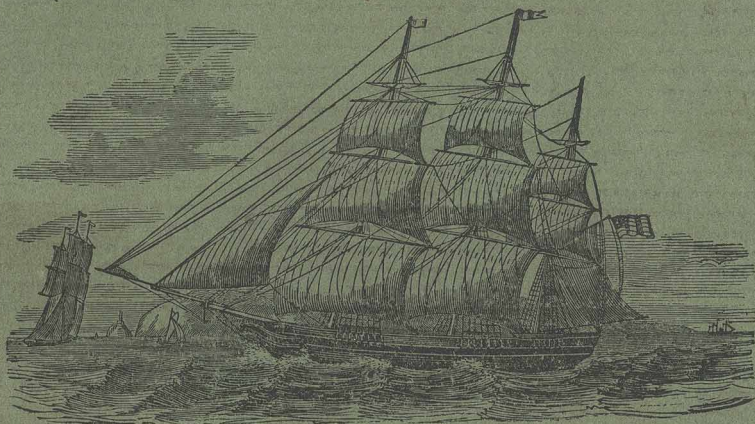
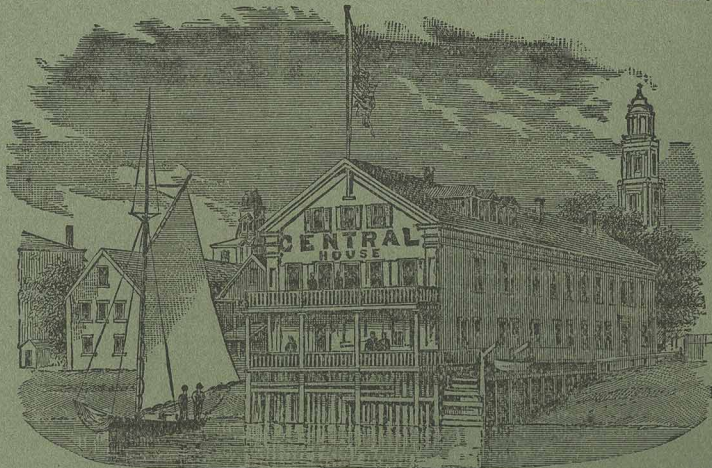


CHEQUOCKET



PROVINCETOWN

CENTRAL * HOUSE.



It is situated about an equal distance from depot and steamboat landing, and is the only hotel located on the beach.

J. A. REED, - - - - - MANAGER.

Keep Cool. Keep Cool.



I have harvested over 3000 tons of

◁ ICE, CLEAR AND SPARKLING, ▷

which I propose to sell cheap this season.

My ponds are carefully dredged, and the water is as clear and good as any spring.

Anyone wishing ice for the NEEDY SICK can stop any of my teams and be served GRATIS.

PARTICULAR ATTENTION IN SERVING YACHTS.

STEPHEN BENNETT,

OFFICE on Alden Street, near O. C. Railroad Station.

CHEQUOCKET; or, COATUIT:

The Aboriginal Name of

PROVINCETOWN.

THIS PAMPHLET IS A BRIEF HISTORICAL DESCRIPTION,
TOGETHER WITH A TABLE SHOWING THE LOCALITY
OF ITS PUBLIC BUILDINGS; ALSO, THE TIME OF
MEETING OF THE DIFFERENT ORGANIZA-
TIONS, A TABLE OF NOTED EVENTS,

— AND —

BUSINESS DIRECTORY OF THE MERCHANTS' STORE
KEEPERS AND ARTISANS.

Compiled and Arranged by

HERMAN A. JENNINGS.

YARMOUTHPORT, MASS.,

PRINTED AT THE CAPS COD FISH JOIL PRINTING OFFICE,

1885.

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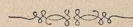


PREFACE.

A preface is something that is rarely read, but still it is generally conceded to be a necessary appendage to a book; so I have concluded to place one in this, my first attempt. I am fully aware that this little work is crude in its construction, but I have tried to have everything as correct as possible. In the table of dates of noted events I have, wherever there was a doubt as regards the correct day of the month on which an event occurred, mentioned it, or only given the month. As regards the early visits to this place of the Norsemen, my authority is standard histories. As regards the attractions for tourists and visitors, anyone who reads this knows, if they were ever here, that I have not exaggerated, but fallen short in my description. When I commenced this little pamphlet I did it for my own instruction and amusement, but some of my friends advised me to publish it, as nothing of the kind had ever been done describing Provincetown. Whether their advice was wisely given time alone will tell; but if I have succeeded in inducing one person to come here for a season and go away with pleasant memories of the place, I shall think I am amply repaid for my trouble. To all those who so kindly aided me in obtaining facts and dates, I shall be ever grateful. Were they not so many I would thank each one personally in the work. The grammatical construction of the sentences in this work is not quite up to the standard of the day, and no one can be more fully aware of the fact than myself. So if any learned ones read this book, I hope they will not "view me with a critic's eye, but pass my imperfections by." With these remarks, I send this little work forth on its mission to the public. Hoping that it will meet their approval and survive criticism, I make my bow. "One caveat, good reader, and then, God speed thee:—Do not open it at adventures, and by reading the broken pieces of two or three lines, judge it; but read it through, and then I beg no pardon if thou dislikest it. Farewell."

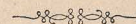
THE AUTHOR.

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ITS HISTORY.



The history of Provincetown is full of many interesting incidents; not the least is its early settlement and the still earlier visitations of explorers. We have authentic records of the fact that this place was visited, long years before Columbus discovered this continent, by European sailors, and that here was the first burial place of any European. That hardy old Scandinavian mariner, Thorvold, brother of "Leif the Lucky," who planted the first colony at Mount Hope Bay, near what is now Fall River, named the place Leifsbudir or Leif's Booths. Leif, abandoning the colony with his followers, returned to Greenland. There at the death of his father Eric, he assumed the chief authority of Erick's Fiord on the west coast. Thorvold hearing from his brother Leif glowing accounts of the new country, organized an expedition, and in the summer of 1002, sailed from Greenland to the south-west; arriving at Leifsbudir, he there found the remains of the huts which he repaired and there spent his first winter. In the spring he pursued his explorations to the south and west, it is supposed, as

far as the Carolinas, at least there is no doubt but as far as the Capes of Virginia, as his descriptions of the coast fully warrant that assertion. Returning, he spent another winter at Leifsbudir, and in the summer of 1004, pursued his voyage to the northward around Cape Cod. His vessel became stranded on the end of the Cape. In this place he laid the keel of his ship for repairs, and named the place Kilar Ness or Keel Cape. After completing his repairs, he sailed away to the north-west, and in a small bay full of islands, presumed to be Boston bay and harbor, in an encounter with the savages, he was struck in the side with an arrow and mortally wounded. Knowing that he could not live, he charged his followers to return home as quickly as possible, "But me you shall carry to the place where we repaired our ship, that appeared to us such a goodly place to dwell in. Perhaps the words that fell from me there will prove true, and I shall indeed abide there for a season. There bury me, and place a cross at my head, another at my feet, and call the place Kross Ness or Cape of the Crosses." His instructions were carried out, and here 880 years ago, his comrades laid away in mother earth, the body of that hardy old Norse mariner, Thorvold. No one knoweth the exact location, but there is no doubt that it was in this immediate vicinity.

During the year 1805, the eminence at the western end of the town, known as Chip Hill, was graded down some twenty-five feet for the purpose of leveling the place to erect saltworks, which was done. These saltworks occupied the place till 1853, when owing to the cost of production and the low price of salt, the business was discontinued and the works taken up; the ground was then sold for dwelling house lots.

While digging the cellar for the house now owned and occupied by Mr. Francis A. Paine, at about the depth of five feet, a wall of masonry was found, about three feet in height and about two feet wide at the base. The stones are nicely laid in shell lime mortar, and after clearing off a space from the bottom of the wall, there was found a hard earthen floor composed of

peat, clay and fine white sand hammered and pounded together, making the floor hard and level. Upon excavating farther, there was found the remains of a fire place where the stones were partially calcined by the action of fire; near by was a collection of bones mostly sea fowl. It seems a pity that the excavations were not continued till the whole thing was brought to light, but only enough was cleared away to make room for the cellar under the porch. At the present time by striking hard upon the floor, a hollow sound is emitted which leads some to think that there exists a subterranean passage. Learned archaeologists attribute the building of the Old Mill at Newport, R. I., to the Norsemen, and the laying of the stone, and style of this work, so closely resemble that structure that it is evident it must have been done by the same race of people. We must recollect that over eight hundred years have passed since the Norsemen visited this country, and these remains were found buried some thirty feet below the surface, which might have happened during that long period of time on our shifting sands. It is possible, and is it not extremely probable, that this was the camping or dwelling place of old Thorvold and his crew while rebuilding his ship? The late Silas Cotterel, of Newport, R. I., at one time one of the trustees of the Public Library at that place, a man well known for his interest and study into such matters and well informed on the subject, gave it as his opinion that without a shadow of doubt both works were designed and made by the same man. At any rate, one thing is certain,—without a doubt this work must have been done long ages before this continent was discovered by Columbus, by some civilized, or partially civilized, race of men. And we can safely say few places can show anything more ancient than this. Coming down through the lapse of centuries, we find it visited by Capt. John Smith, on his voyage when he discovered and explored Thatcher's Island, Straitsmouth and Isle of Shoals. Some of the names given by him are retained till this day. Also Barthol-

omew Gosnold, in his ship Sparrow Hawk, which was afterwards wrecked at what is now Orleans. We have almost certain proofs that it was also visited by the French fishermen and traders.

