

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

JUL 21 1989

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name PROVINCETOWN HISTORIC DISTRICT

other names/site number

2. Location

street & number MULTIPLE (SEE DISTRICT DATA SHEET PAGES 1-126)

N/A not for publication

city, town PROVINCETOWN

N/A vicinity

state MASSACHUSETTS code 027

county BARNSTABLE

code 001

zip code 02657

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
1,131	627 buildings
25	38 sites
3	1 structures
5	0 objects
1,164	666 Total

Name of related multiple property listing:  
N/A

Number of contributing resources previously listed in the National Register 5 \*see continuation

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

*Valerie A. Talmage*  
Signature of certifying official

June 28, 1989  
Date

State Historic Preservation Officer; Executive Director of Mass. Historical Commission  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

*Boyd L. Savage*

8/30/89

*for* Signature of the Keeper

Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

~~DOMESTIC: SINGLE DWELLING~~  
~~DOMESTIC: MULTIPLE DWELLING~~  
~~COMMERCE: BUSINESS, STORES, FISH SHEDS~~  
~~GOVERNMENT: CIVIC INSTITUTIONS & SERVICES~~  
~~EDUCATION: SCHOOLS~~

DOMESTIC: SINGLE DWELLING  
 DOMESTIC: MULTIPLE DWELLING  
 COMMERCE: BUSINESS, STORES  
 GOVERNMENT: CIVIC INSTITUTIONS & SERVICES  
 EDUCATION: SCHOOLS

\*see continuation sheet

\*see continuation sheet

**7. Description**

Architectural Classification  
 (enter categories from instructions)

Materials (enter categories from instructions)

~~COLONIAL: GEORGIAN~~  
~~EARLY REPUBLIC: FEDERAL~~  
~~MID 19th CENTURY: GREEK REVIVAL~~  
 GOTHIC REVIVAL

foundation BRICK (COMMON), STONE (LESS FREQUENT)  
 walls WOOD, SHINGLE, CLAPBOARD  
 roof WOOD & ASPHALT SHINGLES  
 other

\*see continuation sheet

Describe present and historic physical appearance.

The town of Provincetown, in which the Barnstable Historic District stands, is the northernmost community in Barnstable County and occupies a site at the northern tip of Cape Cod at a latitude of 42 degrees 3 minutes North and a longitude of 70 degree 9 minutes West. The town is 120 miles southeast of Boston by land and 55 miles southeast by sea. The town is 30 miles over water northeast of the Town of Barnstable, the county seat. Provincetown currently has a permanent population of 3,536 (1980 census), the majority of whom live within the Provincetown Historic District.

Bounded on the east by the Town of Truro, on the north by the Atlantic Ocean and on the west and south by Cape Cod Bay, the entire town encompasses an area approximately three and one-half miles long by two miles wide. Of the town's 8.3 square miles of land the vast majority is a public reserve, formerly the Province Lands of the Commonwealth of Massachusetts, now part of the Cape Cod National Seashore. Of the remaining 955 acres of buildable land in Provincetown, the built-up portion of the town covers approximately 400 acres that extends for nearly 3 miles along the shoreline of Cape Cod Harbor (a/k/a Provincetown Harbor) between Commercial and Bradford Streets.

Containing the majority of the built-up portions of the town, the Provincetown Historic District covers approximately 300 acres of land divided into 1,241 separately owned parcels on which stand 1,231 contributing buildings (pre-1935), 627 non-contributing buildings (post-1935 & altered beyond recognition); the majority of non-contributing buildings are either small service sheds and garages (221) built after the district's period of significance or small one-storey guest rental cottages (275) built in the backyards of original houselots. Because of the density with which the district was developed prior to 1910, nearly all lots contain a contributing building set at their street frontages. In addition,

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- 1) First Universalist Church of Provincetown - 236 Commercial St.
- 2) Former Center Methodist Episcopal Church - 356 Commercial St.
- 3) Freeman's Wharf - 125 Commercial St.
- 4) Provincetown Public Library - 330 Commercial St.
- 5) United States Post Office, Provincetown Branch - 217 Commercial St.

*CHIFFIN BAND*  
*50% COTTON FIBER*

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HISTORIC FUNCTION cont.

RELIGION: CHURCHES  
RECREATION & CULTURE: MONUMENTS & MEMORIALS

CURRENT FUNCTION cont.

RELIGION: CHURCHES  
RECREATION & CULTURE: MONUMENTS &  
MEMORIALS

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ARCHITECTURAL CLASSIFICATION

LATE VICTORIAN: ITALIANATE  
GOTHIC  
SECOND EMPIRE  
QUEEN ANNE  
ASTYLISTIC VICTORIAN

LATE 19th & 20th CENTURY REVIVAL: COLONIAL REVIVAL  
ARTS & CRAFTS

UNIFITAN BOND

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the district possesses 673 sites, the majority of which (38) are non-contributing parking lots or vacant building lots; contributing sites include 3 cemeteries, 13 public landings & rights of way to the waterfront and 9 sideyards to contributing houses. Of the 4 structures and 5 objects (monuments) that exist in the district, only one does not contribute due to its recent construction. Intrusions are relatively rare and consist of 13 one-storey buildings that post-date 1935 and are of uncharacteristic scale, materials and setting.

The district is densely built with one and two-storey free-standing houses, commercial buildings, institutional buildings and service buildings that date from the mid-eighteenth to the mid-twentieth century, buildings within the district are of either timber-frame or ballon-frame construction.

Nearly all architectural styles prevalent during the district's two-century period of development are present in vernacular or ambitious examples scattered throughout the district without the patterns of segregation by land-use and social class that are evident in other coastal communities of this period; high-style, architect-designed buildings are rare. The district is dominated by vernacular timber-frame cottages that are occasionally decorated at their entries and window surrounds with late Georgian or Federalist style details; where such details are present, buildings have been designated by the style of their ornaments. Equally dominant are a large number of Greek Revival and Italianate style cottages, including many buildings which lack direct stylistic reference to the various Victorian sub-styles, but which possess deeply projecting cornices, facade gables, wide corner boards and other astylistic, vernacular houses, sheds and service buildings, the major elements of which are wood-frame construction, shingled surrounds. A small number of ambitious examples of the Carpenter Gothic, Second Empire, Victorian Gothic, Queen Anne and Arts & Crafts styles remain, although the district abounds in vernacular examples of these styles.

POLITICAL DEVELOPMENT

In marked contrast to other coastal communities in Massachusetts where a company of proprietors was chartered by the General Court

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(either of Plymouth or Massachusetts Bay) to establish a community, to grant land to settlers in a series of planned divisions and to determine the plan of the community, Provincetown grew out of the seasonal occupation of its territory by fishermen and was corporately established after settlement had begun. Visited by the Mayflower in 1620 as its first landfall in North America, Provincetown initially stood within the boundaries interest in the area for its valuable fisheries and ordered the Governor of the Colony to purchase the tip of Cape Cod from its Indian inhabitants. The first deed of this transfer was made in 1654 and supplemented by a confirmatory deed of 1679 in which the land was "assigned for Colonies use of fishing Improvements" [sic.]. By 1668, the territory (then known as Cape Cod) had been placed under the jurisdiction of the Constablewick of Eastham.

Following the loss of the Plymouth Colony's charter and its amalgamation with the Massachusetts Bay Colony into the Province of Massachusetts in 1692, the territory of Provincetown passed into the possession of the Province and became known as the Province Lands. In 1714, the General Court voted to make the area a district or precinct of Truro (inc. 1709); in doing so, it recognized the right of existing inhabitants to occupy the area, but required that they maintain a preacher and that part of the preacher's support be derived from fishermen who occupied the area seasonally. It is not known when permanent settlement was first accomplished; however, inferences of late seventeenth century settlement have been made from the first locally recorded birth of an English child, Ephraim Doane, in 1696. Finally, in 1727, the area was incorporated as a Provincetown. Subsequently, land at the town's east end was annexed in 1813, 1829 and 1836 after which the town achieved its present boundaries.

In creating a town government and recognizing the existing inhabitants of Provincetown, the General Court created a unique situation by not granting ownership of land on which the town stood. Instead, the Court recognized the right of the inhabitants to occupy the land for the purpose of fishing and agriculture, but reserved ownership of land by adverse possession, as would have been permitted elsewhere in the state. Finally, in 1892, the General Court ordered the Trustees of Public Reservation to draw up a plan for the care and supervision of the Province Lands. As part of this

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plan, a distinction was made between the unoccupied area of dune and scrub forest that make up the majority of the town and the relatively small built-up portions of the community. As adopted by the Court in 1893, this plan finally allowed inhabitants of the built-up sections of the town to claim title by adverse possession to land which they occupied.

STREET PATTERN

Occupying a curved site that follows the line of Cape Cod Harbor, the Provincetown Historic District is laid out as a long, irregular grid consisting of two principal east-west streets (Commercial & Bradford Streets) connected by a series of side streets, lanes and footpaths. Additional pockets of streets extend north of Bradford Street in the hollows formed by a low string of sand hills that skirt the town, while south of Commercial Street public landings and several wharves extend into the harbor. Despite the apparent regularity of the town's plan, it is not the product of a planned settlement, but rather, developed around patterns of land use.

During the eighteenth century and prior to 1835, the Provincetown Historic District possessed no public streets as most transportation was over water and along the exposed beach and tidal flats at the harbor's edge. Nonetheless, a network of beaten footpaths existed which provided the basis for much of the community's current street plan. On an 1831 Map of Provincetown, a dotted line at the water's edge seems to indicate a path along the courses of modern Commercial Street between Freeman Street on the east and West Vine Street on the west; the course of the path apparently included Commercial Street's right angle turn at Tremont Street, a feature which local tradition attributes to the unwillingness of a property owner to move a building when the street was formally laid out, but which seemed more likely to have been a turn to avoid "Chip Hill" and continue at the water's edge. Local tradition suggests that this path served as a convenience for floor travel between the many familial enclaves of houses that were scattered along the water's edge and that overland transport was so infrequently used that, as late as 1829, there was only one horse in the town.

In addition to Commercial Street, the 1831 Map indicates several paths leading inland. The greatest concentration of these paths was near the town center where paths corresponding to Prince and Carver

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Street led back to the sites of the first burial ground and meeting house at the junction of Winthrop and Carver Street. A third path extended diagonally from the sixth Town Landing (Good Templar Street) to the first burial ground; however, this route does not remain as part of the street network. Also indicated on the 1831 Map as leading inland from the town landings are Gosnold Street (3rd Town Landing), Freeman Street (2nd Town Landing) and Pearl Street and Baker/Avenue/Railroad Avenue (1st Town Landing). Local tradition indicates that few houses were built back from the water's edge, but that lanes from the town landings served fishflakes on the back side of town.

