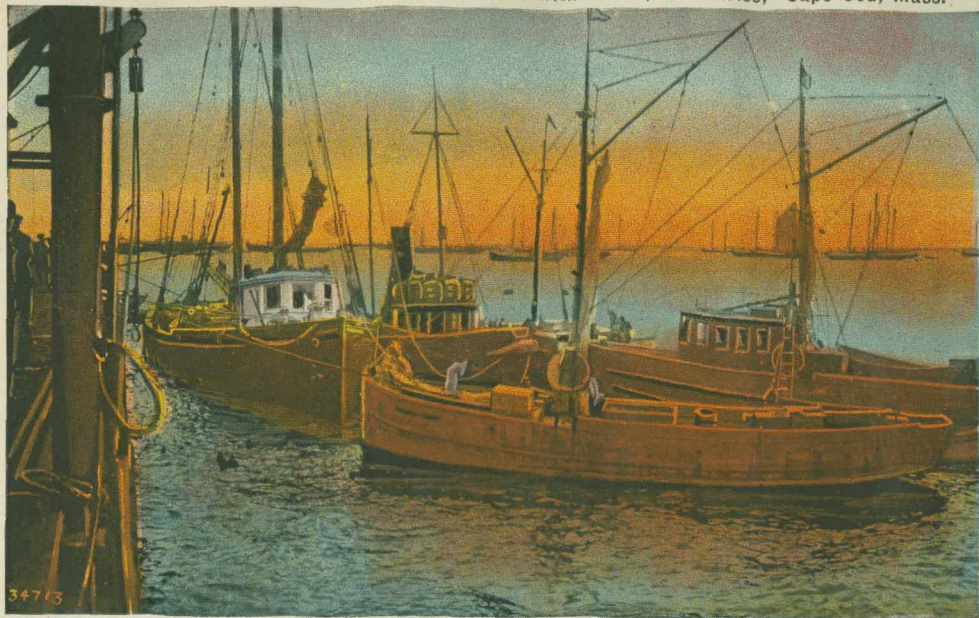


Provincetown's Fishing Fleet at Dock with Catch, at Sunrise, Cape Cod, Mass.



Shipping Fish,
Provincetown,
Mass.

1900

June 1942

Bits of the Old: This week's column is a maritime record taken from the files of The old Provincetown Banner. The following items will give you readers a good idea of the former activity and importance of Provincetown as a seaport.

"From Mr. Snow's Quarterly Return of vessels which have passed by or in the vicinity of the lighthouse at Long Point, during the three months ending March 31, 1859, we find that there were in January—8 ships, 10 barks, 34 brigs, 1,274 schooners, 2 sloops and 18 steamers—in all, 1,346 craft. February—3 ships, 3 barks, 3 brigs, 477 schooners and 9 steamers—495 craft. March—11 brigs, 1,005 schooners, 4 sloops and 11 steamers—1,031 craft. The total shipping for this first quarter of 1859 amounted to 3,372 craft of all types."

It seems that the Provincetown Banner was a staunch supporter of a movement to purchase a steamer for Provincetown. Evidently some of the "It can't be done townsfolk" heckled the editor. (Like we do our present editor.) But patience triumphed over pessimism, and the editor got his just revenge. He was able to write:—"Lived to See It. We have been told, over and over again, that our 'blowing', as the vulgar vocabulary gives it, in regard to a steamer for this place, would amount to nothing, that we would never live to see the day when a boat would be owned and run by and for the Provincetown people.

"We have 'waited for the wagon,' in good heart, and now it has ar-

rived. The Steamer Acorn has at last been purchased to run between this place and Boston. The stock is perhaps nearly divided between Boston and this place, and the boat will be put on the route immediately.

"We hope the owners will exercise at once both prudence and courage. Let them make their arrangements for the best accommodations of the public that is practicable and then let them go ahead—right ahead, without dissensions—and no doubt they will come out right.

"We are glad—and the traveling public will be glad—and in the course of time we trust that all hands will be glad, that at length a move has been made, which declares, in effect, that Provincetown shall not always be forty years behind the age.

"Success to the Acorn! and may she grow to be a great Oak."

"Schr. Ashore and Off Again: The schooner Kossuth, Captain Lee, of Newburyport, from New York bound for Portsmouth, with flour and general cargo, came ashore March 1, 1861 just two miles east of Race Point. It being high tide, she was soon left high and dry, and Eben S. Smith, underwriters' agent at this port, immediately secured a gang of men to unship her cargo, which was transferred to this port, and on Sunday she was got off, without damage, and towed into port by the Steamer Acorn, where she reshipped the cargo and proceeded to her destination. Before grounding here Friday the schooner had got up to Cape Ann, but the

gale beat her off. After loss of her jib she became unmanageable, from ice, and drifted ashore, so fortunately without loss of life or serious disaster."

Missing vessels and reports: "Fears are entertained for the safety of Captain Alden Freeman and crew, of the schooner A. N. Jefferson, which sailed from Newport bound for Tangier Sound on March 13, 1861. Vessels that sailed in company with her report that a moderate gale of wind blew the next day after they sailed, and as it was not violent, the supposition is that she collided with some other vessel. The Jefferson was a first class vessel of 130 tons, on her second voyage, and the Captain and most of his crew belonged in Truro. The vessel was partially owned by Eben S. Smith & Co. of Provincetown, Captain Freeman and parties in Portland and Wellfleet. She was insured at the Mutual Marine Insurance Company in this port.

"The schooner Dean, Captain Rich, of this port, with coal for Freeman & Hilliard, was run into, Sunday morning last, by an unknown vessel. The collision occurred about three miles south of Highland Light and the vessel would have sunk had it been rough. She arrived in company with the schooner Byron—also from this port—which stood by her throughout the near sinking.

Spoken April 6, 1861: "Off Grand Cayman, gammed brig Lewis Bruce, whaler, clean. Same time, schooner Willie Martin, 30 bbls. Later gammed Oread, 100 bbls. ail; 8th

schooner Antartic, ten days out, clean, no report." (The name of the incoming vessel bringing in the report of the gam isn't given. It was the custom of the old days of sail for a homeward bound vessel to pick up messages and reports from all craft hailing from their home port.)

OLD FISHERMAN.