We now come to what is more definite, as it is not tradition and conjecture, but well-known facts, with recorded days and dates. On Nov. 11, 1620, O. S., the Pilgrims made their first landing in the new world. After a long and boisterous passage, they hailed with joyous hearts this safe and pleasant harbor of refuge. Our neighboring town of Plymouth, across the Bay, has always had all the honors conferred on her, but during the Pilgrims' stay here certain events took place which should entitle us to notice, as much was done here that still bears its mark upon the Commonwealth and Nation. For here in our harbor, on board the *Mayflower*, was framed and signed the compact of the Government of the Colony, and this compact was the root from which sprang the Constitution of the United States. This is a copy of the original document:

IN YE NAME OF GOD, AMEN:

We whose names are underwritten, the loyall subjects of our dread and soveraigne Lord, King Iames, by ye grace of God, of Great Britain, France and Ireland, King, Defender of ye Faith, etc., having undertaken, for ye glory of God and advancement of ye Christian faith and honor of our King and Countrie, a voyage to plant ye first colonie in ye northern part of Virginie, doe by these presents solemnly and mutually, in ye presence of God and of one another, covenant and combine ourselves together into a civil body politick, for our better ordaining and preservation and furtherance of ye ends aforesaid, and by virtue hereof to enact, constitute and frame such just and equall laws, ordinances, acts, constitutions and offices from time to time as shall be thought most meete and convenient for ye general good of ye colonie. Unto which we promise all due submission and obedience. In witness whereof we have hereunder subscribed our

names, at Cap Codd, ye 11th of November, in ye year of ye raigne of our Sovereigne Lord King Iames of England, France and Ireland, ye eighteenth, and of Scotland ye fiftie-fourth, A. D. 1620.

Here, too, the Pilgrims built a vessel from the wood that grew here and repaired their shallop, and after resting on the Sabbath the women went ashore on Monday and washed the linen used upon the voyage, thus dedicating the day to the goddess of cleanliness, and handing it down from generation to generation, their descendants have kept Monday for that purpose, wherever they have been located, till the present day. Here, too, was Peregrine White born, the first child in the New England Colony. And the waters of our harbor flow over the resting place of Mary Bradford, the Governor's wife, she being drowned here and her body never recovered. Thus here occurred the first birth and death in the New England Colony. Here, too, that doughty warrior, Miles Standish, marshalled his army of sixteen men and marched up the Cape as far as what is now Wellfleet, on an exploring expedition and to do battle with the Indians, but not finding any foes with whom to contend, they seized a lot of corn and got back in safety to their vessel. This corn was used as seed, and without doubt saved the Colony from perishing by famine at Plymouth the next year. It was a questionable act, and tradition has it that restitution was made to the Indians from whom it was taken.

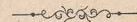
From the time of the *Mayflower's* departure it was often visited by the French and English fishermen, but no attempts to make a permanent settlement took place till the commencement of the eighteenth century. It was made a district in 1714, but was still a part of Truro. It was incorporated a township in 1727 and given its present name. In the year 1800 its population was 812, which has gradually increased, till at present writing it is about 5000. In 1838 the plank walk was laid, at a cost of about \$2000, the town's portion of the surplus revenue at that time in the

United States Treasury being used for that purpose. Considerable opposition was made at the time towards the expenditure of the money for that purpose. It even extended so far that after the walk was built some of the citizens refused to walk upon it, but would go through the loose sand in the road in preference.

The principal business of the place is fishing, and the town has passed through all of the changes that fishing towns are subject to. At one time there were fifty whalers from the port; now there are but nine. The mackerel fleet at one time was large, one firm sending twenty-five vessels; now it has the smallest fleet of any town in the State that carries on that industry. The Grand Bank cod fishery is now the principal business, and no town in New England can show a finer fleet and such large sized vessels as are engaged in that business from here. On account of the uncertainty of fishing voyages, the town has about attained its growth. No better men are calculated for the business than our owners and captains, nor any that have more push and energy; but the business will not admit of much further extension, especially as it is ignored by Government, and while protection is afforded to other industries, by unwise treaties it looks as though Government was trying to kill instead of help an industry from which in time of war she draws her naval officers and men to man her ships, as witness the Rebellion, in which the best officers and men came from the fishermen of Cape Cod and Cape Ann.



ITS PEOPLE.



The people have always been noted for their hospitality. Even as far back as Gosnold's time, he says that a native came down to the beach to meet them, and by kind and loving signs tendered them the hospitalities of the place. The inhabitants of the present day will do all they can for the comfort and pleasure of those who come to this quaint old town by the sea. The main part of the population are Provincial Scotch and Portuguese and their immediate descendants, but still you will find many who can trace their lineage back to the early settlers, and some direct to those that came over in the Mayflower. The names of Cook, Nickerson, Bowly, Small and Standish, can be found here, and many others that were the names of the first settlers. Here, too, you find the old veteran who fought old Neptune for years and wrested from him his treasures that he keeps in his domain, whether in the icy seas of the Arctic or the more genial and sunny Pacific; in every ocean he has laid him under tribute and come home laden with the spoils. There is Uncle Frank,* well advanced in years, suffering somewhat

*Since writing this, Franklin Atkins, the person described, has passed away.

from paralysis, but still with mind as vigorous as in his youthful days, who can tell the tale of how in trying to capture a whale he was thrown out of the boat into the whale's mouth; bruised and mangled by the large, long teeth of the monster, he succeeded in getting out before the jaw closed and getting on the bottom of the boat, which was also stove. They succeeded in righting the boat and fixing it as well as they were able, again attacked the whale, and to use Uncle Frank's own words, quaint though they be, "We got the sarpunt at last and he stowed us down ninety barls of ile." Upon reaching the vessel, he had to be hoisted on board and for two weeks was not able to do anything, but kind and willing, though rough hands, ministered to his wants, and he came out all right, though he carries the marks about his head and back today that were made by the teeth of the whale.

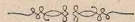
There is Capt. S. now partially blind, caused by years of his life being spent at the mast head of his own vessel, looking out for whales. He always made a good voyage for he always went ahead and led his crew. The keel of his ship has ploughed both oceans in pursuit of a voyage, and going from the Atlantic to the Pacific ocean, after passing through Magellan Strait, he entered and passed through the then nearly unknown and unexplored waters of Smith Strait, and without chart or pilot, navigated his vessel through that dangerous and intricate passage, safely into the Pacific ocean; as far as now known the first sailing vessel to make the passage.

Capt. C. who, when on a whaling voyage in the West Indies, found his vessel leaking badly, instead of putting into a port or returning home for repairs, hove his vessel down on her broad side, stripped off the copper and took out a defective plank in the vessel's bottom, replaced it with a good one and pursued his voyage to a successful termination, the work being done by himself and crew. Years afterward, while cruising in the waters of the Pacific ocean, near the Isthmus of Panama, his vessel struck upon an unknown rock and lost part of the keel; nothing daunt-

ed, he went to a small island, made all the repairs, got a good voyage, and brought his vessel home in safety. It is such men as these to whom we point with pride! and these are not the only ones; they are but a few cases taken from the many. An hour's time spent with any of these veterans in conversation is well spent and a fund of useful information can be gained. There is nothing churlish about them. Interview them and they will fight their battles o'er again for your instruction and the pleasure it gives them to recall the time when they fought old Neptune on his own battle ground. And of one thing you may rest assured, that though the tales they tell may seem marvellous to you, they are strictly true, thus confirming the old adage that "Truth is stranger than Fiction."



SIGHTS TO BE SEEN AND ATTRACTIONS OF THE PLACE.



From the summits of the hills in the rear and at either end of the town, fine views can be obtained. From Gull Hill at the extreme western part, the whole of Cape Cod bay can be seen at once, dotted here and there with the snow white sails of the fishing boats, and occasionally a yacht making for the port, while far off in the distant horizon, you can see the land of Wellfleet, the highland of Scargo in Dennis, Sandwich, Manomet, The Gurnet, Marshfield near Boston. Some thirty miles away, upon a clear day, the land can be discerned like a clear blue line without a break, the whole distance forming one of the prettiest marine views upon the whole New England coast.

Town Hill, situated in the centre of the town and just back of its busy streets, has an altitude of some seventy feet, and a good carriage road leading to the top on its eastern and western sides. Upon this eminence once stood the Town House, a noted landmark for seamen, but was destroyed by fire in Feb. 1877. Since then, the summit has been converted into a park with seats and other conveniences for visitors. Standing upon the brow of the hill, the whole town lies at your feet, and nearly the whole length of three miles can be seen at once, while every wharf and pier, with vessels coming and going and lying in their berths, meets your view, the cool breeze from the south-west

fanning your brow, and making breathing for one afflicted with asthma, simply a luxury. The light-houses on Long Point, Wood End, Race, and to the eastward the far-famed Highland light, one of the best upon our coast, all can be seen at once from here. It is impossible to take in all the fine views at one visit, and a visitor here will surely make daily visits to this place.

Mount Gilboa at the eastern end, the highest hill of the range, up which you go by an easy winding path to the top, and when arrived at the summit, the long stretch of bare sand without a spear of vegetation, glistening beneath the rays of a summer sun, seems like a view in fairy land; a carpet strewn with diamonds, which in one sense is strictly true, as an analysis of the sand shows seventeen different kinds of stones, among them the amethyst, topaz, tourmaline, jasper and many varieties of quartz. And here can be seen the broad Atlantic stretching far away to the eastward till sky and water meet, without anything to obstruct the vision but the sails of the coaster or fisherman, unless it should be an ocean steamer bound to or from England, or the proud and stately ship winging her way to Boston loaded with the rare and costly merchandise of far off India or the still farther off Cathay, the home of Kubla Khan. An hour spent here will more than pay the visitor, and he, if he is a lover of nature, will surely come and view it again. A short journey from here brings you to the Life Saving Station at Peaked Hill, one of the most exposed and dangerous stations upon the coast of the United States, more wrecks occurring here and in the immediate vicinity than at any other station. Here during the winters of '83 and '84, ten lives were saved that without doubt would have perished had it not been for the timely aid of Capt. Fisher, of the station, and his crew. It was near this station that the gallant Capt. Mayo, with a volunteer crew, saved several lives from the wrecked schooner, Sarah J. Fost, in April 1879, the station mens' boat being smashed in the surf in trying to get her off the beach to go to their rescue.