In 1835, the Barnstable County Commissioners laid out Front Street (now Commercial Street) using portions of an existing footpath and extending it eastward throughout the length of the settlement. Opposed by some citizens whose houses and storehouses fell in the path of the street, this way became the community's main street and, within a few years of its completion, many buildings that had previously been oriented toward the water were reportedly moved on their lots and re-oriented toward the new street. In addition, the placement on the street established a general pattern of land use with houses on the north side of the street that became more pronounced with the subsequent development of numerous wharves and remained evident well into the twentieth century. In 1838, as a result of the revenue surplus distributed by the Jackson Administration, Commercial Street was improved by the construction of a wooden plank sidewalk on its north side, although the street itself retained a sandy surface until the twentieth century, when it was paved with asphalt.

Subsequent enlargement of the town's street pattern occurred in stages. At the west end, "Chip Hill" was reduced in height by twenty-five feet and graded in 1805 to allow the installation of a salt works. In 1853 the saltworks were abandoned and by 1858 the first five blocks of Tremont Street (Commercial Street to Nickerson Street) were laid out partially built up; shortly after 1858, Tremont Street was extended to its present length and street crossing it were extended northward, creating a small grid. Despite the area's sub-division for house lots within a relatively short period, lot sizes and street placement are somewhat irregular and uncharacteristic of planned mid-nineteenth century suburban

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subdivisions. In 1873, Bradford Street was laid out from Nickerson Street at least as far east as Wiley Street and, perhaps, to Allerton Street; near the center of town between Gosnold and Freeman Streets, sections of an existing back street were incorporated into the new street. Although the east end of Bradford Street was at this time largely undeveloped, sidestreets and lanes connecting it to Commercial Street were established (at least on paper), creating the present street pattern. Additional streets with evenly spaced, rectangular houselots were projected north of Bradford Street in the vicinity of Miller Hill Road, however, this plan was only partially realized during the twentieth century.

In addition to streets, the construction of wharves and a railroad bed affected the town's plan, although little remains of these two elements. Wharves into the harbor began to be built around 1830 by individuals and associations of merchants. By the 1850s, more than 30 wharves had been constructed, and, by 1880, the town possessed 55 wharves of varying sizes. The majority of these extended out from private property over the water behind the storehouses and commercial buildings which they served. With the decline of commercial fishing in the early twentieth century, nearly all of the wharves fell into disrepair; the majority have collapsed and remain only as fragmentary ruins, mainly wooden pilings. Of the three wharves that remain in active use, all date from the mid-twentieth century in their present forms; however, the Municipal Wharf occupies a site that was developed with a small wharf in 1849 and subsequently extended in 1863 and 1873 to serve as the terminus for the railroad and the steamboat from Boston.

The construction of a railroad line to Provincetown in 1873 had a limited effect on the town's plan. The railroad bed entered the town along a curved right of way along the path of modern Harry Kemp Way to Standish Street, where it crossed Bradford Street, extended along Standish Street out to the Steamboat Wharf (now rebuilt as the Municipal Wharf). Railroad service remained active along this right of way until 1940 when service was abandoned and tracks were removed.

ARCHITECTURE

In general, the architecture of Provincetown is dominated by vernacular forms in all its periods of development. The exact

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dating of houses and commercial buildings is complicated by several factors that are different from other Massachusetts communities, specifically:

- a.) the extensive number of buildings that have been moved from their original sites both during historic periods of development and continuing to the present;
- b.) the lack of local directories to identify occupants of properties during the nineteenth century and the prevalence of a relatively small number of family names (such as Nickerson, Mayo, Dyer, Paine, etc.) that hinders the identification of individual property owners from nineteenth-century atlases;
- c.) the conservatism of local architectural taste which retained vernacular building plans, proportions, materials and details over long periods of time;
- d.) the extensive re-use and alteration of buildings, using salvaged building materials, due to the relatively high expense of obtaining new building materials.

For these reasons, buildings within the district have been dated based largely on visual evidence, confirmed as possible by atlases. This method is biased toward mere recent dates of construction for buildings that have been enlarged in a manner that conceals the earliest portions of their structures. With few exceptions, dates should be regarded as approximated and subject to confirmation based on closer individual examination of any particular structure.

RESIDENTIAL ARCHITECTURE

Timber-Frame Vernacular 1746 - ca. 1840:

The Provincetown Historic District is especially significant for its large number of timber-frame houses, the overwhelming majority are one and one-half storey cottages of vernacular design. Representative of Cape Cod's distinct vernacular building tradition, typical timber-frame cottages possess a rectangular floor plan of two room's depth (occasionally enlarged by a side wing or rear ell)

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through which a central chimney rises. The majority of examples possess asymmetrical (three-quarter) facades composed of a central entry flanked by two windows on one side of the entry and one window on the other. A slightly smaller, but significant number of houses possess full facades composed of a center entry flanked by four windows on one side of it, are relatively rare. While most houses of the period rest on masonry foundations generally of brick and only rarely of stone, few possess full cellars; instead, local building tradition employed partial cellars consisting of bricks laid up in a circular plan, and adaptation to strengthen cellar walls against the weight of movable sand that is found throughout Cape Cod, Nantucket and Martha's Vineyard. It is possible the cellars or foundation walls have been added to earlier structures, as early descriptions of the village state that houses are "set up on blocks or pile that the driving sands may pass under them; otherwise they would be buried in sand."

(Massachusetts Magazine, March 1791, Vol. III, pp. 149-152.)

Retaining characteristic eighteenth-century details, the Nickerson House (72 Commercial Street - Photo. #1) is by reputation the Provincetown's oldest house. The house consists of a rectangular plan main house with a center chimney and a later west wing; the main house has a nearly symmetrical facade composed of a center entry flanked by four windows. Each gable possesses two full-size double-hung windows flanked by two nearly square lights set beneath the lower slope of the roof. Details such as the building's moulded window frames that are set directly into the main cornices, and pilastered entry represent the most elaborate Georgian details found in the district. House of similar plan and proportions include 28 Commercial Street (ca. 1782; central chimney removed), 54 Commercial Street (ca. 1790-1810), 82 & 84 Commercial Street (ca. 1797) the Kibbe Cook House (466 Commercial Street - pre-1820; main entry removed), the Sarah Wharf House, 522 Commercial Street (pre-1800), 6 Law Street (ca. 1800), and 226 & 230 Bradford Street (ca 1790-1830 - Photo #3). Although altered in various ways that include the removal of central chimneys (28 Commercial Street) and the installation of mid-nineteenth century timber-frame cottages by their deep rectangular floorplans, fenestration with window heads set into the houses' main cornices, and proportions that resemble those of the Nickerson House. Variations of plan in houses of this type are rare; individual examples exist of cottages with twin

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internal chimneys (438 Commercial Street, ca. 1800-1830), however, chimney placement is the only feature that distinguishes them from other cottages of the period.

Three-quarter cottages are widely scattered throughout the district and appear to be the dominant vernacular form of the late eighteenth and early nineteenth centuries. Identical to the full facade cottages in all respects except facade fenestration, this type is represented by houses such as the Gilbert Spencer Cottage (18 Commercial Street, ca. 1830); 4, 8 & 10 Atwood Avenue (ca. 1800-1830; 157 Commercial Street (ca. 1820 - Photo #2); 15 Carver Street (ca. 1820); 1 Baker Avenue (ca. 1820); and 516 & 520 Commercial Street (ca. 1790-1820). In addition, a small number of half cottages exist in scattered locations, such as those at 426 Commercial Street (ca. 1830; altered) and 10 Cudworth Street (ca. 1800-1830).

Stylistic distinctions between buildings of this type are generally linked to ornamental details, usually entry surrounds, boxed cornices, and moulded window trimmings. Houses, such as 54 Commercial Street (Photo #4), display transitional late Georgian/Federalist details in its pilastered entry and moulded cornice that extends across the house's gable ends, as does the Wharf House (522 Commercial Street) with its dentilled cornice, enclosed entry porch and moulded window frames. Typical Federalist style details found on vernacular buildings consists of entries framed by pilasters that rise either to a full entablature or fluted consoles which flank an arched transom, such as those that exist at 1 Baker Avenue (Photo #2); 18, 60, 138 & 528 Commercial Street; and 4, 8 & 10 Atwood Avenue. Several houses such as 82 Commercial Street also possess Federalist style cornices decorated with flutings, however, such elements are rare. In general, timber-frame houses built in the second quarter of the nineteenth century (ca. 1820-1840) display an increased stud height at the first storey that, on the exterior, allows a wider space between window heads and the main cornice as is evident at 28 Commercial Street.

In addition to timber-frame cottages, a modest number of two-storey timber-frame houses exist; however, nearly all of these post-date 1802 when there were only 2 two-storey houses in the town. Most two-storey houses bear traces of simple Federalist details, while

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none possesses high-style ornaments. Perhaps the most ambitious house of the period is the Fairbanks House, 90 Bradford Street with its brick endwalls, low hipped roof and symmetrical center-entry facade. Similar houses constructed entirely of wood exist at 7 Gosnold Street, 174 Bradford Street, 3 Cook Street (ca. 1800-1840) and 398 Commercial Street (ca. 1820), while a half house of similar scale and quality exists at 7 Dyer Street (ca. 1800-1830). Similar in scale, the Deacon Ryder House (4 Winslow Street, ca. 1772), the Red Inn (13 Commercial Street, 1805) and 396 Commercial Street (ca. 1789) possess vernacular floorplans in which the central chimney rises through the center of a hip roof. High style Federalist details such as moulded window caps and low-relief composition ornaments do not exist within the district.

Victorian Styles ca. 1840 - 1910

Continuing the pattern established with timber-frame architecture, Provincetown's Victorian residential architecture is distinguished more by its uniformity of scale, plan, and setting than by its variety or the presence of high-style examples. Ambitious individual examples exist for most of the major Victorian architectural styles, however, the most widespread elements of Victorian taste are the local taste for garbled facades, wide corner boards, and deep boxed cornices. Derived from the Greek Revival and Italianate styles, these features remained popular in Provincetown well into the early twentieth century. This resulted in the construction of numerous houses that are Victorian in proportion and general detail, but which lack stylistic references to particular Victorian styles such as the Second Empire and Victorian Gothic styles; for convenience of reference, houses of this sort are herein called astylistic Victorian.

Houses of the mid and late nineteenth century are scattered throughout the district, but with slightly greater concentration on side streets, Bradford Street, "Chip Hill" (Tremont Street), and the east end of town. The rapid growth of Provincetown from 1,170 inhabitants in 1830 to 2,122 in 1840 and 3,157 in 1850 was followed by a period of stability between 1850 and 1865. Between 1865 and 1890, local populations increased from 3,472 to 4,642. Since 1890, local population has fluctuated between 3,500 and 4,000 residents, exclusive of summer residents.

