The act of incorporation provided that inhabitants of Provincetown could be land holders, but not land owners. They received a "quit claim" to their property. The land was to be used as it had been from the beginning of the colony - a place for the making of fish. All resources, including the trees, could be used for that purpose. (Dunnell 38)

In 1727, the General Court of the Province of the Massachusetts Bay ruled "That all ...lands on ... Cape [Cod]," meaning all land northward and westward from Truro, "...[made into] a township by the name of Provincetown... (Acts of 1727. c.11, passed 14 June, published 11 July) (Ferguson)

Oldest House in Provincetown

(Excerpt from Norman Dunnell thesis: The Provincetown Lands: A Social and Economic History of Provincetown to 1900.)

The oldest house in Provincetown the Seth Nickerson house, was built circa 1746 and is located at 72 Commercial Street (the West End). It is 30 feet long and 28 feet deep; a full cape, with a door in the middle flanked by two windows on each side and is typical of the architecture of the eighteenth century. Part of the house was made from wood collected along the beach from shipwrecks. Heavy oak beams and wide floorboards of pine made for a durable structure.

Seth Nickerson was a ship's carpenter and built his house accordingly. The oak logs were found on the north shore, facing the Atlantic. The center chimney, ... acted as an anchor for the house. In many ways, these were "land craft " and the chimney was built on top of a criss-cross of logs to prevent it from sinking into the sands.

H.M.S. SOMERSET 1746-1778

H.M.S. *Somerset*, the ship immortalized in Longfellow's poem "The Midnight Ride of Paul Revere", was built in Chatham, England in 1746 and wrecked in a gale 3 November 1778 on the shoals of Truro. She participated in the battles of Louisbourg and Quebec during the French and Indian War, also known as the Seven Years War, and fought the French in the Mediterranean. She was part of the fleet in the Delaware River in 1777, which cleared obstacles in the river and captured Forts Mifflin and Mercer so that British ships could reach British-held Philadelphia where the army was to spend the winter. That winter Washington and his army were at Valley Forge.

According to the British Admiral Samuel Graves, "it was the *Somerset* alone" that allowed the British to return to Boston after their fateful march to Lexington and Concord on April 19, 1775. Had the ship not been anchored in the ferry way between Charlestown and Boston, the British troops would not have had any protection and would not have been able to return to the safety of British-occupied Boston.

On Cape Cod many myths and legends about the *Somerset* have been passed down during the last 230 years. Unfortunately, most are totally untrue including the following:

1. The *Somerset* was a frigate. (She was a third rate line of battle warship carrying 64 guns. A frigate was a much smaller vessel.)
2. The ship was stationed in Provincetown harbor. (According to the logs of the *Somerset* she was NEVER in Provincetown Harbor.)
3. The ship's chaplain was sent into the town to preach and in that way pay for the supplies the ship's men had confiscated, including all the horses and cows. (Totally false. It would not have been safe for them to come ashore as they were enemies.)
4. Cape Cod girls were courted by the British officers on the *Somerset*. (Also totally false. Even if she had been anchored at Provincetown, no American male or female would have associated with the hated British sailors who captured our ships and destroyed the economy of Cape Cod.)
5. The surgeon of the *Somerset*, Dr. William Thayer, married Lucy Rich of Provincetown. (The surgeon of the ship was Henry Watson according to the log and the muster roll. Dr. Thayer was a resident of Truro who married Lucy Rich several years before 1775. In addition, he was one of the men who claimed salvage of the ship and shared in the proceeds when her contents were auctioned.)

6. The captain's name was Curry, Aurey or Bellamy and was pictured as a black bearded pirate. (The captain was George Ourry. Bellamy was the captain of the pirate ship *Wydah*.)

7. Two-hundred men from the ship died coming to shore. (Capt. Ourry stated that twenty-one men died coming ashore when their boat overturned in the surf according to the letter he wrote to the British admiral explaining how he lost his ship)

8. The officers sailed to Boston as prisoners of war, and the seamen walked. (They all walked.)

9. Provincetown men guarded the prisoners all the way to Boston where they remained prisoners until the war ended. (The militias of each town escorted the men to the militiamen of the next town. The men were later exchanged for American prisoners of war. Because he lost his ship Captain Ourry was brought up before a court-martial in New York harbor on 31 March 1779 aboard H.M.S. *Rainbow*; his jury consisted of fellow captains. After he returned to England he was given command of the 90-gun H.M.S. *Ocean*.)

Many interesting events occurred to the ship and her crew after she was wrecked and can be found in contemporary records. Some events include the following:

1. The march to Boston in cold November weather in a hostile land whose inhabitants had suffered severely due to British warships, was particularly difficult for those who were ill or had been injured coming ashore. The towns and private families had to provide food and supplies to the approximately 480 men on their march to Boston, a hardship for the population of these very small towns.

2. Simeon Spencer of Provincetown went onboard the ship and claimed salvage. When Captain Ourry came ashore he surrendered to Isaiah Atkins, a Truro selectman.