Here, long years ago, in the winter of 1832, before government had done anything towards helping the shipwrecked mariner, was performed that deed of daring in rescuing the crew of the ship Warren, which has become embodied in history. But few of that gallant band of rescuers are alive today, but those that are are hale and hearty, and to listen to the tale as told by them, one sits with bated breath and fixed attention to the end. It was from this station that Capt. David H. Atkins and two of his boat's crew on the morning of Nov. 30, 1880, laid down their lives in the line of duty in attempting the rescue of the crew of the sloop Trumbull that was ashore on the bars. The boat had made one trip to the stranded vessel and had taken off part of her crew, but two remained on board and refused to leave; the gale increasing, Capt. Atkins thinking it was his duty to go again and compel their leaving, returned to the wreck. The boat was manned by Capt. Atkins, Elisha Taylor, Isaiah Young, Charles Kelley, S. Frank Mayo, Samuel Fisher. John Cole, another of the crew, was, as it happened, providentially left upon the beach. The night was very dark and the sea rough; in approaching the stranded vessel the boat fouled in the main sheet and was capsized; at the same time a flaw of wind struck the vessel; she swung around and came off the bar leaving the boat's crew struggling in the water, and on top of the life boat. The crew abandoned the boat and endeavored to reach the shore by swimming, but owing to the coldness of the water on that wintry morning, Capt. Atkins, Frank Mayo and Elisha Taylor perished before reaching the shore. The others reached the beach in an exhausted condition, especially Young, who for a long time it was thought could not survive. Had not Cole been left upon the shore, it is doubtful if his life could have been saved. On reaching the station, one of the sloop's crew was sent into town and medical assistance procured and their lives were saved, but to this day some of that crew suffer from the effects of the severe chilling to which they were subjected in the cold water on that winter's morning.

The soldier lays down his life on the field of battle in trying to kill his fellow-men, and his name is crowned with fame and glory, and his deeds are spoken of with pride and his name is honored; but what tribute can be paid to those who lay down their lives to save others? Words are inadequate to the occasion and nothing can be done or said that will do justice to the heroes who calmly take their lives in their hands and go forth to rescue the suffering shipwrecked mariner or perish in the attempt. It is safe to say that there is not a foot of sand upon this section of the Cape that has not been pressed by the keel of some wrecked vessel, and scores of lives been lost. But since the erection of the government stations, the loss of life has been small, but still there are times when all man's skill and strength will prove unavailing.

A walk to the westward, along the shore, of about a mile, brings you to the wreck of the English Frigate Somerset, which was wrecked here during the War of the Revolution, in the month of December, 1778, her timbers and frame work still being visible. Built of English live oak, and still farther hardened by the petrifying influence of the sands, they bid fair to outlast time itself. By the encroachment of the land upon the ocean, she now lies some fourth of a mile inland from the water, and there she will lie till carried away by relic hunters and curiosity seekers.

You now turn your steps toward the town, and after crossing the sandy dunes you enter the woods and take any of the numerous paths or roads; you will find a cool and shady walk to the village, past several large ponds where the gamey pickerel abound, affording good sport to the fisherman, and where he can fish to his heart's content without fear of game laws or restrictions, and where he must be a very poor fisherman indeed who would have to resort to Munchausenism to make his catch sound large. In these woods during the season there are found the wild strawberry and the juice pear or robin cherry, a very delicious fruit, though short-lived, which grows on no other

place than the Cape. The black and blue whortleberry, wild cherry, beach-plum and other kinds are in abundance and, to use a slang term, though appropriate, "The woods are full of them." Those who have the idea that the Cape is a dreary desert, will find that Nature has here bestowed her gifts with no stinted hand. To the sportsman here is a chance to try his skill,—quail in their season, rabbits in abundance, raccoons and other small game, and should you like to pursue Reynard, there are hounds in town and those who will be only too willing to join in the chase with you. Parties from New Bedford make yearly visits to this place for the purpose of fox hunting. For sea fowl and other birds, East Harbor, Race Run and the large place of flats at the western part of the town afford good shooting. Black duck, teal, sheldrake, doe birds, noddies, plover, curlew and many other varieties are plenty, and in Fall and Spring in East Harbor the wild goose and brant abound. Between fishing and shooting in this sportsman's paradise the one that is not satisfied must be very hard to please, or very unskilful. All such I would recommend to stay in Boston and shoot sparrows on the Common with a pop gun and fish in the Frog Pond for minnows; he has no business here. But to the true sportsman—come, bring your rod and reel, your dog and gun, and when you go away you will say that you are more than satisfied and will come again.

A delightful excursion for a party is a visit to the Highland Lighthouse in Truro, a pleasant drive of about six miles. You can here stand upon the cliff some 150 feet high and get a fine view of the broad Atlantic rolling its waves to your very feet; or make a tour of inspection into the Lighthouse, to which all visitors are admitted, and pains are taken by the urbane keeper to describe its workings. This is a first order light and one of the oldest upon the coast, though it has been rebuilt and refitted several times, as new improvements have been invented. The lantern is what is called a Fresnal lens, of very thick glass, made in France and shipped to this country at

a cost exceeding \$40,000. You also can see and have explained to you the trumpet, which is used to warn vessels off the coast in thick and foggy weather. This trumpet is worked by a caloric engine, of which there are two, so that in case accidents should happen it would not interfere with its sounding regularly. A short distance from the Lighthouse is a good hotel, where the visitor can be sure of getting a good square meal if wanted.

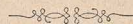
An excursion may also be made to Race Point, with its lighthouse and steam whistle, which during foggy weather can be heard all through the town, such is its vast power; and by sending a notice ahead the keeper's wife will provide you with a fish and game dinner such as could not be procured at any restaurant, no matter how high sounding a French name it goes by, or how high a price is paid for it.

But with all these attractions for the tourist and pleasure seeker, the greatest inducement is our splendid harbor, which is the best upon the whole Atlantic coast, capable of containing the largest of fleets in safety, and admitting of a greater depth of water than any other. Without a rock or shoal to hinder navigation, and no current, it makes one of the finest places known for boating and sailing. The disciple of Isaac Walton can here enjoy himself to his heart's content, as fish of all kinds abound in their season,—cod, haddock, smelts, mackerel and the gamey bluefish, and should you wish for larger game some of our shore whaling captains will take you out for a day's sail and show you the mode of catching that mighty denizen of the deep. This attraction of itself is worth coming hundreds of miles to see. There are plenty of row boats and the merest tyro in Hanlan's art need fear no danger, as the waters of the harbor are so placid and smooth. Sail-boats with careful and experienced skippers will take you around the harbor and out into the bay on fishing and sailing excursions at moderate rates, and no accident of any kind has ever happened here where a life has been lost. For sea-bathing it is simply a luxury. The fine, clean,

white sandy bottom at the eastern and western ends of the town, warmed by the rays of a summer sun at low tide, heats the water upon the flood to the right temperature, and here the bathers can enjoy themselves without fear of the undertow so common in other bathing places that are more widely known and largely advertised. The bather here can choose any depth of water he wishes, and there is no need of an attendant to the most unskilled in the art of swimming. Should you prefer surf bathing, a half dozen rods brings you to the outside beach at Herring Cove or at the Wood End Lighthouse, where with a southwest wind, the prevailing summer breeze, you can have all the surf bathing that you want, upon a fine clean shore, and no undertow, which often happens at other surf bathing places. A visit in the early morn, if you feel like rising at that time, will well pay you to go to one of the many fish weirs and see the mode of taking fish in that way; any of the fishermen will give you a passage in their boats free of charge, but be sure and put on your poorest clothes; it is no place for kid gloves and a full dress suit; you will probably get a wetting, but the fun is worth the money.



HOW TO GET THERE.



Situated as it is upon the extreme end of the Peninsula of Cape Cod, and 120 miles from Boston by land, still it is easy of access. One of the finest steamers that cruises in New England waters takes you there in four hours, on the trip passing many points of historical interest, giving you a fine view of Boston Harbor and islands, after which you pass close to the lighthouse on Minot's Ledge, the Eddystone of America. Marshfield, the birthplace and home of Daniel Webster, Massachusetts' great statesman, Plymouth, the final settlement of the Pilgrims, and other places of note will be shown and described to you by the genial captain and his kind and obliging officers. This route in summer is the most desirable, but if you prefer going by land the Old Colony Railroad, with its comfortable and easy cars, will take you there in five hours, giving you on the way a full and comprehensive view of the Cape, as the route extends the whole length of the Cape, passing through large fields where the Cape Cod cranberries are cultivated, which are the best in the market and whose fame extends all over the country and even to Europe. Driving there you will find the best of accommodation and reasonable charges, well-spread tables with all the substantials and luxuries of the season, fruits and vegetables fresh from the gardens of our neighboring townsmen in Truro, pure and good milk in abundance, and fish fresh from their native element, cooked in a manner that will tempt the most dainty palate. And here the tourist and invalid can enjoy themselves without being hampered by the laws and customs of more aristocratic places, and indulge in all harmless pleasures and pastimes in their own way without the fear of Mrs. Grundy.

Perhaps it may be of interest to the general reader to know something of its early

RELIGIOUS HISTORY.

Through the kindness of the town officers, we obtained access to the Town Records and there find that the Orthodox creed was the first established society, and every one was made to support the preacher. Church and state were together, and all church affairs were voted on in town meeting. The first building that was erected exclusively for divine worship was dedicated to that service on February 20, 1774. Upon the preceding December 7th, (1773,) at a legal town meeting, the Rev. Samuel Parker was called to take charge of the society, and it stands recorded in the town book like this:

"At a meeting of the inhabatans of Provincetown, being legally warned, Thos. Kilburn being Moderator at sed meetin, there agreed by vote to give untoe Mr. Samuel Parker for his yearly salerie, the som of 66—13—4 lawful money to settel in said town and preach the gospel to ye inhabatans. Also to give untoe him the frame of hys house and to build haff of it, purposed to be 30 feet in length, 27 wide, 8 in the walls; likewise cut hys fire-wood, and to give him meddo to keep two cows in, the best of the meddo. Per me,

SAMUEL ATWOOD, Town Clerk.