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Greek Revival ca. 1830 - 1870:

Believed to have been present as a style in Truro as early as ca. 1830 - 1835, the Greek Revival style seems likely to have been introduced in Provincetown at approximately the same time, although examples of this date have not been identified. Corresponding to the increased wealth of some of the town's provisioners, shipowners and merchants, there is greater variety in the scale and ornamentation of houses of this period than was found in the previous period. The most ambitious houses of the period are represented by a group of two-storey houses with symmetrical center-entry facades surmounted by gables that contain an additional one and one-half storeys. Some houses of this type such as the Mayo House (572A Commercial Street, - ca. 1800, ca. 1840 - 1850) appear to have been created by the addition of a high roof on a pre-existing two-storey house. Other examples such as the Johnson/Matheson House (368 Commercial Street - ca. 1800-1840), while late Federalist details in their narrow corner boards and moulded cornices without a frieze, are distinctly Greek Revival in the large scale of their pedimented facades. A fully developed example of the type is 44 Commercial Street (ca. 1840) with its wide corner pilasters, pedimented facade, pilastered entry and symmetrical facade. One variation on this type exists in the form of two-storey houses with asymmetrical four-bay facades such as 6 Dyer Street (ca. 1850). Another variation consists of center entry cottages on which a one and one-half storey gable rises steeply from a one-storey base as may be seen at 128 Commercial Street (ca. 1840 - 1860; Photo #6) and in cottages built at 9 & 11 Pleasant Street (ca 1850; Photo. #7).

More traditional one and one-half storey cottages with central chimneys continued to be built, although their proportions were modified to accommodate corner pilasters and deep boxed cornices with wide friezes of the Greek Revival Style. At the same time, chimney dimensions were greatly reduced with the introduction of stoves and the significance of chimney location within the floorplan was diminished. Typical cottages of this type are 59 & 521 Commercial Street (ca. 1850). The Sylvanus Cook Cottage (474 Commercial Street, ca. 1830-1850) provides an unusual example of this traditional plan mixed with a sidehall floorplan. The Cook Cottage possesses two finished facades, an asymmetrical center-entry facade

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(facing Cook Street) and a gabled facade with a sidehall entry (facing Commercial Street). Both facades are trimmed with pilastered entries, corner pilasters and wide cornice.

Sidehall cottages and two-storey houses are numerous throughout the district. Buildings such as 92 Bradford Street (c. 1850 - Photo #5) and 570 Commercial Street (ca. 1850) with their gabled facades and simple trimmings are typical of the majority of sidehall houses and cottages. A significant number of more ambitious cottages of similar plan are scattered throughout the district; possessing steeply pitched two-storey roofs that enclose both a second and third storey, these cottages also possess more elaborate ornamentation than other houses of the period, including Ionic Columns (8 Carver Street, ca. 1850), bargeboards (122 Commercial Street, ca. 1850) and pedimented facade gables (Dewitt House, 77 Bradford Street, ca. 1850). Sidehall plan houses, although less common, are also scattered throughout the district and are best represented by 212 Commercial Street (ca. 1850) in its pilastered entry with sidelights, window trimmings with corner blocks and interior panelled window cases. Similar examples are 56 Commercial Street (ca. 1850 - Photo. #3), 155 Commercial Street (ca. 1830-1840). 404 Commercial Street (ca. 1850) stands as the district's only temple front house, one that combines a Greek Revival style plan with Italianated style decoration at its cornices, entry and railings.

Carpenter Gothic - ca. 1840 - 60:

Although Gothic Revival style architecture never achieved wide popularity in Provincetown, elements of the style appear on several buildings. Perhaps the earliest domestic use of such elements was the use of lancet windows in the end gables of 403 Commercial Street (ca. 1840), a building that is essentially late Federalist vernacular in style. Later examples of the style are best represented by the nearly identical Joshua Paine & E.M. Smith Cottages (15 & 17 Tremont Street, 1855-58 - Photo. #8), and the C. Cook Cottage (180 Bradford Street, ca. 1860). All three have sidehall floorplans, steeply pitched two-storey roofs and board-and-batten siding, although none have Gothic ornaments.

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Italianate - ca. 1850-80 & Astylistic Victorian - ca. 1850-1900:

Italianate style houses within the district tend, at their most ambitious, to be two-storey sidehall plan structures with gables facades, bracketed cornices and (occasionally) bay windows. The most elaborate house of this style is the W. Atkins House (160 Commercial Street, ca. 1850-1858 - Photo. #9), a two-storey sidehall plan building set with its gables and entry front perpendicular to the street. The street facade of the Atkins House, with its four evenly spaced windows opening onto a terrace, its deep bracketed cornice, and octagonal cupola, is unique in the district. More representative of Italianate style houses are the S. Cook House (378 Commercial Street, ca. 1860 - 1870) and the "Sunset House" (142 Bradford Street, ca. 1880), both of which have rectangular bay windows and deep cornices with brackets which extend around the eaves and across the facade's gable. Cottages of similar plan and detail include 7 Johnson Street (ca. 1875) and 14 Bangs Street (ca. 1870-1880). Stripped of brackets, bay windows, and other details, sidehall Italianate cottages and houses serve as the models for a large number of cottages built into the early twentieth century; designated as astylistic Victorian in the attached data sheets, typical examples of the type exist at 7, 9, 11, 15 & 17 Conant Street (1870-1900).

Second Empire - ca. 1865-1890:

As with gothic Revival, the second Empire Style is not widely represented in Provincetown, although several individually noteworthy examples exist. Unquestionably the most ambitious house of the style is the Benjamin Lancy House (230 Commercial Street, 1874). Now obscured by a one-storey commercial addition and modern siding, the symmetry of the original design, the house's rusticated facade, central tower/cupola with cresting, arched windows, bracketed cornice and convexly bowed mansard roof are visible above the addition and remain as evidence of the building's imposing design. At a somewhat smaller scale, the former Methodist Parsonage (4 Center Street, ca. 1870; Photo. # 10) has a sidehall floorplan and retains characteristic details in its arched windows, bracketed cornice and mansard roof with decorated dormers.

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addition of a full second storey decorated with ornamental shingling as 15 Center Street, ca. 1850-70 & ca. 1890 - 1900, and in many simple summer cottages in the East end of town, such as 645 & 647 Commercial Street (ca. 1900 - Photo #11).

Arts & Crafts - ca. 1910 - 1940:

Numerous cottages throughout the district, especially at the town's east end and north of Bradford Street in the vicinity of Miller Hill, bear elements of Arts & Crafts design, especially bungalow plans. Essentially identical bungalows exist at 650 & 652 Commercial Street (ca. 1907 - Photo. #11); both buildings are one storey high, enclosed by a hip roof that extends over a verandah at the facade. Their details include-shingled exteriors, squat posts supporting the roof at the porch, and central dormers. Other bungalows enclosed by pitched roofs with central dormers and facade verandahs include 175 Bradford Street (ca. 1920 - 1930) and 17 & 21 Brewster Street (ca. 1910 - 1930).

INSTITUTIONAL ARCHITECTUREGovernmental Buildings:

Governmental buildings date from the mid-nineteenth to the early-twentieth century and are loosely grouped in the central portion of the community, with the exception of firehouses that are spaced evenly throughout the length of the town. The majority of public buildings are simple wood-frame structures of a scale that resembles surrounding domestic and commercial buildings, however, several major buildings dominate their neighborhoods by their large scale and setting.

Built in 1885 to replace the previous Italianate style town hall that stood on High Pole Hill near the present site of the Pilgrim's Monument, the Provincetown Town Hall (260 Commercial Street - Photo. #17) occupies a site that was donated to the town and cleared of its original houses in order to provide an opening setting for what was intended to be the community's most imposing public building. Designed by John A. Fox of Boston, the Queen Anne style town hall is notable for its varied sash, projecting ornamental gables, paired pilasters, high hip roof and copper-clad clock tower which rises

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center. Of the one-storey wood-frame school buildings that this district once possessed, only the former Bradford School (46 Bradford Street, ca. 1930) retains its original design, consisting of a pedimented central pavilion flanked symmetrically by batteries of double-hung windows and decorated with simple Colonial Revival style details.

In the early nineteenth century, the town government made provisions for the indigent by maintaining an almshouse in a converted single-family house. In 1833 an almshouse was built, although descriptions of its plan and one and one-half storey height indicated that it was essentially a timber-frame cottage of domestic scale. In response to crowded conditions at the almshouse, the town built a new almshouse at 26 Alden Street in 1870. Retaining much of its original plan, the former almshouse is a two-storey wood-frame structure of simple Victorian design that has a symmetrical center entry facade with evenly spaced windows reflecting the interior plan of small cubicles opening onto a central hall. Details consist of narrow corner boards and a boxed cornice, although it is possible that modern alterations to the main entry and the addition of wooden shingles have eliminated some Victorian ornamental details.

Among the earliest remaining civic buildings are firehouses that exist in widely spaced locations throughout the community. Although fire-fighting companies had been organized prior to 1836, dates of construction of firehouses (also labelled on maps as Engine Houses) are not mentioned in local histories. By 1858, at least two fire houses had been built on the water side of Commercial Street. Of these two 351 Commercial Street (ca. 1850-1858) remains in nearly original condition; the building is a two-storey wood-frame structure with a rectangular floorplan and gabled facade of two-bays width. The facade's first storey has wide double doors that originally provided carriage access, while the second storey possesses two evenly spaced windows. Trimmings consist of wide corner boards, a deep boxed cornice and clapboard-covered elevations. Nearly identical in plan to this early fire house are five later firehouses (4 Johnson Street and 117, 189, 257 & 514 Commercial Street), all of which were built between 1870 and 1885. Typical of these firehouses is 514 Commercial Street (Photo. 18; ca. 1870-1885) with its square cupola/bell tower, boxed cornice and wide frieze, and bracketed lintel extending across the former carriage entry at the first storey of the facade.

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Private Institutions:

Built by private subscription as a memorial to the landing of the Mayflower in Provincetown Harbor prior to its landing in Plymouth, the Pilgrims' Monument (High Pole Hill Road, 1907; - Photos. # 17 & 19) is Provincetown's most notable public structure. Modelled after medieval Italian campaniles and constructed of rock-faced granite, the tower rises from the peak of High Pole Hill on a site formerly occupied by the town hall (1851 - 1877). The tower's height makes its visible from communities as distant as Sandwich and Plymouth. Since its completion in 1910, the structure has been the dominant element in all views of Provincetown.

The largest group of institutional buildings within the district is church buildings, of which six remain. The oldest of these six is the former First Congregational Meetinghouse, (258 Commercial Street; 1843, Photo. # 17), now a movie theatre, which was built in 1843 using portions of the frame of the congregation's Third Meetinghouse (1792 - 1793) that had originally stood near Shankpainter Road. As originally constructed, this building was a simple Greek Revival style structure with a gabled facade, corner pilasters, and a pitched roof with deep boxed cornices. In 1874, the building was remodelled (and perhaps raised one storey) by the addition of a spire (since removed) and simple Italianate style brackets at the cornice and window frames. Although subsequently converted to a theatre, the building retains many of its original elements.