3. The men of Provincetown and Truro took what they could carry off the ship to their homes. However, the Council in Boston ordered the sheriff of Barnstable County to go into the houses and barns of these men and recover the stolen goods. The ship's contents were very valuable for use by the Americans in fighting the British because the colonies did not have the capability to produce many of these needed items. The Council sent ships from Boston to bring the contents to Boston for use in the war.

4. Simeon Spencer and others claimed that they owned the contents of the ship. As a consequence two Maritime courts were held to determine who would receive the money from the ship's auction. During the trial 21 men, 1 woman, and 9 crewmembers gave depositions regarding the events at the time of the grounding.

5. After the second Maritime court was held in Ipswich on 15 June 1779, Massachusetts was allowed one-half, Simeon Spencer et al one-sixth, Silvanus Snow et al one-twelfth, Seth Nicherson et al one-fourth out of which one-twelfth was to go to 30 others.

6. After expenses caring for the crew until they were exchanged, the hire of vessels to go to Truro to bring back the contents, the Maritime court costs of £1,000 or more, wages to the men who guarded the prisoners from Cape Cod to Boston, plus other costs including a large sum to John Greenough for his work as superintendent of the wreck, Massachusetts probably received more in supplies than in money.

7. Lt. Col. Paul Revere, who had so carefully rowed past the *Somerset* to give the alarm to Concord and Lexington, was given her guns which were to be used to fortify Castle Island in Boston Harbor!

A copy of the non-fiction book, "H.M.S. Somerset 1746-1778" by Marjorie Hubbell Gibson, was written from the ship's logs, muster rolls, courts-martials, repair records, and many primary sources. It was printed in 1993 and is available via inter-library loan from several Cape Cod libraries.

The chapters include: Construction and Armaments, Life on Board, The Crew, The Missions, The Aftermath 1 - The Wreck, The Aftermath 2 - The Crew, The Aftermath 3 - The Ship and Contents. Also included are: Notes and references, Legends about the Somerset - fact or fiction?, Courts-martial of Captain Ourry and a 1st Lt., Ourry's letter to Admiral Gambier describing the loss of the ship, Gambier's letter to the Admiralty, statistics from the last muster roll, names of some of the officers from 1755-1778, and the names of about 196 Truro and Provincetown men who received money when the contents were finally sold.

The Somerset made her mark on the events and politics of her century and was instrumental in changing the history of North America. Some of her timbers are still under the sands on Cape Cod National Seashore property while others were removed when the sand was washed away in 1886 and 1973. They can be seen today. The bones of some of her crew were buried in Newport, RI, others were cast into the sea.

Methodism movement

The Methodist church sinks her teeth into our shores

The liberal spirit of the present day had not come forth, and persecution of those of a different belief by the stronger party, was thought to be doing God's service. However, a little band of 9 joined together and the Methodist church was established under the charge of Rev. George Cannon, the first preacher stationed here. The society grew and flourished notwithstanding the persecution, and as all church affairs were settled at Town Meeting, there were some lively discussions at the meetings. A little over 2 years after the first sermon was preached, the Methodists withdrew and built a house of worship under great difficulties from persecution by the Orthodox. The timber for the frame of the building was cut up by a mob and used as bonfire on which was also placed the effigy of the Methodist preacher. The Methodists also possessed pluck, and though in the minority, showed that they were not always passive: at one time the keeper of the church where the Town Meetings were always held, and one of the selectmen being Methodist got possession of the key to the building and locked out the Orthodox, refused to give them the key to the building so they could hold a parish meeting. A bass viol had been bought by the town for the Church and Samuel Kilby, the player, when he turned Methodist, concluded that the viol had turned Methodist also and took it with him as part of the spoils. This viol is in existence today in the keeping of Mr. George C. Hill. The first Methodist church was built on the site of the dwelling house opposite the residence of Charles B. Snow on Bradford Street. The building stood until 1818 when it was torn down and another built on the corner of Bradford and Ryder Street, where the house of Dr. Henry Shortle stands. This stood one year when it was enlarged, forty more pews were added and the building stood until 1837.

Establishment of Streets

Major Streets existing today were established in Provincetown as such

- 1803-Atkins Mayo Road is laid out
- 1850-Beach Point highway was laid out
- 1873-Bradford Street was laid out

Streets running off Commercial Street are continuation of landings all along the shore, open for any one to moor his boat or unload fish.

- one is at the foot of West Vine Street
- one is at the foot of Franklin Street
- one is at the end of Good Templar Street which is the continuation of an alley running
- one is across front street from Atlantic Avenue
- one is at the west side of Excelsior engine house
- one is west of the Post Office
- one is at Hilliard's wharf opposite Freeman Street
- one is at the foot of Pearl Street

Honorable Joseph Prosper Johnson

Connecticut resident relocates to Provincetown as an apprentice and becomes a respected member of the community and participates in and officiates at government level activities.