Samuel Parker accepted the call and preached in the church until his death which occurred on the 11th day of April, 1811. During this time, another creed had crept in, and dissensions had arisen in the church. It is a pity that the records about this time are so defaced and mutilated, as, without doubt, much of interest took place, and it seems as though whichever party was in power took especial pains to destroy in the records what did not suit their views. Previous to this, all had been harmony. Everyone had brought his burden of brush or his proportional part of dry codfish to help pay the pastor; but with two pastors, a Methodist and Orthodox, to support, and the two factions about equally divided, it was hard to determine which creed should be the legal one. Finally it culminated at, or shortly after, the death of Mr. Parker, when a parish meeting was called for the purpose of electing officers; the keeper of the church and one of the Selectmen being Methodists, got possession of the key to the building and refused to give it up; they having got possession of the building, held it, and the Orthodox were obliged to hold their parish meeting out of doors on the platform in front of the meeting-house, where Daniel Pease was chosen Moderator; they then adjourned to the store of Capt. Thomas Rider where the meeting was held and where afterwards they held divine worship, the Methodists coming off victorious and taking full possession of the meeting-house. The Orthodox, or as they styled themselves the First Congregational Church, still kept their little band together and held their meetings in various places till their present church was built and dedicated on September 17, 1843. Remodeled, refurnished and rededicated on February 20, 1874, thus without knowing or taking thought of the matter, it was just one hundred years, day and date, since the building of the first church for worship, thus making a happy coincidence and auguring well for their prosperity in the future. Though driven forth from their home the Lord has not deserted them, and today the society though small, is prosperous.

The Methodists kept increasing in numbers as the town increased in size till the society became so large and the town being of such great length, it was thought advisable to build another church; so the society have now two churches about equal distance from each end of the town, for the accommodation of the members, and it is the largest religious denomination in the place. The reader will find the date of erection of these church buildings, which will compare favorably with any in the state, in the Table of Dates.

The Universalists have a fine church building and number many members, and we think that their liberal views add to their membership and that it is a growing church. Many of our most honored and respected citizens are members of that society, and from this town and church has gone forth to do the Lord's work, one whose name is well-known to all religious denominations throughout the land, and several younger ones of the same family are also engaged in the ministry, and reports of their success come back to their native place.

With the influx of the foreign element, the Roman Catholic creed came in, and now its members are the next to the largest denomination here. A large portion are Portuguese who have come here from the Azores, though there are a few Irish. Unobtrusive and quiet in their way, they have left the old countries and brought their religion with them where all are free to worship God according to the dictates of their conscience and in their way, without fear of molestation. They have a fine church building, located in a pleasant situation and under the present care of a priest who has the welfare of his parishioners, both spiritually and bodily, at heart.

A very interesting study is the looking over of the old Town Records and seeing the mode of keeping accounts and the laws that were passed in olden time. A century and over has passed since they were written and perhaps a few copies of the people's doings at that day may prove of interest. We find that at a Town Meeting held on Dec. 7, 1773, it was voted

"that any purson or pursons should be found getting cranberys before ye twentyth of September, excedeing one quart, should libale to pay one doler and have the cranberys taken away; also voted that they who shall find any purson or pursons so getthering shall have them and the doler," not stating which the informer shall have, those trespassing or the cranberries gathered. "Agreed by vote, that every dog that comes into the meeting-house on the Saboth Day, in the time of serves, the oner of said dog shall pay a half doler or kill his dog.

"Dated, January the 10th, 1775, per me,

"SAMUEL ATWOOD, Town Clerk."

"John Conant chosen to see that boys do not play at meeting, January 8. 1781; also Samuel Atwood, keeper of the meeting-house, for which his to have as much as will purchas three bushels of corn." Sextonships in those early days were not very remunerative positions, but we find in other places that their duties were specified, which was to "sweep out at least twelve times per year."

It also seems as if in those early days, shortly after Independence was gained, that the fishing interests required looking after by those in authority, as we find the following on record:

"Provence town, July 29, 1782. At a meeting of sd town, on this 29th ultimo, agreed that Seth Nickerson, Siener, Elijah Nickerson and Edward Cook are chosen for a committee for the purpose, to pitetion to the Court for liberty of getting a protection from the Bretish Government of occupying the business of fishery and bring the effects into this, the adjasent States." The town also voted, at a meeting held on Jan. 14th, 1783, that Stephen Nickerson should be constable, "for which he was to have ten dolers, but with the consent of the town hired Thomas Killburn to serve in his room for one doler more than he was to have, which makes eleven in the hol."

It seems as if the old book from which these extracts have been taken was originally an account book, for we find upon the first page the following written:

"This book belongs to the precinct of Cap Cod, for ye Tresuray's acompts, 1724." And the first entry in the book is dated April 24, 1724. "To cash paid Mr. Samuel Spear for part his sailery, 10 shillings," the accounts being kept in pounds, shillings and pence. The next item entered is, "Paid for this book for ye precinct's acompts, 0—10—6." We find that the accounts were kept with considerable regularity up to 1740, and then it appears to have been used as a record book, and all through what is left of the book you will find notes of votes taken and business done, without being recorded in regular rotation. On the page where you find the Treasurer's account of 1728, you also find the record of the Declaration of Independence, which occurred 48 years later. We also find the record of the minister's salary in the year 1780 to be one thousand pounds per year. This, we suppose, was owing to the depreciation of the currency, as in 1782, while fixing the minister's salary, which was done at every town meeting, we find the following record of the doings of that meeting: "Agreed by vot, that each manshould pay his rate (viz., minister's tax,) in fish or money, by the first day of June next, Seth Nickerson to have it in keeping tel it is sent to market. Voted, that Thomas Kilburn, Nemiah Nickerson and John Conant should have the millpond meadow for keeping it fenst and finding the Rev. Mr. Parker 3 load each year. Voted, that the fish that is paid in forrates shall be at the rate of 4 dolers quentel. The Rev. Mr. Parker's salery this year is forty pounds lawfull money." The reduction from 1000 pounds to 40 in two years can be attributed to no other cause than the unsettled state of the currency at that time. In looking through the Treasurer's account we find the following entries Jan. 12, 1736: "1½ pint lickier, 0—2—0," "for corn and molases by Done, 0—11—6;" and in 1738 it seems as though a new Treasurer had been voted in, as we find this entry, "May 2, ye town of Ephrim Doane, former Trasyer, to blong, 4—15—7, Mr. Sper ordered me to tack out of my rate he od me 2—6—0, making

7—1—7." We also find that the Treasurer entered on his book the following in 1734, "April 13, fore curing the school-master's wife, 3 pounds."

Perhaps the books were not kept in the most modern and approved style of book-keeping, but we believe that a strict and just account was rendered, knowing the character of the men traditionally and of their descendants. Though the writing is hardly legible, from the cramped and peculiar style at that time, and the spelling such as would make Josh Billings envious, still every entry bears upon it the stamp of men who were thoroughly honest and earnest in their convictions. We do not copy these records for the purpose of ridiculing the manners and customs of those times, but to show the contrast between those early days and the present time. They did the best they could, according to the times in which they lived. Do we do as well? Perhaps when a century and a half have passed away, some one in looking over the records of the past will say that it is a wonder those living in the 19th century did not make any further advancement in knowledge than they did, and though it was the era of railroads, telegraphs and telephones, still the gulf is wider between them and us than it was between them and those living in the latter part of the 17th and beginning of the 18th centuries. Who can tell?



THE CIVIL WAR.

During the war of the rebellion, this town was one of the first to respond to the call for troops to preserve the Union, and all through those dark days, the Provincetown boys were to be found at their posts, never shirking their duty, and on many a hard fought battlefield they stood up for the old flag, and some laid down their lives for the cause. At Gettysburg and the Wilderness, Manassas and North Anna, they were to be found, and when Farragut passed Forts Philip and Jackson, and took New Orleans, Provincetown boys were in his fleet as officers and men; and when the Merrimac and Cumberland fought in that naval battle, a Provincetown boy met his death. The town furnished 350 men during the war, which was 57 more than her quota, and also expended in money the sum of \$37,452. The first citizen to go in the navy was Edward C. Burt, who was ordered to the brig Bainbridge; his commission as master's mate, bears date May 14, 1861. The first one who went into the army was George E. Crocker, who was mustered into service in the 29th regiment on May 18, 1861; he was taken sick in the service and died in 1863. His remains are buried in the cemetery near the Soldiers' Monument. We now give the Roll of Honor of the names of those who died in the line of duty:

ARMY.

Thomas J. Gibbons, Geo. Lockwood, Henry A. Smith, Geo. E. Crocker, Jeremiah Bennett, Elkanah Smith, Taylor Small, Jr., John C. Lurten, John W. Hopkins, John R. Smith, Solomon R. Higgins, Joseph King.

NAVY.

Josiah C. Freeman, Samuel T. Paine, William E. Tupper, John W. Small, William C. Chipman, Asa A. Franzen.

FIRE DEPARTMENT.

One of the best if not the very best volunteer Fire Department in the state, is located here, consisting of 5 engines with companies, a hook and ladder truck, a relief hose, and an engine in good working order, but without a company attached. Great credit is due the present board of engineers and the chief, for the present efficiency of the department, they using every means possible for its advancement and its welfare, Mr. Hilliard, the present chief, spending much of his time in procuring the latest improvements, looking after the welfare and trying to bring the organization as near to perfection as possible. It is mainly through his influence that it has reached its present high standing. Always prompt at the first alarm, a wholesome and friendly rivalry keeps up the clan of the organization. It is no small task to run between two and three miles dragging an engine, and then be in a state of efficiency to do duty; but they have been called upon repeatedly to do it. At the Adams Hall fire, during a severe storm and heavy drifting snow, the engines were hauled through the drifts with such expedition and worked with such success, that the sides of the building, though a wooden one, were saved, though the whole inside burned out and the roof fell in. It stood for a long time a monument of the skill and prowess of the Provincetown Fire Department. The five engine companies will average about sixty mem-

bers each ; though we being a maritime people, many of the members are away during the summer season, still enough remain not to have its efficiency suffer when aided by those not belonging to the department. Connected with the department, is a Mutual Insurance Co., to which all firemen are eligible, and which has been the means of doing a great deal of good for the department ; this was gotten up by the present chief for the benefit of the department, and has been found to be a success.

We find in looking over the town records, that the first movement towards a fire department was made on March 7, 1836, when the town voted to buy one engine. On Nov. 14th, of the same year, the town voted to buy thirty second-hand leather buckets, one hundred feet of leading hose, also all other necessary fixtures. Nothing further was done till 1850, when the old Franklin was bought, which is in service today under the name of Tiger, and is manned by a company of boys who receive their fire education, and when they become of age suitable, generally go into the other companies.