Built shortly after the First Congregational Meetinghouse, the Universalist Meetinghouse (236 Commercial Street, 1847 - individually listed in the National Register of Historic places) is an exceptional example of Greek Revival Architecture. The building is rectangular in plan, with a two stage tower and lantern rising from the south end of its pitched roof. The facade is composed of a center entry with panelled double door flanked by oversized windows, all set in splayed frames. The lantern is trimmed with Ionic columns standing in antis, while acroteria decorate the corner of the lantern's roof. Building records indicate that the committee charged with selecting a design for the building was authorized to send one of its members to Boston to procure drafts "of the most modern style of church buildings" for examination by the committee.

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Based on this examination, the committee authorized the preparations of plans for the present building, similar to a meetinghouse in Fall River (perhaps the First Methodist Church of 1844).

The former Center Methodist Church (356 Commercial Street; 1860 - individually listed in the National Register of Historic Places), now converted to use as a museum, remains as one of Provincetown's most sophisticated examples of Victorian architecture. Built of wood in the Italianate style, the building rises from a rusticated base to matched boarding at the upper storey and a width that contains three arched openings at the first storey, above which the second storey is divided into three bays by Ionic pilasters. At the head of the pavilion's second storey is a balustrade from which an octagonal tower rises in two stages with arched openings at each face. Originally the tower was capped by a spire that has since been removed. Sidewalls of the building have evenly spaced arched windows at both the first and second storeys.

Other church buildings include St. Peter's Roman Catholic Church (11 Prince Street, 1874, later alterations;- Photo. #20), a simple Italianate style building with paired arched windows and little other ornamentation; the Episcopal Church of St. Mary of the Harbor (513 Commercial Street; 1936), a simple shingled structure reputedly designed and built by a group of local artists; and a former Christian Science Church, now a residence (418-418A Commercial Street, ca. 1910-1930), a one-storey Colonial Revival style church.

In addition to churches, Provincetown has several buildings that were built for local fraternal organizations. The oldest of these is the former King Hiram's Masonic Lodge (119 Bradford Street, 1797, ca. 1865). A two-storey structure with a low hip roof, this building was originally designed, as many Federalist period academy buildings were, to contain a classroom at the first storey and a Masonic meeting hall at the upper storey. Altered by its conversion to a residence in the mid-nineteenth century, the building seems likely originally to have had slightly different fenestration with entries and stairwells set at one end rather than toward the middle of the building. In 1865, the first masonic lodge building was replaced by a two-storey Second Empire Style structure at 222

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### Commercial Street

Another lodge building stands at the northwest corner of Bradford and Winslow Street (98 Bradford Street; 1832), the Independent Order of Odd Fellows Building (Photo #5 - oblique view at left) stands on the site of the "Village Hall" which was built by public subscription to a stock company in 1832. In 1846, the IOOF purchased the building and converted its upper floor to a meeting hall. Subsequently, between 1880 and 1907, the original building on this site was either demolished or enlarged to create the present Queen Anne style structure.

### Commercial & Industrial Architecture

Unlike most communities on the mainland of Massachusetts where the growth of commerce, industry and local population resulted in the construction of increasingly specialized commercial and industrial buildings during the nineteenth and early twentieth centuries, Provincetown has possessed a less specialized stock of commercial buildings throughout its history. Lacking water power and convenient access to fuel supplies for the production of steam power, the community experienced no industrial development. The few industrial ventures that have been attempted, such as the manufacture of shirts (ca. 1890), have been labor-intensive, short-lived and failed to produce any specialized industrial buildings. The nineteenth-century production of dried fish and sea salt required specialized structures in the form of fish flakes (frames on which fish could be spread and covered with tarpaulins) and windmills to pump sea water into wooden frames containing drying trays, none of these structures remain, although they once covered extensive acreage on the back lots behind Commercial and Bradford Streets. [The extent of these structures is indicated on a chart of Provincetown Harbor prepared by the U.S. Engineers' Department, dated January 18, 1838.] Similarly, of the more than fifty-five wharves built out into the harbor on wood pilings between ca. 1830 and the 1880s, none remain except in small fragments as the foundations of buildings on the south side of Commercial Street with the exception of Freeman's Wharf (125 Commercial Street - individually listed in the National Register of Historic Places). For the most part, commercial buildings within the District fall

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into several categories, namely commercial/retail buildings, hotels/guest cottages, workshops and storehouses. As with other buildings in the District, the overwhelming majority of commercial buildings are of wood-frame construction, one or two storeys high, with gabled roofs and minimal ornamental detail.

Commercial/Retail Buildings:

Of the District's many commercial buildings, the most numerous and well preserved are its many retail buildings. Examples range in scale from one-storey, one-room, or apartments at the upper storey. The earliest commercial buildings that retain their original appearances date from ca. 1840 with significant later examples dating from the early twentieth century.

Among the architecturally most significant of the small-scale commercial buildings is a one-storey building at 6 Wiley Street (ca. 1840 - 1850, altered ca. 1900, moved mid-20th century). Apparently moved to its present site, this building possesses a rectangular floorplan that terminates in a pedimented facade (east elevation) framed by pilasters within which are a four-light display window and replacement door; alterations to the facade consist of the addition of decorative shingling in the pediment and the current door (ca. 1900). 70A Commercial Street (ca. 1845) preserves a similar structure attached to the northwest corner and, perhaps, built as an office, this structure has simple Greek Revival style details in its gabled facade, boxed cornice, corner pilasters and moulded window trimmings. Commercial buildings of similar scale, but varied details, exist at 338 Commercial Street (Greek Revival details, ca. 1850), 130 Commercial Street (Greek Revival style elements, ca. 1900) and 322A Commercial Street (astylistic Victorian board-and-batten siding, ca. 1870 1800). More fully Victorian examples of this type exist at 444 & 512 Commercial Street (ca. 1880 & ca. 1870), both of which possess gabled facades with center-entries flanked by display windows that are protected by wooden awnings set on brackets.

More lavish one-storey storefronts were built in the early twentieth century with variations of classically inspired ornamentation. Of these, the most elaborate example is 267 Commercial Street (ca. 1900 - Photo. #14) with its symmetrical facade, original storefront with

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a multi-light transom, classical cornice with acanthus modillions and decorated parapet. Similar in scale, but lacking elaborate ornamentation the B.H. Dyer & Co. Store (173 Commercial Street, ca. 1915); framed by panelled pilasters and a panelled parapet, is especially noteworthy for the retention of its original storefront with complexly angled display windows and paired entries.

While the central part of Provincetown contains the largest concentration of two-storey commercial buildings, some of the best and least altered examples exist toward the East and West Ends of the town. Characteristic of the largest number of two-storey commercial buildings are the former J. Nickerson Store (93 Commercial Street, ca. 1870) and the Italianate style former H. & S. Cook & Co. Store (491 Commercial Street, ca. 1860 - 1870) both of which possess gabled facades of three bay's width with first-storey storefronts that are separated from upper storeys by a bracketed cornice that extends across doors flanked by display window composed of multiple lights. Ornaments at the upper storeys are restricted to brackets at the cornice. Similiar in style but of slightly larger scale is the former head of the Market Wharf (197-199 Commercial Street, 1845, ca. 1873), known during the late nineteenth century as the clothing store of John L. Rich. Built in 1845 as a provision store for ships sailing from the Market Wharf which extended out over the harbor directly behind the building, this structure has a four-bay gabled facade that has been enlarged by the addition of a one-bay entry porch at its east end. As altered around the 1873, the building retains two storefronts which are entered by two sets of panelled wooden doors flanked by display windows of nine lights each. A bracketed cornice extends across the head of the storefronts, above which, trimmings consist of simple corner board and a boxed cornice that may date from the original period of construction; a similar nineteenth century storefront remains at 259 - 263 Commercial Street (ca. 1870-80; Photo #14).

Later commercial buildings, constructed and/or remodelled well into the twentieth century, follow the pattern of three-bay, gabled facades. Typical of the most elaborate of such later examples are the former bank building at 290 Commercial Street (ca. 1910-1920) with its pilastered upper storey, pedimented gable and symmetrical storefront framed by brick piers that support a wide frieze and cornice, and 274 Commercial Street (ca. 1870, 1930; - Photo #15).

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Hotels/Guest Cottages:

Due to the transient residence of some of the mariners associated with Provincetown's fisheries and whaling, hotels that provide both overnight and longer-term lodging have existed in the community long before summer visitors arrived in the late nineteenth century. Of the several early hotels that remain, the Atlantic House (formerly the Union House, 6 Masonic Place, ca. 1798, 1812, mid 20th century; Photo #13) and the Pilgrim House (336 Commercial Street, ca. 1800, 1847, ca. 1870-1890) are the earliest. Both buildings share the same domestic form in their five-bay center entry facades that are surmounted by one and one-half storey pedimented gables. Of the two, the Atlantic House (now used as a bar) preserves important elements of its original Federalist design in its moulded cornice and lancet window at the facade gable. A view of this building, published in the 1886 Directory of Provincetown, shows the building's main entry on the south side of the building where a two-storey porch extended the length of the structure; it is unclear whether this view is an accurate representation of the building or merely a standardized illustration. More thoroughly remodelled in the Greek Revival style, the Pilgrim House possesses panelled corner pilasters that support the main cornice. As renovated in 1847, the building also possessed an open one-storey porch across its facade; however, this feature has been removed in the twentieth century.

Later hotel buildings are less domestic in scale, perhaps reflecting the presence of summer visitors rather than commercial lodgers. Built between 1840 and 1860 - for use as a public hall, Ocean Hall was converted to the Central House (243-249 Commercial Street; ca. 1840-1900) in 1868 when it was enlarged to become Provincetown's largest hotel. Based on historic photographs and remaining elements of the building's original design, the structure was originally two storeys high with a pitched roof that terminated in a pediment at the north end facing Commercial Street and a gable at the end facing the water. The facade seems to have contained four closely-spaced, oversized windows at both storeys, as well as a two storey porch supported by two tiers of Doric columns rather than the current two-storey piers. The south end of the buildings also had a one-storey verandah with an open second storey that provided guest with views of the harbor. Enlarged again in the late 19th century, the building now has a third storey contained beneath a shingled

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mansard roof. Of similar scale and period, but less well documented regarding its original appearance, the Gifford House (9 Carver Street; 1858) was built for Moses Gifford in the southern half of the present three-storey structure, the earliest portions of the hotel bear Greek Revival style details in their panelled corner pilasters; however, this section of the building appears to have been extensively remodelled around 1910 when the northern half of the building was constructed in a simplified version of the Colonial revival style.