1827-Arrived in Provincetown at age 15 as an apprentice sailmaker for his brother, Timothy, until he was 21

1833-Formed a partnership with Thomas Hilliard and started his own business; Johnson & Co., Grocers and Ship Chandlers on Hilliards Wharf

1835-Became partners with Reuben Cook and founded Johnson and Cook Co., vessel outfitters, packers and dealers in cod and mackerel on Market Wharf

1850-Elected to State Legislature and served until 1880

1882-83-Elected to the Senate

1845-50-Member of the Provincetown **Board of Selectmen** and presided over town meeting for 28 consecutive years

1836-Appointed to purchase **Provincetown's first Fire Engine**

1836-Donated the **Steeple Clock** in the Town Hall

1845-Licensed as a public auctioneer and continued so until his death in 1891

The schooner, *Joseph P. Johnson* was named after him

John Murray's legacy

John Murray, the first great apostle of Universalism in America took John Wesley's words one step further and was expelled from the movement, only to have his philosophy reappear years later on the shores of Long Point, when two small Freeman girls found something on the shore.

John Murray and John Wesley co-preached for the Universalist movement in England. The latter denied the Calvinist who affirmed that the elect alone were saved. His primary message was "Christ died for all and salvation is free," so when John Murray outran his friend by starting with John Wesley's premise, "Christ died for all," and preached, "If Christ died for all, then are all men saved," he was utterly cast out. Imprisoned, in debt, bereaved of wife and child, he set sail for America to hide and never preach again. When his fog-bound vessel stood off Barnegat, N.J., he went ashore at Good Luck for fish and milk. There he met Thomas Potter who said, "You are the preacher for whom I built my meeting house." Murray denied being a preacher but finally acquiesced to Potter's insistence of, "You cannot say that you have never preached and preached the doctrine, 'If Christ died for all, then are all men saved.'" It was then John Murray promised to preach in Potter's meeting house if the fog did not lift before Sunday. "The fog will never lift," said Potter, "till you have preached in my meeting house." Potter couldn't read or write, had thought his way out of the darkness of the old theology into the light of, "God is love and all men are His children." Persuaded of this truth, he built a meeting house and was waiting for a minister to proclaim it. In comes John Murray.

Murray's adventures were eventually published in a leather-bound book and cast into the water by an unknown, where it floated in the tide to Long Point where Sylvia and Elizabeth Freeman, daughters of Prince Freeman, retrieved it from the water. After drying it, they read it, believed its teachings and became the first Universalist in the community. They showed the book to relatives and neighbors on Long Point and to friends on the other side, and out of discussion and agitation grew the Christian Union Society. The record book, evidently not the earliest book, begins with the entry of a meeting in 1829 at Enos Nickerson's schoolhouse, when they voted to build a meeting house on the eastern corner of Central and Commercial Streets. In time the building was sold to the Methodists who renamed it Wesley Chapel. Then the Universalists built their present church. The interior was decorated by the father of the Rev. Charles W. Wendte, D.D., a German who had studied art in Italy. He came to America to introduce the frescoing of buildings, when most New England meeting houses were bare. The unfaded walls repeat the designs he studied in Siena, Italy, the ceiling reflects that of the Temple of Neptune in the Acropolis. The organ was bought by a long and valiant list of subscribers of the young men in town.

The daughters of Sylvia Freeman came every Sunday from the Point. When they faced the choir they saw 36 young ladies, each with a beautiful bonnet tied under their chins by a broad and fluttering ribbon. On Sunday afternoon, the two little girls played "meeting." There were two essentials for the play. One was the broad ribbon bonnet strings, and the other was a mysterious word which the angelic singers seemed to utter. "Ssspersse, oh sssperssse, " And now in Sylvia's family if anyone behaves in a very elegant and genteel manner, they say of her, "She is sssperssing."

Religious authority rebuked

Succession of ministries meets with opposition

When Rev. Parker replaced the first town minister, Jeremiah Cushing, he had difficulties during the Revolutionary War when the British held the town and the inhabitants fled during the visit of the *Somerset*. The real tragedy came when Methodism in the town rose. A vote was passed in town meeting placing the Methodist minister in control of Rev. Parker's pulpit unless he was able to officiate. A Methodist selectman refused to open the door of the Meeting House and so the town adjourned to the store of Thomas Ryder to transact it's business. Thus, his pulpit, his people, his prestige, slipped away from him. His successor, Rev. Nathaniel Stone, attacked with vigor the problem left by Rev. Parker. He met with refusal of people everywhere to pay the minister's tax assessed by the towns. After the Revolutionary War, taxation without representation in the church became as hateful as it had been in the state.

People revolted from the old Calvinistic theology, from authority of the ministers, and from the taxes, for support of a parish they no longer had. This led to legal conflict, financed by the Independent Christian Society (Universalist) of Gloucester. Expostulations from his people could not prevent him, nor hints to resign move him, so that in 1830 all his hearers deserted him, leading to the closing of the Meeting House and the historic identity of town and parish forever.

When he left and the heat of the conflict cooled, the faithful returned, a new meeting house was framed from the "Old White Oak" and set in a new place, and another parish organized. This was in 1843 and that house is the present structure near Town Hall.

Long Point in the 1840's

(Excerpt from Norman Dunnell thesis: The Provincetown Lands: A Social and Economic History of Provincetown to 1900.)