The Board of Engineers was formed in May 1859, with E. G. Loring as chief, who was succeeded by Mr. Eben S. Smith, who was succeeded by the present incumbent, Mr. J. D. Hilliard, who became a member of the board in 1866. The board lost a valuable member, who was also the senior member, the past year, by death, Mr. Jonathan Cook, who became a member of the board in 1859. The names of the remainder, with date of appointment, are as follows :
Charles A. Cook, 1862, Lysander N. Paine, 1869,
Geo. O. Knowles, 1877, John G. Whitcomb, 1877,
George H. Holmes, 1883.

The date of the addition of the rest of the apparatus was as follows :

| | | | |
|------------------------|--------|----------|----------------|
| Mazeppa Engine, | No. 3, | Oct. 12, | 1868. |
| Excelsior | " | " 4, | " " " |
| Ulysses | " | " 1, | July 13, 1869. |
| Franklin | " | " 2, | Aug. 22, 1871. |
| Hook and Ladder Truck, | | June 3, | 1859. |

These houses are open at all times, and firemen from abroad can easily find some one who will go with them on a tour of inspection, should the stranger wish it.

Our town has an abundant supply of water at high tide by its situation near the shore ; and it also has a large amount of reservoirs, and quite a number of tubular wells, one in the centre of the town on which is a triple connection for three engines, and capable of supplying them with all they need in case of fire in that vicinity.



LOCATION OF PUBLIC BUILDINGS



Post-office, first building east of railroad track, on Commercial Street.

Town Clerk's, Selectmen's and Tax Collector's offices, over Post-office.

Masonic Hall, corner of Commercial Street and Masonic Place.

Marine Hall, I. O. of O. F., Bradford Street, first building west of Gosnold Street.

Centre M. E. Church, corner of Commercial and Centre Streets.

Centenary M. E. Church, corner of Commercial and Leverett Streets.

Congregational Church, on Commercial Street, third building west of Ryder Street.

Universalist Church, off Commercial Street, at the head of Cook Court.

Roman Catholic Church, on Prince Street, J. A. Ward in charge of Parish.

Fire Engine House No. 1, corner of Commercial and Atkins Streets.

Fire Engine House No. 2, between Kelley's and Laney's corner, on Commercial Street.

Fire Engine House No. 3, on Commercial, at foot of Johnson Street.

Fire Engine House No. 4, on Commercial, at foot of Court Street.

Fire Engine House No. 5, on Commercial, at foot of Centre Street.

Hook and Ladder House, on Commercial, two buildings east of Gosnold Street.

High School House, on west side of Town Hill.

Custom House, in Gifford's Block, on Commercial Street.

O. C. R. R. Passenger Depot, corner of Bradford and Alden Streets.

O. C. R. R. Freight Depot, at head of Railroad Wharf.

Public Library, corner of Commercial and Freeman Streets.

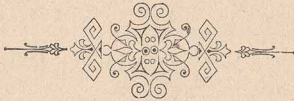
Knights of Honor Hall, over D. D. Smith's Dry Goods Store, Commercial Street, near Ryder.

First National Bank, 274 Commercial Street; Stephen Cook, President; M. N. Gifford, Cashier. Office hours, 8 to 12 A. M. and 1 to 4 P. M. Discount on Mondays.

Seamen's Savings Bank, 83 Commercial Street; Lysander N. Paine, President; J. Hersy Dyer, Treasurer. Office hours, 9 to 12 A. M. and 1 to 3 P. M. Discount on Mondays.

Western Union Telegraph Co., in O. C. Passenger Depot; J. E. Crowell, Operator. Office hours, 8 to 12 A. M. and 1 to 5, 7 to 9 P. M.

Telephone Office, in the Post-office; Paron C. Young, Operator.



TIME OF MEETING OF DIFFERENT ORDERS.



Royal Arch Chapter, in their Hall, 1st Friday in each month; James A. Small, Secretary.

Blue Lodge, F. A. M., regular communication, 1st Monday in each month; R. W. Swift, Secretary.

I. O. of O. F., every Wednesday, in their Hall; Isaiah A. Small, Secretary.

Knights of Honor Lodge, 2029, meet in their Hall, 1st, 3d and 5th Fridays of each month; William M. Smith, Reporter.

J. C. Freeman Post, No. 55 G. A. R., in K. of H. Hall, 2d and 4th Fridays of each month. Camp fires are held in Odd Fellows' Lower Hall; George H. Nickerson, Commander.

Charity Degree Lodge, No. 17., Daughters of Rebecca, I. O. of O. F., was instituted May 22, 1872; H. G. Newton, N. G.; Martha H. Paine, Recording Secretary. Hold meetings every Thursday in Marine Hall; Lawrence M. Bowly, N. G.; Annie T. Cook, Recording Secretary.

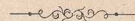
Chatauqua Literary and Scientific Circle meets Tuesday evening of each week; A. P. Hannum, President; Emma Baxter, Secretary.

Board of Engineers of Provincetown Fire Department meet in their rooms over the Post-office Wednesday after first Tuesday of each month.

Preaching services Sundays in the Protestant Churches at 2 P. M., and in the Congregational and Universalist in the evening; in the Methodist, prayer meetings on Sunday evenings.

Roman Catholic Church, Low Mass at 8 A. M., High Mass at 10.30 A. M., Vespers at 6.30 P. M.

TABLE OF DATES OF NOTED EVENTS.



| | |
|---|---------------|
| First Visit of Europeans, Thorvald, an Icelandic Viking, | 1004 |
| Second Visit of Europeans, Thorfirm Karlsfeni, | 1007 |
| Third Visit of Europeans, Cortereal, a French Navigator, | 1501 |
| Tradition has it, visited by French fishermen prior to | 1602 |
| Visited by Bartholomew Gosnold, | May 15, 1602 |
| Visited by John Smith from Virginia, | 1614 |
| Landing of the Pilgrims, | Nov. 11, 1620 |
| Gov. Bradford's wife, Mary, drowned, | Dec. 10, 1620 |
| Peregrine White, the first white child, born, | Dec. 16, 1620 |
| Peregrine White died in Marshfield, | July 20, 1704 |
| First permanent settlement, about | 1680 |
| First recorded birth, Ephraim Doane, | April 1, 1696 |
| Was made a precinct under Truro, | June 17, 1714 |
| Was made a town and called Provincetown, | June 14, 1727 |
| A law passed fixing January for town meetings, and to choose all town officers, | Oct. 3, 1730 |
| The oldest record upon a tombstone is "Elizabeth, wife to Rodolphus Hatch," | Oct. 7, 1727 |

| | |
|---|----------------|
| First church built and dedicated, | Feb. 20, 1774 |
| Old Freemason's Hall built by King Hiram Lodge, | 1795 |
| Blue Lodge, F. and A. M., instituted, | March 25, 1796 |
| Paul Revere, Grand Master of the State, signing the charter; John Young, first W. M. | |
| Lighthouse at Highland, Truro, lighted, | 1797 |
| Memorable gale, when the three Salem ships, Volusia, Ulysses and Brutus, with East India cargoes, came ashore and were wrecked, | Feb. 22, 1802 |
| Rev. Samuel Parker, for many years minister, appointed by the Government, died, | April 11, 1811 |
| Act passed establishing the M. E. Church, | June 22, 1811 |
| Lighthouse on Race Point built, | 1816 |
| Lighthouse on Long Point built, | 1826 |
| Loss of Ship Warren, and rescue of the survivors of the crew, | Dec., 1832 |
| Universalist Society organized, | 1833 |
| Equitable Insurance Co. incorporated, | 1845 |
| I. O. of O. F. instituted, | Nov. 21, 1845 |
| Marine Railway at Central Wharf built, | 1848 |
| First bridge across East Harbor built, | 1854 |
| Destroyed by a gale and ice, | 1856 |
| Rebuilt, | 1857 |
| Bridge discontinued and solid road built, | 1877 |
| Sudden squall, with snow; twenty-one vessels were wrecked between Highland Light and the Race, | Dec. 3, 1853 |
| Town Hall built upon the Hill, | 1853 |
| Town Hall burned down, | Feb. 16, 1877 |
| English Steamship Caledonia came ashore near Race Point, | Jan. 1, 1863 |
| Severe gale, known as the Mason and Slidell Gale, they having left the harbor in the English Steamer Rinaldo that day, | Jan. 1, 1862 |

| | |
|---|----------------|
| Railroad opened for traffic, | July 22, 1873 |
| President Grant's Visit, | Aug. 28, 1874 |
| Parallel Road, now called Bradford Street, finished, | 1873 |
| Provincetown Bank incorporated, | March 28, 1854 |
| Severe gale and tidal wave; Ship Nina came ashore and damaged the Post-office, | Oct., 1871 |
| Wreck of Ship Peruvian, Capt. Vannah, from Singapore for Boston; 22 lives lost, | Dec. 26, 1872 |
| Life Saving Stations first manned, | Jan. 21, 1873 |
| Wreck of Italian Barque Giovanni, from Palermo; 13 lives lost; one man, the steward, saved, | March 4, 1875 |
| Burning of Adams Hall, | March 4, 1875 |
| New Masonic building finished, | March, 1870 |
| Seamen's Savings Bank incorporated, | April 14, 1850 |
| Marine and Fire Ins. Co. incorporated, | April 13, 1854 |
| Universalist Church built, | 1847 |
| Union Marine Railway built, | 1851 |
| Roman Catholic Church consecrated, | Oct. 12, 1874 |
| 767 blackfish, yielding 1020 barrels of oil, captured, | Dec., 1870 |
| Upwards of 2000 blackfish taken, the largest catch ever known by Provincetown, Truro or Wellfleet parties, | Dec., 1884 |
| Town first lighted with street lamps, | April 12, 1884 |
| Seaman's Aid Society established, | April 13, 1882 |
| Lighthouse on Wood End built, | 1872 |
| East Harbor Dike, built by Government for the protection of the Harbor, was commenced in 1868 and finished in 1869. Largest single fare of codfish ever brought to this port was by the Willie A. McKay, Capt. Angus McKay, in the year 1882, consisting of 4,062 quintals, valued at upwards of \$22,000. A monster whale, the largest ever known on this coast, was captured near Cape Cod, May 11, 1843, by Capt. Ebenezer Cook, David Sparks and others, in a small | |

pink-stern called the Cordelia, of about 50 tons, C. M. The whale was estimated to have yielded upwards of 200 barrels of oil and 2000 pounds of bone. Not having the facilities for handling the monster, they saved only 125 barrels of oil and about 300 pounds of bone. At the present prices of oil and bone, the whale would be worth upwards of \$10,000.