In addition to these four major nineteenth-century hotels, Provincetown possesses numerous small inns and guest houses that have been created by the conversion of former residences. For the most part, these buildings retain the appearance of their original domestic designs, modified by the addition of a mansard roof such as that at the Figurehead House (476 Commercial Street, ca. 1820 & ca. 1880), and more frequently by the enlargement of former service ells. Although cottage colonies became a popular form of summer lodging throughout much of Cape Cod during the early twentieth century, the density of existing buildings within Provincetown seems to have limited these sorts of buildings to the periphery of the town, near Truro, with the notable exception of Delft Haven (5 Commercial Street; 1930). Composed of a group of one-storey cottages arranged symmetrically about a central lawn, each of the cottages at Delft Haven possesses Colonial Revival style details that include panelled entries, multi-pane sashes, over-sized brick chimneys and shallow overhanging gables.

Workshops/Storehouses:

During the nineteenth century, large numbers of one and two-storey wood-frame structures of utilitarian design with shingled walls and roofs were built to serve local fisheries. In general, the majority of these buildings stood near wharves where they served as fish houses, blacksmith shops, oil factories (whale & cod oils), boat houses, paint shops, packing sheds, coal sheds, lumber sheds and storehouses for a variety of supplies. While a large number of these structures remain, nearly all have been converted to commercial or residential uses. Those that retain the majority of their original designs include the former Lewis & Brown Wharf (rear

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227 Commercial Street; ca. 1850-1880), two former Boat Houses at the head of Captain Jack's Wharf (73 1/2 Commercial Street, pre-1870), a former blacksmith shop 467 Commercial Street (pre-1870), and sections of the structure that make up Knowles/Bull Ring Wharf (381-383 Commercial Street, 19th c. - Photo. #16).

Artists' Studios:

Although artists' studios exist throughout Provincetown in large numbers, they do not form a uniform building type. Studios of widely varied scale exist in former barns, fish houses and sheds as well as in rear wings of houses and as free-standing structures built solely as studios. While many were built by the artists that occupied them, a large number were built on speculation as summer rental properties. Dating mostly from the very late nineteenth century and the first half of the twentieth century (especially 1900 - 1930), studios share a single common feature in their large lights that generally face north for constancy of lighting. Among the oldest buildings used as studios are the former E. Ambrose Webster Studio (180 Bradford Street; ca. 1900); built immediately next to the Gothic Revival style cottage which Webster purchased, the studio mimes some of the cottage's details in its steep gable, board-and-batten siding and lancet window. Other studios include a former barn occupied by Franz Kline after 1925 (16 Mechanic Street), the former workshop of Sol Dyer Nickerson that was converted to a studio for Colton Waugh (72A Commercial Street; pre-1850, ca. 1930), the Frederick Waugh/Hans Hofman Studio in the rear wing of 76 Commercial Street (ca. 1820-1840, ca. 1928) and the studio of Pauline Palmer (5 Webster Place, ca. 1850 - 1870, ca. 1915). Multiple unit rental studios began to exist in 1913 with the establishment of the Vinton Studios (385 Commercial Street) where existing buildings were converted to studios that rented for \$50-60 per season. Other larger, group studios were established in the vicinity of Brewster and Pearl Street north of Bradford Street where a former lumber yard and barn were converted to F. A. Day's Studio in 1914 (240 Pearl Street) and Euler Studios was established by Reeves Euler (4 Brewster Street, ca. 1920).

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PRIOR INDIVIDUAL NATIONAL REGISTER PROPERTIES WITHIN THE DISTRICT:

Within the boundaries of the Provincetown Historic District, five properties have previously been listed individually in the National Register of Historic Places; these are:

- First Universalist Church of Provincetown (236 Commercial Street)
- Former Center Methodist Episcopal Church (356 Commercial Street)
- Freeman's Wharf (125 Commercial Street)
- Provincetown Public Library (330 Commercial Street)
- United State Post Office - Provincetown Branch (217 Commercial Street)

Archaeological Description

While no prehistoric sites are currently recorded in the district, or in the town, sites may be present. Locationally favorable attributes are present, including the district's close proximity to Provincetown Harbor, well drained soils and fresh water wetlands along much of the district's interior boundary, which indicate potential for native subsistence and settlement in this area. Late Archaic period sites are the earliest potential sites likely to be found, as Provincetown was not yet geologically formed during earlier periods. Native settlements and transportation routes may have focused on the harbor area where the district is located. Historic period development has probably had an impact on native sites in the area.

A high potential exists for locating historic period archaeological resources within the district. Contact period native trails and settlements are likely present as well as camps and fishing stations of explorers and fishermen who frequented this area from the sixteenth through seventeenth centuries. Structural survivals of Colonial Period homes likely survive in the district since few if any of these homes are still extant and most were originally built in the harbor/district area. Only three homes were reported by 1755, twenty by 1775. Structural survivals may also survive of the town's first meetinghouse, ca. 1717, thought to have been built in

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the vicinity of the First Burial Ground near Court and Wintrop Streets. Survivals may also exist of the town's second meetinghouse, ca. 1773, apparently built at the same site as the first. Archaeological survivals of eighteenth and nineteenth century structure are probably more common in the district, as are structures still extant. Most survivals are residential remains, though institutional and industrial remains are also probably common. Potential institutional survivals include two Methodist Meetinghouses (1843), a Masonic Lodge (1797), and possibly a home for the poor (1806). Industrial remains associated with provisioning and processing catches from fishing vessels are also likely in the district. Structural remains likely exist from houses where fish were deposited, smoke houses, vessel shops and barns. Wharf remains also probably exist dating to ca. 1830 or earlier, possibly filled in or incorporated into later wharves. Other nineteenth century historic archaeological survivals which may exist within the district include the remains of salt works and windmills, one of which is reported at the site of Pilgrim Monument. Occupational-related features (trash pits, privies, wells) also likely exist associated with residential, institutional, and industrial/commercial structures listed above. Similar features exist in association with late eighteenth through nineteenth century structures still extant in the district.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)  
ARCHITECTURE  
LITERATURE  
PERFORMING ARTS  
MARITIME HISTORIY  
COMMUNITY PLANNING AND DEVELOPMENT  
COMMERCE - TRADE  
INDUSTRY: FISHING  
ETHNIC HERITAGE: EUROPEAN & NATIVE AMERICAN

Period of Significance  
1700-1783  
1783-1812  
1813-1900  
1900-1935

Significant Dates  
1727

Cultural Affiliation  
N/A

Significant Person  
N/A

Architect/Builder  
N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Provincetown National Register District possesses integrity of location, design, setting, materials and workmanship as well as historical association with the community's maritime and artistic development. Established in the mid-eighteenth century, Provincetown has possessed regionally important fisheries throughout its history, even though their major importance was achieved in the last quarter of the eighteenth and the first three quarters of the nineteenth centuries. In addition, the community's location, surrounded by the sea at the tip of Cape Cod provided it with an ambiance that attracted summer visitors in the late nineteenth and twentieth centuries, including a nationally significant group of visual artists and writers. The District comprises nearly all of the built-up portions of the community which had achieved its present extent by approximately 1880. Lacking many large scale and high-style buildings, the character of the District is defined by large numbers of timber-frame and Victorian style wood-frame cottages, closely built along narrow streets, all within sight of the harbor. Although many buildings have been enlarged by the addition of dormers, wings and storefornts, as part of the community's on-going tourist economy, the vast majority of buildings preserve their eighteenth, nineteenth and early twentieth century cores largely intact. Many buildings were reorientated on their lots to accomodate the location of the road as well. For these associations, the District meets criteria A & C and exception B of the National Register of Historic Places.



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PROVINCETOWN, MASSACHUSETTS HIST. DIST.

GENERAL HISTORYInitial Settlement - ca. 1700-1783:

Throughout its development, Provincetown's geographical isolation at the tip of Cape Cod, its possession of an exceptionally sheltered, large harbor and its location on land composed of unstable, shifting sands have provided the community with a history that is unique in Massachusetts. Jutting out into the Atlantic Ocean near highly productive fishing grounds, Provincetown Harbor (also known as Cape Cod Harbor) attracted the attention of early explorers and European fishermen who sailed to North America prior to the settlement of New England. A coastal survey of North America by John Verrazano in 1524 is believed to provide the first positive identification of Cape Cod by Europeans (Deyo: 951); on subsequent sixteenth-century navigational charts the area was indicated as a sandy cape. In 1602, Bartholomew Gosnold, the first Englishman to record a visit to the area, gave the name Cape Cod to the area immediately north of the Truro highlands (containing sections of North Truro and Provincetown) due to the abundance of codfish in the surrounding waters. Subsequent explores who are known to have visited the area of Provincetown include Martin Pring (1603) who observed no inhabitants, Samuel de Champlain (1605), John Smith (1614) who noted the presence of the "Pawmet" Indians as inhabitants, Edward Brawnde (1616) and Thomas Dermer (1619). In addition to explorers, it is likely that fishermen used the area as a source of fresh water, fuel and safe anchorage, as did members of John Smith's group, who in 1614, under the charge of a Captain Hunt, remained to prepare dried fish for shipment to Spain (Deyo: 953-955); in one of the few recorded contacts with native inhabitants, Hunt is credited with the enslavement of twenty-seven Pawmet Indians.

In 1620, the area of Provincetown was visited by the Plymouth Colony Pilgrims after their trans-Atlantic voyage in the Mayflower. During the period in which the Mayflower was anchored in Provincetown Harbor, fresh water was obtained from the various ponds in the low hills behind Provincetown, fuel wood was taken from the forests that then covered much of the landscape, various sites around Cape Cod Bay were explored for potential settlement and the Mayflower Compact was signed - events which have been commemorated in the twentieth century by the construction of the Pilgrims'

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Monument (High Pole Hill Road; 1907; - Photo #19) and the Mayflower Compact Monument (106 Bradford Street, 1921 - Photo #19). Although the group soon moved on to Plymouth, leaving Cape Cod unoccupied, the newly formed Plymouth Colony took an active interest in regulating the rich fisheries of Cape Cod through taxation, restriction on fishing during spawning seasons and the granting of concession rights for various types of fishing (Deyo: 960). In addition, the Colony's General Court sought to establish a clear right of ownership to the land by obtaining confirmatory deeds from the Pawmet Indians in 1654 and 1679.

During this same period, the Plymouth Colony granted charters to numerous towns along the bay side of Cape Cod as far as Eastham. While Provincetown remained officially unoccupied, it seems to have continued to have seasonal occupants. Evidence of less transient occupancy of the area by English colonist post-dates the amalgamation of the Plymouth and Massachusetts Colonies in 1692 and the consequent transfer of the tip of Cape Cod to the Province of Massachusetts (for which it was renamed the Province Lands). The first locally recorded birth of an English child (Ephraim Doane), in 1696, together with the subsequent recorded birth of Ezekial Cushing (1698) is taken by local historians to indicate that some permanent settlement had begun by 1700 (Deyo: 962; Smith: 247).

