

1427 03-075
**TIMOTHY P. JOHNSON
 CONSTRUCTS RAILROAD TRACK
 IN PROVINCETOWN**

Be it enacted by the Senate and House of Representatives, in General Court Assembled, and by the authority of the same, as follows:

Section 1. Timothy P. Johnson, the proprietor of a wharf in the Town of Provincetown, for the purpose of facilitating the transportation of earth to said wharf, is hereby authorized to construct and maintain a railroad track across a public street adjoining said wharf, between such points and in such direction as shall be approved by the Selectmen of the Town of Provincetown.

Section 2. A good and sufficient crossing at said street or highway, for teams and carriages, shall be maintained by the said Johnson; and, in arranging the same, he shall be subject to such rules and requirements as by the said Selectmen of the Town of Provincetown may be deemed reasonable and necessary. (Approved by the Governor, April 23, 1858.)

**NOTICE JAN. 18, 1871
 THE EASRY STAGE...**

The early stage leaves at two and a half o'clock A. M. Rather early rising is required if you go by the first train. It is not a good time to get breakfast before starting. No chance to eat at Wellfleet, so you are allowed to save your appetite and nurse your wrath until you reach Boston. . . . We would advise travelers to put a haddock and cracker in their satchel if they go through at that time. . . .

April 16, 1873

The Old Colony Railway Company have put on our morning train to, and our evening from Boston, a new engine named the Myles Standish, weighing thirty-three tons, with cylinders sixteen by twenty-four inches, and built at Blood's locomotive works, Manchester, at a cost of \$13,000. The road is to receive another of the same make and cost, from the same works, called the John Quincy Adams.

The plan of the Provincetown depot, drawn by Mr. Ryder, the builder, presents a spacious and handsome building with a car house 200 by 41 feet and passenger house 70 by 20 feet. It will have a French roof with cupola and will be an ornament to the town, if the officers of the corporation decide to build according to the plan.

MAY 14, 1873

Two schooners have recently arrived at this place with railroad ties, and the officials paid us another visit on Friday last and made further arrangements for the speedy completion of the road. The depot has at last been located and with a little energy on the part of the powers that be, we may hope to see the iron horse before the end of August.

July 16th, 1873

Arrangements are being made on a most extensive scale to accommodate the guests who will be present here at the opening of the Old Colony Railroad to be celebrated next Tuesday.

Judge Russell, Mayor Pierce, of Boston, Gov. Straw of N. H., Gov. Hariman, U. S. Senators Agin and Wadleigh, Hon. E. H. Rollins, and it is probable that Gen. Butler and other prominent speakers will be here to take part in the exercises.

A mammoth tent for the dinner has been provided and for the BALL in the evening so that all who wish to attend can be amply accommodated. It is expected a thousand people will be present to participate.

Eighty Years Ago

July 23, 1873

After years of vain expectation, and many blasted hopes, it is not strange that the people of this town should really feel to doubt their own senses; that it could not be made to seem a reality that a railroad had been built to Provincetown. And when we could see hills of sand being brought low and the iron rails laid, even then to the most sanguine it could scarcely appear better than a happy dream. But when far away was heard the locomotive's whistle and nearer yet the thundering of the first passenger train over the road and when through the cut near the depot rushed the fiery steed with his burden attached, there is no wonder that the welkin rang with the glad shouts of the assembled multitude out in holiday attire to witness the arrival of the first train. It was the long looked for harbinger of commercial revivication and social stimulation. We have long felt our isolation and here was the band that united us to the world and we are in a position to successfully compete with towns that have long been enjoying an almost unbroken prosperity. In this frame of mind we were fully prepared to appreciate the festivities that had been made ready in which to commemorate the happy event.

July 23d, 1903

A pleasant excursion for summer residents, as well as residents, is to take the 8:20 a.m. train on Saturdays and Mondays for Wellfleet, stopping at Chequesset Inn for dinner and supper, returning on the evening train.

November 4th, 1873

We do wish the postal clerk on the morning train from this place would be more careful. A letter with a printed address mailed from here Tuesday morning from Barnstable did not reach its destination until Wednesday. Another to the same address mailed Monday morning by some blunder was carried by—and that's the reason our paper was not distributed here Monday afternoon as promised.

December 17th, 1873

Sam Knowles, who has for years driven his coach between Provincetown and Wellfleet over eighteen miles of the worst road in the State, has thrown up his ribbons and made way for the new Old Colony locomotive. Sam never missed a day's journey, was rarely late with the mails and still preserves the reputation of being the best joker on the Cape. He deserves a new hat.

**Yarmouth Register
 July 20, 1890**

— The new band stand having been completed and placed in the square opposite the railroad station, the Puritan Band gave an open air concert Thursday evening.

When Passenger Trains Went to Cape-tip

(From Cape Cod Std. Times—Aug. 4, 1958)



An exact duplicate of the post card on next pg.

Long past are the days when this railroad engine pulled out into the street to deposit its passengers and freight at the railroad station in Provincetown, to be met by a horse-drawn cabman, with children providing background noise by rattling sticks against a picket fence.

- 1880 -

**Down to The Sea
 in Ships**

SOMETIMES the men of old Cape Cod who went down to the sea in ships went up to Boston City in trains. And they went by the same (at least, in name) Old Colony Railroad. With them went others, of course, and the going was something to think of and talk about for weeks before and weeks after. There were three red-letter days when the Old Colony was specially used by Cape Cod folks. One was Camp Meeting Sunday, when the railroad ran excursion trains to and from Yarmouth, where the meeting was held. The "meeting" lasted a whole week, and some folks moved in and

lived in Yarmouth for the entire time. The final big "bang" or climax of the week came on Camp Meeting Sunday, the last day.

Then there was the time of the Barnstable "County Cattle Show and Fair." This lasted three days—each day an excursion train day. Most everybody that had a leg went to the Fair.

The third great day was "Stockholders Day." All shareholders of the Old Colony were given a free ride to and from Boston, and since one end of the Old Colony was in Boston and the other on the Cape, you can see that there would be some stockholders in every town and village from one end of the line to the other. Some of course owned but a share; the more prosperous or speculative owned more. A good many shopping items waited buying until Stockholders' Day rolled round. Stockholders who couldn't go lent their certificates or passes to others who could go but were not stockholders.