HIGHLAND HOUSE,

HIGHLANDS OF CAPE COD,

North Truro,

Mass.

MANAGER: J. W. SMALL.

*This pleasant summer resort is located
NEAR THE CELEBRATED HIGHLAND LIGHT,
within five minutes' walk of a clean sandy
beach where the*

CLIFFS, 150 FEET ABOVE THE SEA LEVEL,

*afford one of the finest views in New Eng-
land.*

GOOD SURF BATHING,

PURE AIR AND

EXCELLENT TABLE

BOARD BY THE DAY OR SEASON.

TERMS, \$7.00 PER WEEK.

HOUSE OPEN FROM JULY 1 TO OCTOBER 1.

**HIGHLAND ROLLER SKATING RINK,
AND CONFECTIONERY STAND.**

HIGHLANDS OF CAPE COD, NORTH TRURO.

FRUITS, ICE CREAM, GINGER ALE, ETC.

MORTON SMALL, Proprietor.



"YE OLDE PILGRIM'S HOSTELRIE"

PILGRIM HOUSE.

This house is situated on rising ground and the nearest house to the Old Colony Railroad depot. A fine, large open space in front suitable for a croquet ground. This is the oldest established house in town and has been enlarged and re-fitted for the accommodation of visitors and has a reputation second to none. Well-known from Maine to California for its excellent fish dinners. Parlor, with music, for lady guests. Charges according to location of rooms.

S. S. SMITH, Proprietor.

Uncle Sam. ye Olde Boniface will give personal attention to ye comers.



Atlantic House.

This fine little hotel is situated just off Main Street where all is quiet. Large, shady trees in front and a nice home-like place. The Table d' Hote is supplied in the best manner with anything the guests may require, cooked in French or American style, as the Maitre de Cuisine stands without a rival. Good rooms, beds, and moderate charges. Moreau avec Pomme de Terre tres Bon. Parle Francais, Habla Espagnol und Deutsche Gesprochen.

Masonic Place, rear of Masonic Hall.

FRANCIS P. SMITH, Proprietor.

PINCKNEY HOUSE.

BOARDING BY THE DAY OR WEEK AT REASONABLE RATES.

On my tables, clean and neat,
Are pies and cakes that can't be beat.

MRS. JOSEPH PINCKNEY, Proprietor.

495 Commercial Street.

GIFFORD'S

SUMMER HOTEL.

CARVER STREET.

James Gifford, Proprietor.

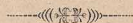
YOUNG'S SALOON.

Oysters, Ice Cream, Confectionery, Nice, Cool Soda, all flavors. A fine line of Cigars, and everything that is kept in a first-class Saloon.

JAMES YOUNG, Proprietor.

249 Commercial Street.

Fruit, ✧ Confectionery, ✧ Etc.



Fruit, Confectionery, Cigars, Tobacco, a full line of all Tropical Fruits, Bananas, Oranges, Cocoanuts, Imported and Native Grapes, Pears, Peaches, Melons and Strawberries in season. Vincent Hathaway's Summer Drinks, on Ice. Also, Imported and Domestic Cigars of the best brands. Plug and Fine Cut Tobacco.

Stranger, as you pass this way,
Call and see me, it will pay.

MANUEL PERRY.

Three doors east of the Post Office.

JAMES P. HOLMES, CONFECTIONER.

Fruits of all kinds in their season. Choice Cigars and Tobacco.

NEXT BUILDING TO MASONIC BLOCK.

E. J. KILBURN,
Fancy Goods and Jewelry,
FRUIT, CONFECTIONERY, CIGARS & TOBACCO.

187 COMMERCIAL STREET, Corner of Court,
Head of Steamboat Wharf.

J. T. SUMNER,
CONFECTIONERY, ✧ FRUITS,
Cigars and Tobacco. Native Strawberries of my own raising of the best species. Also, Row Boats to let.
TWO DOORS EAST OF POST OFFICE.

Restaurant and Boarding.



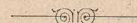
I furnish meals at all seasonable hours. Cape Cod Baked Beans, Brown Bread, Pies and Cakes, and all Pastry home made. Fish and Clam Chowders a specialty. A few lodgers furnished with good rooms at my place opposite First National Bank; also, at my Grocery and Provision Store you can find a full line of

CHOICE GROCERIES, FINE TEAS ^{AND}
COFFEES, ETC., ETC.

The public can procure good nicely cooked meals at 97 Commercial Street.

L. FANE DYER, Proprietress.

Ice Cream Saloon & Restaurant.



Ice Cream, Oyster Stews of the celebrated Buzzards Bay Oysters. Confectionery of all kinds. Nice home made Pastry. Particular attention paid to furnishing Parties with Suppers.

Wedding Cakes

OF THE MOST FASHIONABLE DESIGNS AT SHORT NOTICE
AND REASONABLE PRICES.

SILAS D. FISH.
Commercial Street, foot of Ryder Street.

A. F. SILVA,
GIGARS, ♦ TOBACCO, ♦ PIPES,
COOL DRINKS, ON ICE.

One of the finest Sail Boats to let in the place, at a reasonable price to competent parties.

198 Commercial Street, Foot of Carver.

BARBERS.

TONSorial STUDIO.

HAIR CUT, SHAVE, SHAMPOO, AND DYEING, IN
ARTISTIC STYLE.

There was a young man from La Have,
He came to my shop for a shave,
Jumped into the chair,
"Peam" lathered him fair,
And now he looks handsome and brave.

JAMES HENDERSON, Artist.

COMMERCIAL STREET.

Between Public Library and Post Office.

ANTONE LUCAS,
FIRST-CLASS BARBER.

Particular attention paid to Cutting, Trimming and
Dyeing Beards.

Over KNOWLES'S GRAIN STORE.

Up one Flight.

VINCENT F. SILVA.

HAIR CUTTING IN A FASHIONABLE STYLE. DYEING.

My Razors are good and their edges are keen,
And they leave your face nice, smooth and clean.

Opposite Rogers's Market.

Turn to the left from Steamboat Wharf.

WATCHES, CLOCKS, JEWELRY.

A. L. PUTNAM & CO.

A large stock of Watches, Clocks and Jewelry, Silver Plated Ware, and the best line of Fancy Goods and Stationery on Cape Cod.

Masonic Building.

W. C. HEALEY,

DEALER IN

WATCHES, CLOCKS AND JEWELRY.

Particular attention paid to Repairing.

Adams Block.

DRY GOODS.

Already it is an established fact,
That in the Store near the Railroad Track,
Ladies, you can buy a gown,
Cheaper than any place in town;
Look through the Stock and you will find
Dry Goods of nearly every kind,
And if perchance you want a dress
It's here you'll find the greatest mess
Of Dress Goods to be found in town,
With prices always marked way down;
Or would you like a cloak or shawl
Be sure and at this Store to call,
And always there you're sure to find
Something which will meet your mind
For you will find the choicest Stock,
With S. T. RICH, in CENTRAL BLOCK.

MRS. J. S. HATCH,
 Dry Goods, Ladies' Underwear
 AND FANCY GOODS.

ALL KINDS OF PRINTS OF THE BEST MANUFACTURE.

DRESS GOODS OF EVERY DESCRIPTION.
 WORSTEDS, GERMANTOWNS.
 FANCY EMBROIDERING SILKS, FILLING SILKS,
 AND FLOSSES.

Orders by Mail promptly attended to.

ADDRESS, . . . P. O. BOX 315.

H. P. HUGHES,
 DEALER IN
STAPLE & FANCY DRY GOODS,
 GENTS' FURNISHING GOODS,
 LADIES' & CHILDREN'S UNDERWEAR,
HOSIERY AND GLOVES.
MASONIC BUILDING.
 ALSO AGENT FOR THE FALL RIVER LAUNDRY.

For Sale. A Large Assortment

DRY AND FANCY GOODS,
 FELTING, FANCY SILKS, FLOSSES
 AND CHENILLE.

All articles required in Embroidery a Specialty,
 at Low Prices.

M. S. MATHESON & CO.,
 HEAD OF STEAMBOAT WHARF.

D. D. SMITH,
 DEALER IN

STAPLE AND FANCY DRY GOODS,
 LADIES' & CHILDREN'S UNDERWEAR,
HOSIERY AND GLOVES.
 COMMERCIAL STREET, FOOT OF RYDER STREET.

DRY GOODS, PERFUMERY,
CHILDREN'S TOYS,
 MILLINERY GOODS FOR BONNETS AND HATS,
 A FINE LINE OF LADIES' HANDKERCHIEFS, ALSO
 LACES AND ARTICLES OF BIJOUTERIE.

E. & M. NICKERSON,
 COMMERCIAL ST.,
2d Building East of Custom House Bl'ck.

EUNICE NICKERSON,

MIRANDA NICKERSON.

MRS. J. M. CHAMBERLAIN,
FASHIONABLE MILLINERY ROOMS
228 COMMERCIAL ST.,

Where you will find

FRESH GOODS, RELIABLE STYLES, NICE WORK, REASONABLE PRICES,
ORDERS RECEIVED FOR HAIR GOODS.

→* MRS. M. R. RICH, *←
DEALER IN HUMAN HAIR GOODS,
-AND-
FASHIONABLE DRESSMAKING,
TWO DOORS EAST OF CENTRE M. E. CHURCH.

DRUGGISTS AND PHYSICIANS.

A. H. Newton, M. D., Frank L. Newton, M. D.,
Physicians and Surgeons.

Dr. R. W. Newton, & Sons'

Pharmacy,

227 Commercial Street.

Prescriptions carefully Compounded. Homoeopathic Medicines
prescribed and furnished.