Lacking the customary charter from the general Court and its attendant requirement to maintain a minister, early settlers were essentially squatters on public lands whose existence outside the highly regulated Puritan social structure was of concern to surrounding communities and to the General Court. In 1714, the Massachusetts General Court established the Province Lands as the Precinct of Cape Cod to be administered by the neighboring town of Truro. Recognizing the physical damage that had been done to the landscape by the loss of forests that once held the sand hill in place, the Court prohibited the "cutting, barking or boxing" of trees and bushes for turpentine, noting that the loss of this protective foliage had freed sand to blow into and fill the harbor. At the same time, the Court also recognized the existence of a permanent population, although it did not grant them ownership of land and required that residents maintain a preacher to be paid 60 pounds per annum to be defrayed, in part, by charging the master of ships anchored in the harbor a levy of 4 Pence per week for each

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crew member. In 1717, the Court granted 150 Pounds toward the construction of a meetinghouse that was to measure 32' X 28' with an interior gallery on three sides (Deyo:965). The exact location of the original meetinghouse is unknown, although it is commonly believed to have been in the vicinity of the First Burial Ground (Court & Wintrop Streets). Finally, in 1727, the General Court passed an act by which Provincetown was incorporated as a separate town; however, the Court reserved ownership of all land on which the town stood, creating a unique circumstance by which all residents remained as squatters.

Throughout the eighteenth century, Provincetown experienced wide fluctuations of population, so much so that in 1790 it was noted that: "This place, has been in a state of thriving and decaying many times." (Mass. Magazine: 149). As early as the 1730s population began to decline from the levels that had warranted incorporation of the town. On February 19, 1739, the Boston Post Boy (Barber: 51) noted:

We have advice from Province-Town of Cape Cod, that the whaling season is now over with them, in which there has been taken in that Harbor six small whales and one of a larger size about six foot bone: beside which 'tis said two small whales have been killed at Sandwich, which is all that has been done in that business in the whole Bay. 'Tis added, that seven or eight families in Province-Town, among whom are the principal inhabitants, design to remove from the place to Casco Bay in spring of the year.

By 1748, local histories report that only three families and three houses remained from the former community; however, the concern of the General Court in 1744, for damage done to vegetation and the harbor by turning cattle onto the beach suggests that there may have been more activity in the area than is implied by the presence of three families (Deyo: 965-966; Barber:49). Between 1755 and 1776, the town reportedly grew to possess a population of 205 living in 20 houses. During the Revolutionary War, Provincetown was largely abandoned by its inhabitants, as the community's isolation by land and dependence upon water transport made it especially vulnerable to the British Navy which "whenever they pleased, entered the harbour, and exacted those supplies, which the inhabitants were able to furnish." (Mass. Collections: 202). With the close of the war in

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1783, Provincetown was re-occupied and began a rapid period of development from which much of the present community dates.

Documentary sources are ambiguous as to the degree to which existing houses were destroyed or merely left unoccupied during the community's several periods of decline. Several properties within the district have strong traditions of pre-dating 1783; the most noteworthy of these is the Nickerson House (72 Commercial Street, attributed 1746; Photo #1) which is believed to be the oldest frame house in Provincetown. The building's vernacular center-chimney, timber-frame design is compatible with a mid-eighteenth century construction date, as are the building's projecting window frames and Georgian style mouldings. Other timber-frame cottages of similar design exist scattered throughout the length of the community, corresponding to the tradition that eighteenth-century settlement consisted of several clusters of houses owned by extended families. Examples include 28 Commercial Street (ca. 1782), the Kibbe Cook House (466 Commercial Street, pre-1820), and the Sarah Whorf House (522 Commercial Street, pre-1800). Although full two-storey houses were extremely rare prior to the second quarter of the nineteenth century, the Deacon David Ryder House (4 Winslow Street) is a center-chimney timber frame house that is believed to have been built in 1772 on the site of the present Town Hall (260 Commercial Street).

Re-settlement - 1783-1812:

With the conclusion of the Revolutionary War in 1783, Provincetown was quickly re-occupied. From a partially abandoned community in the late 1770s, the town grew to 454 residents in 1790, 812 residents in 1800 and an estimated 946 in 1802 (Mass. Collections: 200) after which population declined slightly to 936 in 1810. The prosperity that supported a growing population was based entirely upon the catching and curing of fish, so much so that in 1802 it was noted that "The air [of Provincetown], though naturally pure, is rendered unpleasant by the fish flakes which surround the houses." Employing more than fifty seines, residents fished the harbor seasonally for herring, bass and mackerel which were shipped to Boston. In addition, between 20 and 33 vessels (1790 & 1802) fished for cod off the coasts of Newfoundland and Labrador, and in the Bay of Chaleur. By 1802, these ships, including four additional vessels

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that were owned jointly by residents of Provincetown and Boston merchants, employed more than "three hundred men and boys; a quarter of whom belong to other places [than Provincetown]". Additional fishing included a small number of whales and sharks taken for oil, and lobsters that were shipped to New York City as early as 1802 (Mass. Collections: 199-200). In 1801, this fleet caught 33,000 quintals of fish. During this period, Provincetown remained entirely dependent upon mainland Massachusetts for most other supplies with which to outfit its ships, including fruit and produce (Mass. Magazine: 149-151).

The prosperity continued until 1808-1812 when the Embargo Acts and the War of 1812 interrupted local fisheries (Deyo: 967) and put Provincetown under the domination of the British Navy:

During the greater part of our late war with Great Britain, it [Provincetown Harbor] was occupied by the enemy, who kept a strong squadron almost constantly stationed here, enabling him not only to dictate the terms upon which its inhabitants were permitted to exist, but also to cripple our commerce and destroy the property of our citizens..." (U.S. Congress, 2nd Session, House Exec, Doc #121, p. 14)

During the period of re-settlement, the number of houses in Provincetown increased from approximately twenty in the 1770s to 144 in 1802. New construction filled in the gaps between the former clusters of houses and defined much of the community's current plan by creating a linear village that extended along the harbor for approximately one and one-half miles:

The houses [of Provincetown] stand upon the inner side of the hook of the Cape, fronting southeast, looking in to the harbor. They are small, one story high, and set up on blocks or piles that the driving sands may pass under them; otherwise they would be buried in sand. The houses stand in range upon the beach, the [fish] flakes on which they dry their fish are round them. (Mass. Magazine: 75).

More than two thirds of the dwelling houses are built close to the harbour, a few stand back in vallies [sic.]; but none of them far from the shore. Two of the houses only are two storeys

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in height. Most of these houses are new, neat, painted and well-finished. (Mass. Collections: 200-201).

The architectural character of this period remains in the district's many timber-frame cottages, such as the 3/4 cottages at 1 Baker Avenue (photo #2) and 226 & 230 Bradford Street (Photo #3) as well as the numerous center entry cottages such as 54 Commercial Street (ca. 1790; Photo #4) and 60 Commercial Street. While the scale and plan of cottages of this period are essentially Georgian, many bear Federalist style in detail in the form of entries composed of pilasters or fluted brackets flanking a fanlight (1 Baker Avenue and 5 Pleasant Street) and decorated cornices (82 Commercial Street). Two-storey houses are rare, although several notable examples exist, such as the late Georgian style (central chimney) house at 396 Commercial Street (1789), the Red Inn (13 Commercial Street, 1805), and the more ambitious brick-end Federalist style Fairbanks House (90 Bradford Street, ca. 1800; - Photo #5). An important and regionally rare survival from the community's pre-automotive period are numerous footpaths, unpaved courts and narrow lanes that lead from Commercial Street to clusters of timber-frame cottages and outbuildings that preserve both their original architectural elements and much of their original settings. Especially well-preserved settings include Atwood & Ericson Avenues in the West End of the District.

In addition to domestic buildings, the period of re-settlement saw the construction of ninety stores, in which fish were deposited, dive houses for the smoking of herring, four or five hops, twenty barns, and two windmills: (Mass. Collections: 200-201); While service and commercial buildings of this period have not been securely documented, the presence of a large number of astylistic timber-frame service structures such as 73 1/2 Commercial Street (Photo #12) and the Knowles' Wharf (383 Commercial Street 4; Photo #16) indicate that buildings of this period may remain in use beneath subsequent alterations.

Essentially domestic in scale, three other important buildings remain from this period. The former King Hiram's Masonic Lodge (119 Bradford Street) was constructed in 1797 for joint use as a meeting hall (2nd storey) and academy (1st storey); moved in the 1860s and converted to residential uses, the building nonetheless retains

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importance as the town's oldest institutional structure. Either built as hotels or converted early in their histories, the Pilgrim House (336 Commercial Street; ca. 1800) and the Atlantic House (6 Masonic Place; c. 1798; - Photo #13) possess center-entry facades with high Style details that mark them as the District's most important early commercial buildings.

Development 1813-1900:

With the end of the war and the departure of the British Navy, Provincetown resumed its fisheries and continued its steady growth until 1875-1880 when it achieved its present size. During this period, the population rose from 936 in 1810 to 4,357 in 1875). As employment in the cod and mackerel fisheries increased to 1,078 in 1837 to 1,260 in 1865, the number of vessels engaged in the fisheries increased from 98 vessels of 3,000 tons in 1837 to 105 vessels of 9,438 tons in 1865. Subsequently, the cod and mackerel fisheries reached a peak in the mid-1880s, after which fisheries declined. Beginning with poor catches in 1889, followed by low fish prices during the financial depression of the early 1890s, and the Portland Gale of 1898 which destroyed nearly half of the town's wharves at a time when financially weakened businesses could not afford to rebuild, the fishing industry declined. By 1895, the number of schooners in Provincetown had fallen to 47, down from 114 in 1885. Although some recovery occurred in the early twentieth century, fisheries never recovered their position of dominance in the local economy.

During the same period, employment in whaling rose to thirty-five on two ships in 1837, to 520 on twenty-six ships in 1845, and to 498 on twenty-eight ships in 1845, fluctuating employment statistics and local tradition, however, suggest that whaling was practiced in addition to other fisheries by numerous individuals. During the Civil War, the threat of capture or loss of ships to Confederate cruisers damaged the local whaling business; concurrently, the widespread adoption of petroleum provided a substitute that undercut the market for whale oil. By the 1870s local whaling was drastically reduced, although seven ships continued in the business at least as late as 1889 (Jennings: 96). Whaling did not terminate completely until 1913, when Captain John Cook made the town's last whaling voyage.

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During the first half of this period, the manufacture of salt became a major business throughout the community. By 1837, seventy-eight saltworks had been established, employing 156 people and creating "numerous wind or salt mills, by which the salt water is raised for evaporation, thickly studding the shore throughout the whole extent of the village, [which] gives this place a most singular and novel appearance" (Barber: 50). By the early 1840s, the reduction of salt tariffs together with the discovery of salt deposits in New York undercut the local production of salt which declined from 48,960 bushels in 1837 to 2,304 bushels in 1855. By the late 1860s, salt production had ceased, former salt works had been dismantled and their number had been re-used for fish sheds and other service buildings, leaving no evidence of this once important manufacture (Smith: 51).