The Long Point settlement began in 1818 because the local, inshore fishermen wanted to be closer to their catch. A lighthouse was constructed on Long Point in 1826. The settlers established salt works, with windmills and 8,000 square feet of works. Fishing was carried on from shore in small boats or by using fish sweep seines. Long Point residents gathered fresh water in wooden cisterns supplemented from Provincetown as needed. The settlement grew and by the 1840's there were 200 people living on the Point in 38 houses. Most of the dwellings were single story. (Dunnell 72). [The schooners of the day were wind-driven. Inside the Point the wind diminished. This was another reason for the Long Point settlement. (other sources)]

Catholicism comes to Provincetown

In 1852, Rev. Joseph Finotti, a native of Italy, came to town and commenced preaching to the Catholic populace

1833 Rev. Finotti, born in Italy, became a Jesuit in Rome this year (Vantine 13)

August 26, 1852 Arrived in Provincetown to give a mission to the Catholics of the community (Vantine 11)

Most, if not all Catholics in town were of Irish descent. Portuguese didn't settle here in any number until 1860 (Vantine 12)

Celebrated the first mass in Dennis Cahill's house on Franklin Street (Jennings 152)

Said mass also in the house owned by Thomas Welch and in the Pilgrim House (Jennings 152)

A Sunday School was started at Mr. Cahill's, organized by Mr. Jeremiah Quinn as it's first teacher (Jennings 152)

Due to increased Portuguese Catholics coming from the Azores, subsequent school relocations to accommodate them took place right up to the present location (Jennings 152)

Father Finotti came to Provincetown 3-4 times a year caring for his small flock, watching it grow.

November Performed the first Catholic marriage in town between Patrick Meagher and Mary Nailand (Vantine 11)

December 1853 He bought a building known as Snow's Block, 119 Bradford Street. It had been Wesleyan Academy, used by the High School and called the Seminary. He saw it as a place to celebrate mass, use the upstairs for Sunday School, and use the basement to live.

Residences of Long Point in 1857

Residences of Long Point in 1857 as referenced by the accompanying map:

- | | |
|---|---|
| 1 Nunan | 32 John Atwood, Sen., 32a His store on "Back of Point" |
| 2 Richard Tarrant | 33 Joseph Farwell |
| 3 Richard Tarrant store | 34 John Weeks, afterwards moved to 22 |
| 4 Philip Smith, afterwards Chas. Adams | 35 John Weeks, store, afterwards moved to 23 |
| 5 Philip Smith store | 36 John Atwood, Jr., shop, later kept by Chas. Adams |
| 6 Robert Smith | 37 John Atwood, Jr. wharf. Only one on Point |
| 6a Robert Smith, store | 38 John Atwood, Jr. house and woodshed at end of bridge |
| 7 "Dick Flood" Smith | 39 Nathaniel E. Atwood |
| 8 "Dick Flood" Smith, salt works | 40 Nathaniel E. Atwood, store |
| 9 Eldridge Smith | 40a. Nathaniel E. Atwood, store |
| 10 Jonathan Smith | 41 Chas. Freeman |
| 11 Jonathan Smith, store | 42 Samuel Atwood, moved form 55 |
| 12 Herman Smith | 43 John Atwood, Sr., salt works |
| 13 Herman Smith, store | 44 John Atwood, Sr., store with brother, Jeremiah |
| 14 Wm. Dill (last house left on Point) | 45 Eldridge Nickerson (or John) |
| 15 Wm. Dill, store | 46 John Nickerson (or Eldridge) |
| 16 Elijah Doane (house on Nickerson St.) | 47 John Nickerson, windmill for salt works |
| 17 Elijah Doane, store | 48 John Nickerson, salt works |
| 18 John Williams (only 2-story dwelling on Point) | 49 John Nickerson, store |
| 19 Joseph Butler | 50 Schoolhouse, afterwards moved to 27 |
| 20 Joseph Butler, store | 51 Timothy Nickerson |
| 21 Jonathan Sparrow | 52 Henry Cowing (somewhere near here, house of William Mears) |
| 22 John Weeks, moved from 34 | 53 Henry Cowing, store |
| 23 John Weeks, store | 54 Where tree roots of tea cedar used to be found |
| 24 Nathaniel Freeman | 55 Samuel Atwood, afterward moved to 42 |
| 25 Nathaniel Freeman, store | 56 John Burt |
| 26 Joseph Emery | 57 Isaac Atwood |

27 Schoolhouse, removed from 50

28 Edward Starr

29 Prince Freeman

30 John Ghen, double house

31 John Ghen, store

58 Stephen Atwood

59 Stephen Atwood, store

60 Francis Abbott

61 A bulkhead to keep water from wearing back.

Dotted line marks road by which most of the teams came.

Provincetown Library Opens it's Doors

Prior to the first time the library officially opened it's doors, much effort transpired beforehand.