AT THE
CAPE COD PHARMACY

Will be found a full stock of Diamond Dyes, all colors. Also, agent for Humphrey's Homoeopathic Medicines.

Custom House Block.

Fred'k A. H. Gifford.

J. M. CROCKER, M. D.,
Physician & Surgeon.

~ A carefully selected stock of ~

DRUGS AND MEDICINES, FAMILY DYES AND TOILET
ARTICLES, TRUSSES, ETC.,

Constantly on hand. Prescriptions promptly and
carefully filled.

Office corner of Goenold and Commercial Streets.

E. N. ATKINS,
→* DENTIST. *←

242 Commercial Street.

Two doors from Central House.

W. W. Gleason, (M. D.)

First door east of Pilgrim House.

PHOTOGRAPHERS AND ARTISTS.

GEO. H. NICKERSON,
→* PHOTOGRAPHER. *←

Head Quarters for Views of Cape Cod Scenery.

Library Building.

W. M. SMITH,
PHOTO ARTIST.

*Instantaneous Process. Crayon work a
 Specialty. Copying and Enlarging
 from small Pictures to any de-
 sired size.*

OVER AMASA SMITH'S CLOTHING STORE.
 Up one flight.

MISS ADA H. DYER,
Teacher in Oil Painting.

— Lessons given in classes or privately. —

TERMS REASONABLE.

Winthrop St., Provincetown, Mass.

MAMIE E. NICKERSON
 — WILL TAKE PUPILS IN —
OIL PAINTING.

Parties wishing work done in this branch will please
 call upon her.

Studio nearly opposite Custom House Building.

INSURANCE AGENTS, ETC.

LEWIS NICKERSON,
FIRE INSURANCE AGENT.

OFFICE IN THE SEAMEN'S SAVINGS BANK.
 83 COMMERCIAL STREET.

R. W. SWIFT,
Conveyancer, Notary Public,
 JUSTICE OF THE PEACE.

TITLES TO PROPERTY Carefully Examined. DEEDS, WILLS, Etc., pre-
 pared. Business carefully and promptly attended to. Also,

FIRE INSURANCE AGENT.

James Hughes Hopkins.

Attorney at Law.

Office in Custom House, up one flight. Room 1.

JOSEPH P. JOHNSON,
Auctioneer & Commission Merchant.

Office in Post Office Building.

JOSEPH WHITCOMB,
DEPUTY SHERIFF.

Also, at my rooms, Clothes Wringers repaired at
 short notice.

First Building west of R. R. Freight Depot.

INVESTMENTS.

Invest your money in the Farm Loan Mortgages,
 guaranteed by the Lombard Investment Co. A safe
 and good paying Security. For sale in sums to suit,
 by

M. N. Gifford.

At First National Bank.

MUTUAL FIRE INSURANCE.

S. S. GIFFORD

Will insure on the safer class of Property on the most favorable terms, with the following return Premiums:

One Year Risk, 20 per cent. Three Year Risk, 40 per cent. Five Year Risk, 60 per cent.

Custom House Building.

CROCKERY, FURNITURE, WOODEN WARE, ETC.

Having re-modeled and enlarged my warerooms, I am now prepared to show a nice line of all kinds of

FURNITURE.

CHAMBER SUITES.

In this department I have some new patterns in both style and finish, for spring trade, which cannot fail to suit those in want. Also, a nice assortment of Window Shades of the latest designs and styles, together with a good stock of

Hardware, Wooden Ware, Etc.

All orders by mail or express will receive prompt attention.

JOSEPH A. WEST, Furniture Dealer.

WEST'S BLOCK, COMMERCIAL ST.

ANDREW KENNEDY,

DEALER IN

Furniture, Feathers, Window Shades & FIXTURES, CROCKERY, GLASS WARE, LAMPS, WOODEN AND HOLLOW WARE.

COMMERCIAL ST., NEAR PLEASANT.

Buy your CARPETS, CROCKERY and PAPER HANGINGS

AT

CHARLES B. SNOW'S,

232 Commercial Street.

Mr. Snow's is one of the oldest established houses in the business in this place, and keeps the largest and best selected stock of

Carpets, Crockery, Paper Hangings, Etc.,

To be found in Town.

Sewing Machines! Sewing Machines!

If you want a good Sewing Machine give him a call and examine the **HELPMATE**, the best Machine in the market, being one of the latest inventions and with all the latest improvements and by an old reliable Company, it stands at the head of the class. Any one wishing to buy an **ORGAN** or **PIANO** can find a good supply at his Music Rooms, at reasonable prices. Remember the place,

C. B. SNOW'S,

First Door West of Central House.

No trouble to show Goods.

OBADIAH SNOW & SON,

DEALERS IN

PIANOS, ORGANS, SEWING MACHINES, CARPETS, CROCKERY, PAPER HANGINGS, GLASS WARE, FANCY GOODS, ETC.

Picture Frames a Specialty.

Opposite Hook & Ladder House.

COMMERCIAL STREET.

P. R. HOWES,

DEALER IN

SMALL WARES & FANCY GOODS,

GLASS WARE AND CROCKERY.

OPPOSITE CONGREGATIONAL CHURCH.

JOHN L. RICH'S
Full Line
of All Kinds of
BOOTS & SHOES
AT LOW PRICES
AT 196
Commercial
Street.
LADIES' KID BOOTS
MENS RUBBERS.

J. FRANK SMALL,

Manufacturer and Dealer in

READY-MADE + CLOTHING,CLOTHS, CASSIMERES, HATS, CAPS, TRUNKS, VALISES
AND FURNISHING GOODS.*Particular attention given to making garments to order.*

Near Masonic Building.

Commercial Street.

AMASA SMITH,

DEALER IN

READY-MADE CLOTHING,

GENTS' FURNISHING GOODS, HATS, CAPS, ETC.

J. M. BURCH,

Dealer in all kinds of

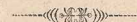
READY-MADE CLOTHING,FURNISHING GOODS, HATS, CAPS, TRUNKS,
VALISES, SEAMEN'S OUTFITS.

268 COMMERCIAL STREET.

SILAS C. MOTT

Has on hand in his store a full and large
assortment of**GENTS' FURNISHING GOODS.**Having enlarged my store, I now intend to keep
everything that can be procured in my line of
business.

HATS & CAPS A SPECIALTY.

PERFUMERY, GENTS' SCARF PINS, COLLAR BUTTONS,
AND CUFF BUTTONS OF THE FINEST DESIGNS.

Second Building East of Pilgrim House Square.

GROCERIES, PROVISIONS, ETC.

CHARLES A. COOK,

GROCERIES & PROVISIONS.

DEALER IN

DRY & PICKLED FISH, VESSEL FITTINGS, ETC.

245 Commercial Street.

CENTRAL WHARF CO., PACKERS OF MACKEREL

— AND DEALERS IN —

SHIP CHANDLERY, SHIP STORES, SEAMEN'S
OUTFITS, GROCERIES AND PROVISIONS,
PAINTS, OILS, WOOD AND COAL, SALT,
FISH BARRELS AND PACKAGES, DRY
AND PICKLED FISH, ETC., ETC.

Proprietors of Central Marine Railway.

Agents for BRAND'S PATENT BOMB LANCE.
Central Wharf.

UNION FISH CO.,

— WHOLESALE DEALERS AND INSPECTORS OF —

✧ MACKEREL ✧

SHIP CHANDLERS & GROCERS.

Yachts can here procure all needed Supplies.

At the the end of Railroad Wharf.

J. & L. N. PAINE,

DEALERS IN

DRY, PICKLED & BONELESS FISH.

Ship Chandlers & Grocers.

Commercial Street.

JOSEPH CHASE, "THE OLD QUINCY MARKET." Groceries and Provisions.

Dairy and Creamery Butter a Specialty.

OPPOSITE CENTRE M. E. CHURCH.

JOHN ADAMS, GROCERIES & PROVISIONS.

PURE SPICES IN BULK.

ADAMS BLOCK.

✧ SPARKS AND DYER, ✧ Grocers, & Dealers in Flour.

Fresh Eggs from Truro every week.

Butter, Cheese, Lard, Hams, Canned Goods.

Commercial Street.

J. D. HILLIARD, Hilliard's Wharf, ✧ GENERAL STORE, ✧ COAL, WOOD & FLOUR.

Wholesale Dealer in

CORDAGE, DUCK & PAINTS.

Producer and Dealer in Codfish and Oils. Proprietor of Chicken Codfish Brand of Boneless Codfish, and Eclipse Brand Codfish Bricks.

Fresh water for Steamers or Vessels pumped by Steam.
CAPACITY, 3000 GALLONS PER HOUR.

J. C. FRYE & CO.,

Receivers of and Wholesale Dealers in

Flour, Produce & Provisions.

27 and 29 Commercial Street, Boston.

Represented here by **WARREN FIELDING.**

ISRAEL W. MUNROE ^{AND} CO.,

Wholesale Dealers in

→ **GROCERIES** ←

AND RECEIVERS & DEALERS IN FLOUR.

71 and 73 Commercial Street, Boston.

Represented here by **W. N. STETSON** at Atlantic House.

Sands, Fernald & Sprague,
FLOUR & PRODUCE.

No. 172 State Street, Boston, Mass.

Represented here by **George Wood** at the Pilgrim House.

C. W. Fernald.

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J. RICH & CO.,
GROCERIES & PROVISIONS OF ALL KINDS.

GOODS DELIVERED ON BOARD VESSELS AND ALL PARTS OF THE TOWN.
CENTRAL BLOCK.

T. W. SPARKS'S MARKET,
GROGER AND PROVISION DEALER.

Also Early Produce fresh from the Truro Gardens.
Yachts served with anything required in my line.
STORE AT HEAD OF RAILROAD WHARF.

MANUEL ROGERS,

Fresh Meats, Groceries, Provisions

The Old Reliable Market, where everything in the eatable line, of the best quality, can be found.

COMMERCIAL ST., - WEST OF STEAMBOAT WHARF.

↖ **J. BROWN,** ↗

GROCERIES AND PROVISIONS,
FRESH MEATS AND CANNED GOODS.

All Goods Delivered Free.

COMMERCIAL STREET.

EUGENE W. WATSON,

Wholesale and Retail Dealer in

BEEF, MUTTON, VEAL, PORK AND SAUSAGES,

POULTRY, CATTLE AND PIGS.