Beginning around 1830 with the construction of a wharf near the corner of Masonic Place by Thomas Lothrop, Provincetown's Harbor was greatly changed by the construction of more than fifty-five wharves of varying sizes between 1830 and 1880. While the majority of wharves were built for family-owned enterprises (both ship owners and provisioners), some of the largest such as the Union Wharf (1833) and Market Wharf (1845) were built for capitalized partnerships. In general, wharves remained in active use throughout the nineteenth century, but began to fall into neglect following the destruction of many of them in the Portland Gale of 1898, after which the majority collapsed, leaving only small portions of their structures in the form of pilings in the water and beneath commercial buildings along the shoreline such as 73-73 1/2 Commercial Street (Photo #12), Freeman's Wharf (125 Commercial Street - individually listed in the National Register of Historic Places), the former Market Wharf, the former storehouse at 227 rear Commercial Street, and the Knowles Wharf (381-383 Commercial Street - Photo # 16). In addition to wharves, the majority of the town's commercial buildings were crowded in groups along Commercial Street (such as 259-267 & 274-284 Commercial Street - Photos #14 & 15) where their gabled facades, wooden storefronts and simple Victorian details created much of the district's present appearance.

The success of local fisheries during this period created widespread prosperity that is evident in the many well-detailed cottages and most houses that were built throughout the community. Unlike many

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other communities that prospered during this period, the fisheries in which Provincetown was engaged did not produce the enormous private fortunes that grew out of mechanized manufacturing and foreign trade elsewhere in Massachusetts. For this reason, local domestic architecture exhibits a marked uniformity of scale, setting and materials. Major local houses such as the Second Empire Style Benjamin Lancy House (230 Commercial Street; 1874) and the Italianate style W. Atkins House (160 Commercial Street; Photo #9) stand as exceptions to the large number of sidehall cottages and center-entry cottages of Greek Revival, Italianate, Gothic Revival and astylistic Victorian design which dominate much of the district, including 50, 52 & 56 Commercial Street (Photo #4), 128 Commercial Street (photo #6), 9 & 11 Pleasant Street (Photo #7) and 15 and 17 Tremont Street (Photo #8).

During this period long-standing trade contacts with the Azores brought about large-scale Portuguese immigration which continued well into the twentieth century. Drawn largely from the Azores, Portuguese immigrants were present in Provincetown by the 1840s and sufficiently numerous that between 1843 and 1858 local Birth records note 49 children born to Portuguese by birth or descent. The central institution of the Portuguese community was St. Peter, the Apostle, Roman Catholic Church (11 Prince Street; 1874; Photo #20) Established by Irish immigrants in 1852, St. Peter's Church and become predominantly Portuguese by 1875 when the present church was constructed. Other important public buildings of the period include the Greek Revival style First Universalist Church (236 Commercial Street; 1847) and the Renaissance Revival/Italianate style Center Methodist Church (356 Commercial Street; 1860) both of which are listed individually in the National Register of Historic Places. Equally important are the town's two major civic buildings, the Provincetown Town Hall (260 Commercial Street; 1885; Photo #17) and the Provincetown Public Library (332 Commercial Street, 1874 - listed in the National Register of Historic Places), both of which resulted from donations by local citizens.

Art Colony/Tourism - ca. 1900-1935:

With the stagnation of its fishing economy and the levelling of population at approximately 4,500 after 1875-1880, Provincetown entered a second phase of economic development based on tourism,

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which continues to serve as the basis of town's economy. With the extension of the Old Colony Railroad from Wellfleet to Provincetown in 1873, and the establishment of a regular steamboat to Boston in 1863, the community was provided with two important means of transportation for tourists. Among the various tourists and summer residents who began to come to Provincetown in the 1870s-1890s, were a number of painters who were attracted by the town's seaside location, light and inexpensive accommodations. The most significant member of this group was Charles Hawthorne (1872 - 1930), a student of William Merritt Chase, who had initially taught at Chase's art school in the Shinnecock Hills of Long Island, New York. Following Chase's sale of his Long Island property and a dispute between Chase and Hawthorne, Hawthorne came to Provincetown in 1899, established the Cape Cod School of Art and built a studio on Miller Hill just outside of the Provincetown Historic District. Among the many colleagues who followed were artists such as: E. Ambrose Webster (1869-1935), a modernist and, later, an exhibitor at the Armory Show, who purchased a Gothic cottage, built his studio in a similar style at 180 Bradford Street and established an art school in 1900; George Elmer Browne (1871-1946), a landscapist, who established a studio and school at 60 Franklin Street in the West End by 1915.

Although early art students attracted to Provincetown were young ladies of polite families, who boarded at guest houses such as the Figurehead House (476 Commercial Street) for summer art instruction, more accomplished artists soon adopted the town. With the beginning of World War I, expatriate artists returned to the United States from Paris and other European cities to avoid the war. During this period, Charles Hawthorne closed his Paris studio in order to return to Provincetown and encouraged others to join him. Similarly, both George Elmer Browne and E. Ambrose Webster returned from study in Paris and, presumably, persuaded other colleagues to follow.

As a result of the return of large numbers of expatriate painters and writers, first to New York City's Greenwich Village, and then to Provincetown, the town's artistic life was enlivened by the founding of many social and artistic institutions that raised the community to national prominence. Perhaps the best known of these associations are the Provincetown Players, a theatrical club formed by George Cram Cook, Mary Heaton Vorse, (466 Commercial Street, pre-1820, ca. 1914), painter B.J.O. Nordfeldt, writers Jack Reed,

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Louise Bryant and Susan Glaspell (564 Commercial Street), political activist Terry Carlin, playwright Eugene O'Neill, and others. Originally located in a former wharf building (253A Commercial Street) that has since been destroyed, the Provincetown Players were soon joined by the Wharf Theater and the Artist's Theater, which were also located in former fish wharves.

Indicative of the large number of painters, sculptors and printmakers who came to Provincetown is the founding, in 1914, of the Provincetown Art Association (454-460 Commercial Street) and its membership growth to 289 members by 1917. Similarly, the Beachcombers' Club was founded in 1916 as an informal social club of writers and authors which moved in 1917 to a former sail-loft (463 Commercial Street). Other social clubs of the period included the Sail Loft Club and the "Sixes and Sevens," an alcohol-free nightclub in the East End building originally occupied by the Provincetown Players. In addition, numerous buildings were adapted to accommodate rental studios for artists, including buildings such as Day's Lumber Yard (24 Pearl Street) and Euler's Studios (4 Brewster Street). A larger number of houses and former workshops were altered to contain studios for artists such as Frederick and Carlton Waugh (72A Commercial Street), Blanche Lazzell (351A Commercial Street), and Ross Moffett (296A Commercial Street).

In addition to artists, Provincetown began to attract summer tourists in increasing numbers throughout the beginning of the twentieth century, especially after the opening of a state highway (Route 6) to the town between 1920 and 1925. Because of the density of the pre-existing town, the development of tourism within Provincetown did not result in large-scale new construction, but rather in the widespread conversion of existing sheds and outbuildings to use as guest cottages, and the construction of simple new cottages along the beach. Much of the District's East End contains late Victorian summer cottages of simple Queen Anne style and Colonial Revival design, built between 1900 and 1925, such as 620, 633, 635 & 645 Commercial Street which were occupied by artists and non-artists. Other simple cottages of this type continued to be associated with artists such as Maurice Stern, a student of Thomas Eakins (619 Commercial Street; ca. 1910). At the District's west end, Delft Haven (5 Commercial Street, 1930) is the most distinctive example of a tourist court of Colonial Revival overnight cottages.

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Much of the artistic and literary tradition that began at the time of World War I and many of the individuals who established it continued to be active until after World War II, attracting to Provincetown a subsequent generation of artists that have included major contemporary figures such as writers Norman Mailer and Tennessee Williams, and painters Robert Motherwell, Claes Oldenburg and Mark Rothko whose major works have been produced in the last forty years. This circumstance provides additional literary and artistic associations that are too recent to be considered as part of the District's historical significance, but which should be re-evaluated periodically in the future.

Archaeological Significance

Since patterns of prehistoric occupation in Provincetown are poorly understood, any surviving sites would be important. Sites in the area may offer the potential for a greater understanding of how the Provincelands developed and how man interacted with that development.

Historical archaeological remains in the Provincetown area offer the potential for a greater understanding and documentation of the sixteenth and seventeenth century period of exploration and early fishing which occurred in this area. Archaeological remains also offer the potential for documenting the late seventeenth and early eighteenth century period of settlement for which little information survives. Structural remains and occupational-related features from these and later periods can provide detailed information on the changing social, cultural and economic patterns that characterized Provincetown's growth. Analysis of remains associated with Provincetown's fishing industry can provide important information on fishing technologies used throughout the town's history.

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UTM References

	Zone	Easting	Northing
A	19	403600	4657000
B	19	403600	4656910
C	19	402210	4655710
D	19	401580	4655110
E	19	401020	4654460
F	19	400950	4654490
G	19	400930	4654600
H	19	401080	4655860
I	19	401230	4656040
J	19	401140	4656340
K	19	401370	4656510
L	19	401960	4656620
M	19	402210	4656620
N	19	402770	4657050
O	19	402990	4657090

Provincetown Quadrangle  
SCALE: 1:25000

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VERBAL BOUNDARY DESCRIPTION

The Provincetown Historic District occupies a site that faces southeastward on the north side of Provincetown Harbor, approximately 1 1/2 miles northwest of Long Point and 3 miles southeast of Race Point. The district extends for slightly more than 2 miles along the shoreline of the Harbor, varies between 100 yards and 1/4 mile inland, and is defined by existing lots as marked on Provincetown Assessors' Maps (reduced scale approximately 1"=100') that have been attached to this nomination.

Beginning at its northeast corner, the District tapers to a point that consists of the east lot lines of #665 & 652 Commercial Street. Moving clockwise from this point, the District is bounded on the southeast by the low water line of Provincetown Harbor between #5 & 665 Commercial Street, excepting the locations of the Municipal Wharf, the Coast Guard Pier and Freeman's Wharf where the boundary extends into the harbor to include these structures.

At its southwest corner, the District tapers nearly to a point that consists of the southwest lot lines of #5 & 8 Commercial Street.

Moving northeastward from #8 Commercial Street, the District's northwest boundary is an irregular line that follows approximately the base of a sand hill along the back lot lines of properties on the northly side of Commercial Street (#8-22), Point Street (#1-9), Commercial Street (#42-54), Atwood Avenue (#2-12), Tremont Street (#19-29), West Vine Street (#14-19) and Nickerson Street (#12-16). Eastward from #2 & #5 Bradford Street, the District's northwest boundary is defined by the rear lot lines of properties on the northwest side of Bradford Street as far east as Shank Painter Road.