When the Library Trustees were established, accumulated funds for the benefit of the library were placed in their hands. The town also appropriated \$2000 for the purchase of books, provided that \$1000 should be raised by subscription. Through the efforts of Hon. James Gifford, a sufficient amount was raised and the Trustees received the total amount of \$3,466.12. Mr. Augustus Mitchell was chosen to make the selection of books, which was made with great care and met with unanimous approval by all. In 188, an aged and respected citizen, Mr. Benjamin Small, donated to the Library the munificent sum of \$5000 in stocks and bonds as a perpetual fund, the income of which should be applied to purchase books for the Library, the principle to remain intact. The first librarian was Miss Salome Gifford, followed by Mr. Willaim R. Mitchell, who was succeeded by Miss Mattie W. Bangs, the present librarian. At the opening of the library there were 2202 volumes; on Jan. 1, 1890 there were 4309, exclusive of Public Documents. There are 2433 names on the register. The yearly circulation last year was 9208. There has recently been placed in the Library room a fine picture of Mr. Nathan Freeman, who erected the building.

Italian Ship Sinks off Race Point

The bark grounded on the bars, it being low water at that time. As soon as the vessel was seen from the station, preparations were made to rescue the crew. The mortar, shot lines, and hawsers (cable or rope used in mooring or towing a ship) were taken out, and the station men started for the wreck. It was heavy and toilsome work dragging the cart along the shore as there was a heavy ice wall along the beach at high water mark. The wreck was not reached until after 5:00, taking over 3 hours to make the distance. The crew from the Highland Station were at the scene of the wreck but without any of their apparatus. A consultation was held by the two captains, Atkins and Worthen, and it was thought best to go to the latter's station at Highland and get the life car. Leaving one of the men at the wreck, the rest of the station men went after the car. During their absence the steward and boatswain of the bark put a plank overboard and tried to reach the shore. The plank was turned over and over but the men clung to it with desperation until they reached the breakers on the beach when the boatswain lost his hold and was drowned. A young man of this place named Bernard Jacint, tying a line around his body while the other end was held by some of the people on the beach, rushed into the surf and grasping the steward both were hauled safely back ashore out of the undertow. The station men, hauling the life car through banks of snow three and four feet deep, assisted by some of the people from Pond Village, arrived at the wreck at 11:00 that night. It was then so dark that the vessel could not be seen. A fire was kept burning on the beach and the station men went to their station for something to eat, leaving a watch on the beach, knowing that it would be impossible to do anything until daylight. As soon as daylight dawned, the vessel was seen in the same position she was in at dark, apparently uninjured.

The mortar was loaded and a shot, with line attached, fired, but it fell over 60 feet short. Another and another were fired, each one falling short of the mark; at last the ammunition giving out, the station men and spectators that had gathered on the beach were talking of coming in to town for a boat. During the time of firing the shots, only one man was to be seen on the wreck standing in the port main channels. When the firing ceased, the crew, who had been under the topgallant (designating the mast above the topmast, its sails or its rigging) forecastle (section of a ship's upper deck situated at the bow forward of the foremast), came out one by one; going up the fore rigging, they went out on the fore yard arm and dropping overboard, endeavored to reach the shore by swimming. Not a soul reached the beach alive. Some would stay up for some time but would be seen to throw up their hands and go down never more to rise. One man, supposed afterward to be the captain, kept on top of the waves for nearly three quarters of an hour, but such was the strength of the current and undertow along the shore, that when he sank he was no nearer the shore than when he went overboard. His body was picked up about one mile westward of the station and when found was clad only in his underclothing. The rescued steward was able to identify him as the captain. It was a heart-rending sight to witness the death of these men without the power to save. Shortly after the crew went overboard, the vessel began to break up and in less than an hour there was nothing visible of the wreck but a portion of the bow. The shore for miles along the beach was strewn with the cargo and the debris of the wreck. The steward was named Salvadore Chappira. Thirteen lives were lost in the wreck. The vessel was also poorly built and bilged on the bar, which was the reason she never came in any nearer to the shore. Had she come up on the beach there is no doubt but every man would have been saved.

Sea Monster or Vision of the Sea?

The following is quoted from a publication.

Recent earthquakes have so disturbed the bottom of the ocean that many a huge creatures which it is believed exist there have come to surface. Sea serpents and other nondescript monsters, it is alleged, have been seen in various places besides Marblehead, the sea serpent's home. The latest and most colossal in dimensions has visited Provincetown. Mr. George W. Ready, a well-known citizen here, was going from the town to the backside of the Cape and in crossing one of the sand dunes, saw a commotion in the water about a half a mile from the shore in the Herring Cove. It looked like a whirlpool and from his standpoint appeared to be about 20 feet in diameter from the center of which jets of spray, looking like steam, were ejected to the height of fifty feet. Intently watching this strange phenomenon, he presently saw a huge head above the surface and pointed for the shore. The head was as large as a 200 gallon cask, concave on the under side and convex on the upper. Mr. Ready saw the creature coming towards the shore and secreted himself in a clump of beach plum bushes, where he got a good view of the monster. The creature swam to the shore with a slow and undulating motion and passed within about 30 feet of where Mr. Ready was secreted. It was about 300 feet long, and in the thickest part, which was about the middle, he judged as it passed him to be about 20 feet in diameter. The body was covered with scales as large as the head of a fish barrel and were colored alternately green, red and blue. They did not overlap each other, but seemed as if they were joined together by a ligature some four inches broad. The most curious feature was the head. The open mouth disclosed four rows of teeth which glistened like polished ivory and were at least two feet long, while on the extreme end of the head or nose extended a tusk or horn at least eight feet in length.

