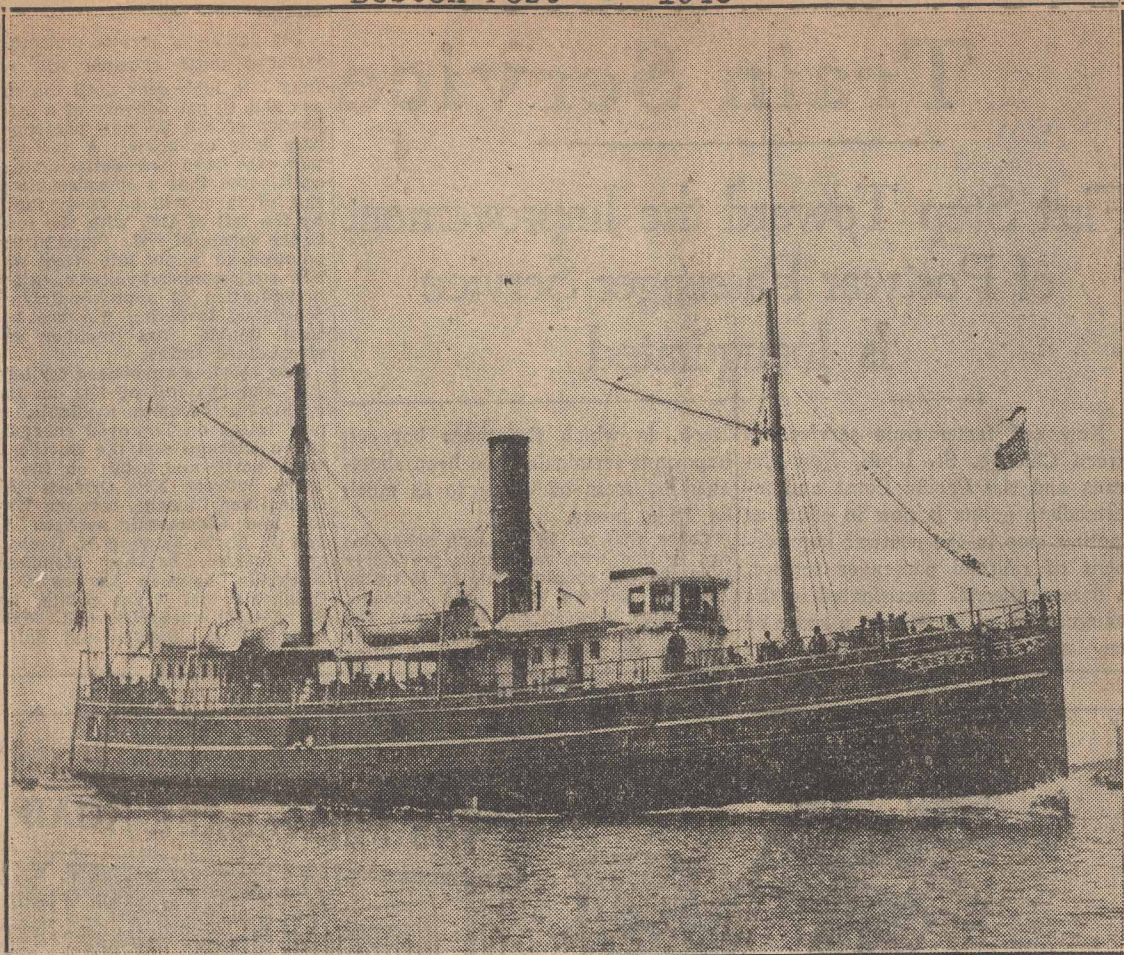


FIRST PROVINCETOWN BOAT

Boston Post - 1946



The steam packet Longfellow, a wooden-hulled vessel, equipped with both sails and steam power, is shown leaving Boston Harbor for the all-day round trip to Provincetown, during the summer of 1904. That year the Cape Cod Steamship Company first began operating the 100-mile round trips to the town at the tip of Cape Cod. The present "Provincetown boat" is the S.S. Steel Pier, a luxurious excursion liner with a capacity of 1600 passengers. She sails daily from Foster's Wharf at 9:30. And weekly moonlight sails, begin June 28.

More than 4,000,000 passengers have sailed across historic Massachusetts Bay to Provincetown aboard ships of the Cape Cod Steamship Company during the 42 years it has operated vessels on the 100-mile round trip.

In 1904 the wooden-hulled steam packet Longfellow made her way out of Boston for the trip across the bay to Provincetown. She carried sail as well as being powered by steam, for in those days one never knew what might happen.

The Longfellow was replaced by the S.S. Cape Cod, a twin-stack, single-screw vessel, which for a number of years was identified with the Provincetown trip.

Then came the S.S. Brunswick, which in turn assumed a place of affection in the hearts of those who annually make a summer trip to the place where the Pilgrims first landed.

Then the beloved and often mourned S.S. Dorothy Bradford. She was a broad-beamed craft with spacious decks, cabins and refreshment counters. For years she plowed the waters of Massachusetts Bay faithfully and purposefully each summer. Those passengers who made many trips on her claimed that they could tell blindfolded, by the roll, if they happened to be set aboard her.

And for several years the "old Dorothy" ran a paired schedule with her

eventual replacement, the S.S. Steel Pier. The day came at last when the Dorothy was sold down the river—sold for scrap. The Steel Pier, once in the run between Miami and Key West, later operating out of New Jersey, became "the Provincetown boat."

The Steel Pier has carried more than one and one-half millions of people on all day summer cruises. During the season she makes weekly moonlight sails out of Boston Harbor. Probably more children found out something about where the Pilgrims really landed—in Provincetown if you must know—by trips to that historic old town, than by reading romantic poems about "the waves dashing high on stern and rock-bound coast."

A large ship for her run, the Steel Pier is a 1700-ton oil powered vessel with three decks and a half dozen water-tight compartments. She is manned by a crew of 64 officers and men, including two stewardesses. She has aboard a smart dance orchestra, a fine dance salon, an excellent cafeteria, a marine cocktail lounge and a great spacious deck with hundreds of free deck chairs.

She makes the run across to Provincetown in under four hours. After a three-hour stopover, the Steel Pier heads back to reach Boston at 8 p. m.

During the 42 years of service to the Cape-tip town, only twice in all that time was there a season when a "Provincetown boat" didn't run . . . once

during World War I and once in World War II.

The Steel Pier began the 1946 season's trips yesterday and will sail from Foster's Wharf daily at 9:30 for the 100-mile round trip to the quaint little art colony at the tip-end of Cape Cod.

Steamer S. S. Brunswick succeeded the steamer Longfellow on Boston to Provincetown run in 1898.

New Steamer Service — The propellor Acorn will begin its new schedule July 17th, sailing between Sandwich, Provincetown and Boston. The fares are 75 cents between Boston and Sandwich, and \$1 between Boston and Provincetown.

- July 1854 -

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The Martinique. - About 1910



The Governor Cobb