Butchering attended to promptly.

Hides and Tallow bought or sold on commission.

NEARLY OPPOSITE MASONIC BUILDING.

JEROME S. SMITH,

Wholesale and Retail

Dealer in **All Kinds of Fresh Meats, and Milk**

Fresh from my farm at the foot of Leverett St. served to my customers every morning. Poultry, best breeds, a specialty. Yachts, by leaving orders at the Pilgrim House, will be served.

A. T. WILLIAMS,

—AND AT THE—

↖ **OLD UNION WHARF STORE,** ↗

—DEALER IN—

SHIP CHANDLERY, CORDAGE, GROCERIES,
Flour, Wood, Coal, Paints, Oils, Etc.

Particular attention paid to putting up Ship Stores.

CHARLES S. HOPKINS,

Wholesale Dealer in Fruit and Produce.

Also at retail, the finest lot of Produce and Vegetables that can be found. Constantly receiving consignments, so my stock is always fresh.

129 COMMERCIAL STREET.

H. & S. Cook & Co.,

SHIP CHANDLERS AND GROCERS,
WHOLESALE FISH DEALERS.

438 COMMERCIAL STREET.

✧ S. G. COOK, ✧

GROCERIES, PROVISIONS, FRESH MEATS

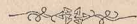
A FULL LINE OF EXTRA TEAS AND COFFEES.

434 COMMERCIAL STREET.

LIVERY AND HACKS.

✧ HIRAM J. SNOW, ✧

The oldest livery man in town, will be found with his Carriages at the Steamboat Landing, and at the Depot on arrival of Trains.



Parties taken around town and the different drives in easy comfortable carriages.

The Deacon is always ready and willing to accommodate. Office and Stable on

COMMERCIAL STREET. Near Engine House No. 2.

I HAVE THE LARGEST

LIVERY & STABLE

in the place, and can furnish parties with any amount of teams at short notice. Good careful drivers that will take my patrons to the Highland Light or to the Life Saving Stations.

LARGE CARRIAGES FOR PARTIES.

DOUBLE OR SINGLE TEAMS,

at Moderate Prices. Also in my adjoining store I have for sale,

✧ FLOUR, GRAIN, MEAL AND HAY. ✧

I receive my Flour and Grain by the earload direct from CHICAGO.

Also Agent for New York & Boston Despatch Express Co.

SAMUEL KNOWLES, 276 COMMERCIAL STREET.

MY FINE

BARGE, & "EMPRESS,"

Will be ready at Steamboat Wharf to take parties to the Highland Light, or around town. Also, at my stables are teams to let.

Newell E. Brooks.

Office and Stable Commercial Street, at Lancy's Corner.

JOSIAH SWIFT,

DEALER IN

METALS, PAPER STOCK &

SECOND-HAND MATERIALS.

Commercial Street.

Two Buildings east of H. & S. Cook's Wharf.

"The Old Curiosity Shop,"

On Commercial St., near foot of Pearl.

THERE CAN BE FOUND FOR SALE A LARGE VARIETY OF

SHELLS, WHALE'S TEETH,

CORAL, WHALEBONE,

AND MANY

MARINE CURIOSITIES,

ALSO

OLD BOOKS AND OTHER OLD RELICS BOUGHT & SOLD.

ALSO DEALER IN

Junk, Metals and Second-Hand Materials.

The only shop in town making a specialty of Bric-a-Brac

HEMAN S. COOK, Proprietor.

STOVES AND TINWARE.

I have constantly on hand, and will also make to order, anything required in Tin or Sheet Iron.

A FULL LINE OF ALL KINDS OF

STOVES, GLASS WARE, LAMPS & PAPER BUCKETS.

James Engles.

Opposite Public Library.

HIRAM HOLMES,
TIN-PLATE & SHEET-IRON WORKER,

DEALER IN

FURNACES, STOVES, RANGES, TIN, GLASS & WOODEN WARE.

Agent for Adams & Westlake Oil Stoves. Repairing done in a first-class manner.

Head of Bowley's Wharf.

190 Commercial Street.

COMMISSION MERCHANTS AND DEALERS IN FISH.

BRADSHAW & CO.,

DEALERS IN

♦ **FRESH & SALT FISH.** ♦

Selected quality in packages, for family use, a Specialty.

CORNER OF COMMERCIAL AND CONANT STREETS.

W. T. BURKETT,

DEALER IN

FRESH FISH, OYSTERS & GLAMS.

Fresh Bluefish, Salmon, Squeteague, Bass and all

kinds in their season. Also, Sail Boats

to let at reasonable rates.

Commercial Street opposite Ryder Street.

✻ **S. S. SWIFT,** ✻

COMMISSION & MERCHANT

AND

Dealer in Fish and Oils.

Boneless and Compressed Cod.

Fresh Canned Mackerel a Specialty.

Head of Swift's Wharf.

CAPT. WM. MATHESON,

DEALER IN

DRY & PICKLED FISH.

Boneless and prepared fish carefully and neatly put up for family use.

Steamboat Wharf.

F. T. DAGGETT,

DEALER IN

✻ **Fish and Oils.** ✻

FISH BOUGHT AND SOLD ON COMMISSION.

Office, first Building east of Swift's Wharf.

FRANCIS JOSEPH,

DEALER IN

DRY and PICKLED FISH.

Vessels fitted for fishing voyages; also, shipper of fish to the West Indies and Europe.

Store and Wharf near D. D. Smith's Dry Goods Store.

COMMERCIAL STREET.

ANGUS McKAY,

DEALER IN

DRY and PICKLED FISH.

FISH BOUGHT AND SOLD ON COMMISSION.

OFFICE, THREE DOORS WEST OF NATIONAL BANK.

LUMBER DEALERS.

BENJ. LANCY,

DEALER IN

LONG & SHORT LUMBER,

FISH BOX SHOOKS, WOOD & COAL, ETC.

Office, nearly opposite Masonic Building.

GEORGE ALLEN,

DEALER IN

PLANED & SAWED LUMBER

of the Best Quality.

PICKETS, LATHS, SHINGLES, BOX SHOOKS, ETC.

OFFICE, ON ATWOOD'S WHARF.

Seth Crowell,

MANUFACTURER OF

OIL AND WATER CASKS,

310 1-2 COMMERCIAL ST., Head of Hilliard's Wharf.

MANUFACTURERS AND MECHANICS.

ICE CREAM MANUFACTORY.

PURE CREAM. PURE EXTRACTS.

STRAWBERRY, VANILLA, LEMON, CHOCOLATE AND
ALL THE FAVORITE FLAVORS.

Stop our team and get a nice, large Cream in a Papier
Mache bucket, spoon and all, for 15 cents.

Also, Cream by the gallon or quart.

Parties and Picnics supplied with large quantities
very low.

*Office & Manufactory, opposite Public
Library.*

N. E. ATWOOD,

MANUFACTURER OF AND DEALER IN

PURE COD LIVER OIL,

FOR MEDICINAL PURPOSES.

No. 70 Commercial St.

◁GEO. H. HOLMES,▷

Dealer in and Manufacturer of all kinds of

VESSEL PUMPS & BLOCKS

The Cataract Iron Pump constantly on hand.

OPPOSITE ADAMS'S BLOCK.

GAYLAND AND SONS,

Steam Sawing, Turning and Planing Mill.

Particular attention paid to getting out boat timbers and knees.

All kinds of woodwork done by machinery.

BETWEEN RAILROAD & HILLIARD'S WHARF,

Alex. Gayland.

William Gayland.

H. B. Gayland.

W. W. SMITH,

Manufacturer and Dealer in

WHALE, SEINE & PLEASURE BOATS.

BOAT PUMPS, GALVANIZED ROWLOCKS, GLEATS,
RUDDER BRACES, ETC., ETC.,

Constantly on Hand and Made to Order.

142 COMMERCIAL STREET.

DANIEL F. LEWIS,

SHIP & CARPENTER.

All kinds of Pumps constantly on hand.

Tubular Wells driven.

446 COMMERCIAL STREET.

JOHN G. WHITCOMB,

MASTER CARPENTER & BUILDER.

SPAR MAKER.

Vessel Repairing with Neatness and Despatch.

Office at the Head of Railroad Wharf.

ISAAC COLLINS,

SHIP CARPENTER & SPAR MAKER.

AT THE CENTRAL WHARF MARINE RAILWAY.

ALL WORK GUARANTEED.

GEORGE W. STANDISH, MASTER CARPENTER & SPAR MAKER,

PARTICULAR ATTENTION PAID TO YACHTS.

SHIPYARD BETWEEN RAILROAD AND CENTRAL
WHARVES.

LEMUEL COOK, 2D,

SAIL MAKER.

Sails Reptired at Short Notice.

At Geo. O. Knowles's Wharf.

GEO. W. PETTES,

SAIL MAKER,

On Hilliard's Wharf,

Where all kinds of Repairing can be done
at short notice.

TENTS AND AWNINGS MADE.

F. A. PAINE AND CO.,

SAIL MAKERS

AND

MAKERS OF TENTS AND FLAGS.

Will board vessels in the harbor and repair sails.

LOFT ON CENTRAL WHARF.

I will Repair and Make to Order anything in the

SAIL LINE

that Vessel or Boat may require.

Particular attention to Yachts.

GEORGE H. LEWIS,

SWIFT'S WHARF.

AMASA TAYLOR, Shipsmith and Blacksmith,

AT THE HEAD OF RAILROAD WHARF,

*Where all kinds of iron work will be done
with despatch.*

Ironing of Carriages a Specialty. Agent for the Celebrated Weir Anchor,

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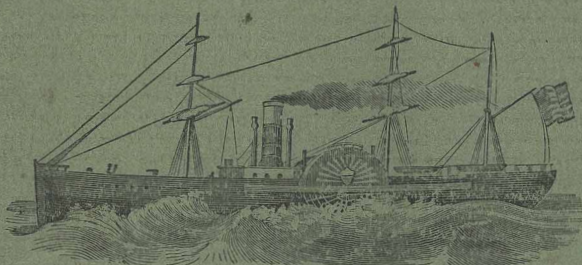
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