The creature had six eyes as large as good sized dinner plates and they were placed at the end of moveable projections, so they were at least three feet from the head. In the creature's moving along, these projections were continually on the move so that the reptile could see before, behind and sideways at the same time. Three of the eyes were of a fiery red hue while the others were of a pale green. A strong sulphurous odor accompanied him and intense heat was emitted, so much that the bushes and grasses over which he moved have the appearance of being scorched with fire. When the tail came out of the water it was seen to be of a V shape, the broadest part towards the body to which it was joined by a small bony cartilage about 20 feet long and only 10 inches in diameter. This tail on the broad part was studded with very hard, bony scales shaped like the teeth of a mowing machine or reaper about one foot long and eight inches at the base and cut everything smooth to the ground as it was dragged over the surface; pine and oak trees, nearly one foot in diameter, were cut off as smoothly as if done by a saw and have the appearance of being seared over with a hot iron. The creature made for one of the large fresh water ponds called Pasture Pond. When in the center, the head, which had all the time been raised some 30 feet in the air, began slowly to descend and was soon under water, the body slowly following it. As the tail disappeared, the water commenced to recede from the shore till the pond was left completely dry with a large hole in the center some twenty feet in diameter, perfectly circular down which sounding leads have been lowered 250 fathoms and no bottom found. By standing on the brink of the hole, what appears to be water can be seen at a long distance down. Preparations are being made to investigate the matter, and thousands are going to see and examine the track of the huge sea monster. For fear that this statement should be doubted, and any one try to contradict it, I here append a copy of Mr. Ready's affidavit and signature: "I, George Washington Ready, do testify that the foregoing statement is correct. It is a true description of the serpent as he appeared to me on that morning and I was not unduly excited by liquor or otherwise. George W. Ready. "

The Provincetown Monument

Money to build the monument; characteristics of its design spanned the globe.

The design of the Monument was copied from the tower of Terre del Mangia in Siena, Italy. It is of the Italian Renaissance order of architecture, chosen by a non-resident committee, who chose what they chose for its extraordinary beauty and dignity. The cost of the Monument was about \$95,000, exclusive of the site, which was given by the Town of Provincetown. Of this, \$45,000 was contributed by Congress from the National Treasury (stipulation that it might be used as an observation tower in case of war, Edwards, 153); \$25,000 by the Commonwealth of MA; \$5,000 by the Town of Provincetown; and the remainder by individuals in all parts of the country, in sums varying from one dollar to one thousand dollars. The number of contributors was between 3-4,000. The structure is the exclusive property of the Cape Cod Pilgrim Memorial Association. It rises 252 feet, 7.5 inches in total height from the ground to the top of the utmost battlement. The site where it stands is about 150 feet above tide water. Its foundation is 60 square feet at its base and is composed of concrete, reinforced with steel bars placed in layers five inches apart. It is built wholly of Maine granite and is 28 feet square at the top. Every stone of the structure is of the entire thickness of the wall. The arches of the bell-chamber are 30 feet in height. The ascent of the Monument is extremely easy using an inclined plane, after the manner of that of the famous Campanile in Venice, taking the place of usual flight of stairs.

The building contract required it to be completed by Dec. 31, 1909, with a penalty clause of \$5 per day after that date. Stones were received for the monument from every town in the Commonwealth of MA, the Daughters of the American Revolution, Mayflower descendent organizations, Delfthaven and Leyden, Holland, and two pieces of yellow marble from Siena, Italy. On August 21, 1909, the last stone was laid. Four persons, along with 11 year old Isabel George, fourteen year old Annie Cromar, and construction foreman Fred George, rode that stone to the top of the monument.

The inscription on the Monument by Dr. Eliot is as follows:

"On Nov. 21, 1620, the *Mayflower*, carrying 102 passengers, men, women and children, cast anchor in this harbor, 67 days from Plymouth, England. The same day, 41 adult males in the company solemnly covenanted and combined together in a civil body politic. This body politic established and maintained on the bleak and barren edge of a vast wilderness, a state without a king or a noble, a church without a bishop or a priest, a democratic commonwealth, the members of which were 'straightly tied to all care of each other's good and of the whole by everyone.' With long suffering devotion and sober resolution, they illustrated for the first time in history the principles of civil and religious liberty and the practice of a genuine democracy. Therefore, the remembrance of them shall be perpetuated in the vast republic that has inherited their ideals."

The wives who complimented their fishermen husbands

While men went out on the great fishing boats and stayed away for lengthy periods, the wives and children who remained on shore sustained their family's day-to-day standing in the community.

As a crew member, fishermen were paid by going on shares or hired as they chose. Their family lived from the store of the Outfitter. These outfitting stores kept all perishable goods. A woman at home who took pride in keeping down the bills at the outfitter store while her man was away at sea, was determined in good standing in the community. If she could leave her husband's voyage untouched, she was a smart one, while those fishermen who came home to find their voyage eaten up because their wives were less than frugal were considered otherwise.

The Outfitter also did the work of a bank; receiving, investing and lending money. The Union Wharf Company was really a bank; a branch of Freeman's Bank in Boston, till the organization of the Provincetown National Bank in 1854. Some outfitters went so far as to be their own insurance company. If a voyage needed to be settled with insurance proceeds, the accepted system was first to take out of the total for the great generals, which were; bait, salt, gear, ice, towing, and canal charges, if any. Then an eighth of the remainder was allowed for shrinking, and a fourteenth for curing the fish. Then the difference between an eighth and a fourteenth was given the owners. Then the vessel's part was taken out and that was a third or quarter as agreed upon in advance, then the small generals which were the foods. The balance went to the sharesmen, who paid the wages (out of their share) of the men who were hired . Each of the crew earned approximately \$300 besides his food. (Paine Smith 60-62)

S-4 Submarine sunk off Wood Eng

Prohibition spawned an entirely new industry in Provincetown: rumrunning. Policing it caused the Coast Guard destroyer, *Paulding*, to collide with the submarine, *S-4*, killing all aboard.

It was getting near the holidays and rumrunners were active. The Coast Guard dispatched the *Paulding* from Boston to police them, and as it rounded Race Point Light, the U.S. submarine, *S-4*, which was on sea trials, was breaking surface on a collision course with it. The conning tower of the *S-4* was half out of the water when they struck, crushing her sharp iron stem into a batter room of the submarine, just forward of the conning tower. The sub sank at once. The *Paulding* launched rescue boats immediately in an effort to rescue any survivors. For hours boatswain Gracie, who had launched his surf boat to where it went down, used a grappling hook in the bitter southwest wind trying to locate the sub. He was determined to save the men in what would prove to be more than 100 feet of water. At 10:00 Saturday night, almost six and a half hours after the collision, Gracie located the *S-4*. The southwest wind of the afternoon had change to northwest with a 30 M.P.H. gale force wind by evening. The resources of the U.S. Navy had been put on alert when the *Paulding* had radioed a message that she had hit an unknown sub. The *Bushnell* had been dispatched from Portsmouth, N.H. as well as the Navy salvage ship, *Falcon*, from New London, CT. Tugboats towing pontoons to raise the *S-4* were enroute from NY. Gracie's grapnel line snapped before the lights of the *Bushnell* had even appeared. At 10:30 A.M. Sunday morning, 19 hours after collision, Gracie succeeded in relocating the sub. Eight Navy divers had arrived with the *Falcon*. Diver Thomas Eadie descended the grapnel line to the *S-4* despite highly unfavorable weather. He found the starboard bow had received the full force of the destroyers' keel. To locate survivors he had been tapping a hammer against the sides hoping to get a response. He received only one answering signal from the forward torpedo room compartment. Plans were made on the *Falcon* to raise the sub by connecting an air hose to the main ballast tank, forcing the water ballast out, allowing the sub to rise to the surface.

Diver William Carr secured the hose to the valve and waited to observe escaping air bubbles, indicating leaks in the hull. The naval vessels in the area shifted their positions to allow the sub to rise to the surface without fouling them. After an hour, the first bubbles appeared; the sub could not get off the bottom. The weather was growing steadily worse when a third attempt was made to dive to the sub to attach an air line for the men trapped inside. This dive resulted in Frederick Michael's life line and air line becoming tangled in the submarine's wreckage, trapping him on the bottom. Diver Thomas Eadie descended for a rescue attempt. Though he managed to free Michaels from the wreckage, using a hacksaw, his own diving suit became torn in the process. Only the compressed air in his helmet kept him from drowning. Michaels and Eadie were placed in a decompression chamber on board the *Falcon*. Michale's injuries were so severe that the *Falcon* transported him to a hospital in Boston the next morning. Eadie was awarded a congressional Medal of Honor for his part in the rescue.

By this time, another sub, the S-8, and additional rescue ships, were standing by. Due to the storm, however, all they could do was send messages to the trapped men by way of an oscillograph. Microphones had been attached to the hull of the S-4. The imprisoned sailors answered the oscillograph messages by tapping against the wall of the sub. From these messages it was learned that out of the crew of 40 sailors and 2 civilians there were 6 survivors. It was also determined that the container of oxygen would be exhausted by Monday night.

The commanders of the salvage operation devised a plan where, at the first break in the weather, those inside the S-4 would open the outer port of a torpedo tube where a diver could place a cylinder of oxygen, food and lime soda to purify the food. Then the imprisoned men, after closing the outer torpedo port, could open the inner port to obtain the supplies enabling them to survive a few more days. The weather did not subside, however, so no oxygen cylinder was lowered to the S-4.

Throughout Provincetown people kept vigil with the men on the S-4. The Town Hall had been converted into a headquarters for the press. The people, through their experience with the sea, were openly affected by the progress, or rather the lack of it, of the attempt to rescue the men on board the submarine. The Navy had forbidden the press or anyone else to go in boats to the scene of the disaster. The seeming inactivity caused by the weather caused feelings to run very high in Provincetown. Captains of local fishing boats met at Odd Fellows Hall to discuss the situation. In an effort to alleviate tensions, Town Moderator George F. Miller invited the officers of the Bushnell and Falcon to meet with townspeople at the Masonic Hall to explain the technical difficulties that were causing the apparent inaction. The explanations that the short choppy sea caused by the weather would not allow divers to reach the S-4 without great danger infuriated the local fishing captains. In the middle of the meeting they walked out, informing the officers present that they were going fishing. The weather, they implied, might be too bad for the Navy, but it wasn't too bad for the fishermen.

The last communication with the men trapped on board the S-4 was made at 6 A.M. on Tuesday, December 20. It is believed the last trapped man died before noon that day. By Wednesday the gale ended and divers were able to pump air into the submarine. Chains were placed around the hull, but the S-4 could not be brought to the surface. The bodies of the 42 crewmen were later brought out one by one. Each one was buried with military honors.

January and February of 1928 passed and the S-4 still remained on the bottom of the sea. Roy Syphax, a deep sea diver and an expert on helium gas, was in charge of the recompression work in connection with diving operations incidental to salvaging the S-4. On the afternoon of March 17, 1928, with the aid of three pairs of wooden pontoons, compressed air displaced all the water aboard the sub and the S-4 returned to the surface. Without ceremony, salvage tugs affixed lines and cables and the submarine was towed to the Charleston Navy Yard. Repaired and refitted, the S-4 later became a Naval experimental vessel.

In the garden of the Church of St. Mary of the Harbor, Provincetown, is the S-4 Cross placed there in memory of the 42 men who lost their lives off Wood End. A broken circle of metal at the base of the cross is part of the sealing ring from the S-4 conning tower brought up in the net of a fisherman and placed with the cross. (Therault 95-99)

Hans Hofmann

Narrative originated from: Ahrens, Nyla. Provincetown: The Art Colony A Brief History and Guide. (1997 and revised 2000) Provincetown Art Association and Museum

Hans Hofmann was an internationally recognized artist and teacher of abstract modernism. Before arriving in Provincetown in the 1930's, he had studied in Paris, operated his own school in Munich, taught at the Art Students League and other American schools of art. He established the Hans Hofmann School of Fine Arts in New York in 1933 and in 1934 opened his summer school in Provincetown.

He initially leased the former Hawthorne home and barn studio on Miller Hill, then taught in Fritz Bultman's studio in Days Lumberyard.. In 1945 Hofmann bought property at 76 Commercial Street which gave him a studio space for teaching.

Hofmann's classes were filled with established artists as well as neophytes, and his Friday afternoon critiques drew crowds of artists, critics and vacationers. It was noted that nearly everyone of importance in the world of modern art came to these sessions at least once and many major artists were drawn by his presence to spend summers in Provincetown. Among those who came were Jackson Pollock, Lee Krasner, Larry Rivers, Fritz Bultman, Franz Kline and Mark Rothko.

After 43 years of teaching - 23 of them in Provincetown - Hofmann closed both his schools in 1958 in order to paint full-time. Hans Hofmann died in 1966 shortly after hanging a show of his work at the Kootz Gallery in New York.

1968 Fine Arts Work Center

Notes from: Ahrens, Nyla. Provincetown: The Art Colony A brief History and Guide. (1997 and revised 2000) Provincetown Art Association and Museum

The Fine Arts Work Center (FAWC) annually implements a fellowship program providing long-term residencies for emerging artists and writers. They are given living quarters, a place to work, financial assistance and opportunities to consult with established artists. There are more than 1,000 applicants from the United States and abroad for the 20 fellowships offered annually. Over the past three decades, many of the fellows have remained in Provincetown after their fellowship.

The location of the FAWC was originally a lumberyard built by Frank Days Jr. in 1911 to house his lumber, coal, wood, plumbing and heating supplies. Over the years, Day's Lumberyard was used by artist such as Ross Moffett, Henry Sutter, Charles Hawthorne, Hans Hofmann, and Fritz Bultman. In 1972, Joe Oliver (who owned the property since 1951) sold the property to the Fine Arts Work Center.

October 29 - 31, 1991 - - No Name Storm

Notes from: Worst Storms of the Century series by Boston 7 News, Todd Gross

Weather systems usually travel from west to east in our hemisphere, but on rare occasion, a storm will track in the opposite direction. This "backwards" motion occurred on October 30th, 1991, as a massive ocean storm in the Atlantic backed in, looping furiously towards New England, and unleashing a devastating blow to the Massachusetts coastline.

The storm began as *Hurricane Grace* on October 27th. The tropical system remained out at sea, but merged with another storm in the Mid-Atlantic by October 30th. A strong impulse in the upper atmosphere dropped out of Canada, causing the new hybrid storm to explode and "back" towards southern New England.

The No Name Storm was the storm that inspired the book *The Perfect Storm: A True Story of Men Against the Sea*, written by Sebastian Junger.