Eastward from Shank Painter Road, the District extends northwest of Bradford to include Winthrop Street (to #24 & 27), Court Street (to First Burial Ground & #33), Prince Street (to #11), Winslow Street (to #15 & 16), Alden Street (to St. Peter's Cemetery), Cemetery Road (to Old & New Cemeteries), back to the rear lot lines of #134-142 Bradford Street. Continuing eastward, the northwest boundary is former by the lot lines of Center Street (#27), Railroad Avenue (#7), Corwell Street (#8 & 9), Fishburn Court (#6 & 8), Pearl Street (#36-44), Brewster Street (#22 & 27), Priscilla Alden Road (#4-18) and Bradford Street (174-190). At Bang's Street, the boundary extends along the rear lot lines of #18-26) after which it returns to rear lot lines between #192 & 288 Bradford Street, except at Howland Street where it includes #14 Howland Street, northwest of Bradford Street. Eastward from #288, the boundary extends along the south side of Bradford Street to #311 after which it follows the rear lot lines of properties on the northerly side of Commercial Street to #652 & 665.

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BOUNDARY JUSTIFICATION

Boundaries of the District have been selected to encompass those sections of the town developed first as a fishing village and later as a art colony/summer resort between the eighteenth and early twentieth centuries.

At its northeast corner, the District tapers to a point that marks the end of the closely built houses of the town; eastward from this point are several hills with scattered summer cottages and motels that differ in architectural character and setting from the District.

On the southeast, the District is bounded by the tidal flats of Provincetown Harbor which have been an integral part of the town's history, serving as the community's principal overland roadway prior to the creation of Commercial Street in the 1830s, the site of commercial fishing for several centuries, the site of numerous wharves during the nineteenth century, and a major attraction for the town's development as tourist resort in the early twentieth century.

At its southwest end, the District tapers nearly to a point west of which are sand hills and marshes as well as several modern houses and motels that date from the mid-twentieth century. Moving northeastward, the District's northwest boundary is formed by the base of a high sand hill which remained undeveloped until the 1980s.

Eastward from West Vine Street, the northwest boundary is formed in large part by the back lot lines of properties on the northwest side of Bradford Street, which correspond approximately with the extent of the town's densely built pre-1900 core. Exceptions exist in four locations. The area north of Bradford Street between Nickerson and Montello Streets was developed in the nineteenth century, but has been excluded from the District due to a high level of recent alteration and new construction. Between Winthrop and Alden Streets where boundaries extend north of Bradford Street to include important institutional sites, such as the town's First Burial Ground (Winthrop & Carver Streets), major nineteenth-century cemeteries (Alden Street & Cemetery Road), Provincetown's most visible landmark (the Pilgrims' Monument & High Pole Hill), and several streets of nineteenth century cottages. Between Conwell Street and Priscilla Alden Road, a large area north of Bradford Street has been included within the District because of the presence of numerous artists' studios dating from the early twentieth century. Finally, Bangs Street north of Bradford Street has been included in the District because of its retention of simple nineteenth and early twentieth century cottages that relate to the District's major themes.

## Missing Core Documentation

<b>Property Name</b>	<b>County, State</b>	<b>Reference Number</b>
Provincetown Historic District	Barnstable County, Massachusetts	89001148

The following Core Documentation is missing from this entry:

Nomination Form (missing Section 7 continuation sheets #13 and 15)

Photographs

USGS Map

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 89001148

Date Listed: 08/30/89

Provincetown Historic District  
Property Name

Barnstable  
County

MA  
State

N/A  
Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*Betsy L. Savage*  
for Signature of the Keeper

8/30/89  
Date of Action

-----  
Amended Items in Nomination:

3. Classification

Number of Resources within Property:

The number of previously listed properties is 4, not 5:  
Freeman's Wharf has only been determined eligible.

This information was confirmed with Betsy Friedberg, National Register Director, MASHPO, by telephone.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Provincetown Historic District

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Barnstable

DATE RECEIVED: 7/21/89 DATE OF PENDING LIST: 8/02/89  
DATE OF 16TH DAY: 8/18/89 DATE OF 45TH DAY: 9/04/89  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89001148

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: Y

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 8/30/89 DATE

ABSTRACT/SUMMARY COMMENTS:

The district encompasses the entirety of Provincetown which achieved its current size by about 1880. A regionally important fishing village in the last quarter of the 18th century to the last quarter of the 19th century, Provincetown then became a thriving tourist community catering primarily to summer visitors. The World War II era saw the influx of numerous influential artists and writers who followed earlier ones such as Charles Hawthorne who founded the Provincetown Cape Cod School of Art in 1899. Many nationally renowned figures graced Provincetown during the 19 teens, 20s and 30s including Eugene O'Neill, Adna St. Vincent Millay, Ambrose Webster, John Reed, etc. Several artistic and theatrical organizations were formed including the Provincetown Players (1916), the Beachcombers Club (1916), the Provincetown Art Association, and the Wharf and Artists Theaters. Although some part(s) of the district may possess national significance, it is questionable if the entirety of this 300 acre district would meet NHL criteria as documented herein.

RECOM./CRITERIA Accept A+C  
REVIEWER Jays  
DISCIPLINE Architectural History  
DATE 8/30/89

DOCUMENTATION see attached comments Y/N see attached SLR  N

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CLASSIFICATION

count       resource type

---

STATE/FEDERAL AGENCY CERTIFICATION

---

FUNCTION

historic       current

---

DESCRIPTION

architectural classification  
 materials  
 descriptive text

---

SIGNIFICANCE

Period      Areas of Significance--Check and justify below

Specific dates      Builder/Architect  
Statement of Significance (in one paragraph)

summary paragraph  
 completeness  
 clarity  
 applicable criteria  
 justification of areas checked  
 relating significance to the resource  
 context  
 relationship of integrity to significance  
 justification of exception  
 other

---

BIBLIOGRAPHY

---

GEOGRAPHICAL DATA

acreage       verbal boundary description  
 UTM's       boundary justification

---

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps       USGS maps       photographs       presentation

---

OTHER COMMENTS

Questions concerning this nomination may be directed to

\_\_\_\_\_ Phone \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_



72 Commercial Street - Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B.R. Pfeiffer  
147 Brattle St.  
Cambridge, MA 02138

View of facade and east elevation taken from a position facing  
north west

Photograph # 1 of 20



1 Baker Avenue - Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

Negative at: B.R. Pfeiffer  
147 Brattle St.  
Cambridge, MA 02138

View of facade (south elevation) and east elevation taken  
from a position facing north

Photograph # 2 of 20



226, 228, + 230 Bradford Street - Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B. R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facades (south elevations) taken from a position facing  
northeast

Photograph # 3 of 20



(right to left) - 56, 54, 52 + 50 Commercial Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B. R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facades (south elevations) and east elevations (partial) taken  
from a position facing west

Photograph #4 of 20



1883  
The Fairbanks Inn  
W. W. FAIRBANKS  
Proprietor

view eastward from # 90 (left) and # 95 (right) Bradford Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: Br R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view eastward on Bradford Street showing the facades (southeast elevations) of #90, 92 + 96-98 Bradford Street (left); the facades (southwest elevations) of #95 Bradford Street and #7 Gosnold Street (right); and the side (southwest elevation) of Town Hall (260 Commercial Street) in the background, taken from a position facing northeast

Photograph # 5 of 20



128 Commercial Street - Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B. R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facade (south elevation) taken from a position facing north

Photograph #6 of 20



1934

NO STOP  
HERE

left to right - 11 + 9 Pleasant Street - Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B.R. Pfeiffer  
147 Brattle St.  
Cambridge, MA 02138

view of facades (southwest elevations) taken from a position facing southeast

Photograph #7 of 20



(right to left) 15 + 17 Tremont Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B. R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

View of facades (southeast elevations) taken from a position facing northwest

Photograph # 8 of 20



left to right - 160, 162 + 164 Commercial Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B.R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facades (southeast elevations) of 160, 162 and 164 Commercial Street  
taken from a position facing north

Photograph # 9 of 20



(left to right) 4, 6 + 12 Center Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B.R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facades (east elevations) and south elevations (partial) taken  
from a position facing northwest

Photograph # 10 of 20



View eastward from 650 Commercial Street (left) and 645 Commercial Street (right)  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B.R. Pfeiffer,  
147 Brattle St.

Cambridge, MA 02138

View of facades (south elevations) of 650 + 652 Commercial Street <sup>(photo left)</sup> and facades  
(north elevations) of 645, 647, 649, 651, 655 + 657 Commercial Street  
(photo right) - taken from a position facing east

Photograph # 11 of 20



(left to right) 79, 77, 75, 73 1/2 Commercial Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B.R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facades (northwest elevations) taken from a position facing west/southwest

Photograph # 12 of 20



ATLANTIC  
HOUSE  
BAR  
1788

ATLANTIC  
HOUSE

Atlantic House, 6 Masonic Place  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B.R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facade (east elevation) taken from a position facing northwest

Photograph #13 of 20



YANG SEA

266

carolina club  
The Carolina Club  
COLUMBIA

SALE

left to right - 269 (mis-marked 266), 267, 263 + 259 Commercial Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B.R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facades (north west elevations) of 269, 267, 263 + 259 Commercial Street  
taken from a position facing south

Photograph # 14 of 20



left to right - 274, 280 + 284 Commercial Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B. R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

View of side (northwest) elevations and facades (southwest) elevations of 274, 280  
+ 284 Commercial Street taken from a position facing northeast

Photograph # 15 of 20



APARTMENTS  
MOTEL  
VACANCY

EMERGENCY  
SNOW ROUTE  
NO PARKING  
TOW ZONE  
IN EVENT  
OF SNOWFALL

TOWN  
LANDING  
NO  
PARKING

379

Knowles' Wharf / Bull Ring Wharf 381-383 Commercial Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B. R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

View of side (southwest) elevation taken from a position facing southeast

Photograph #16 of 20



1843

EUR



left to right - former 1<sup>st</sup> Congregational Meeting House (258 Commercial Street) and  
Town Hall (260 Commercial Street)

Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B.R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

view of facades (southeast elevations) showing Pilgrims' Monument (background)  
taken from a position facing north

Photograph # 17 of 20



Fire House - Engine Co. #5 - 514 Commercial Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

February 1988

negative at: B. R. Pfeiffer

147 Brattle St.

Cambridge, MA 02138

View of west elevation and facade (south elevation) taken from a position  
facing northeast

Photograph # 18 of 20



foreground to background Mayflower Compact Monument (106 Bradford Street) and  
Pilgrims' Monument (High Pole Hill Road)

Provincetown National Register Historic District  
Provincetown, Massachusetts

Brian Pfeiffer, photographer

December 1988

negative at: B. R. Pfeiffer  
147 Brattle St.  
Cambridge, MA 02138

View of southeast elevations of Mayflower Compact Monument (foreground) and  
Pilgrims' Monument (background) taken from a position facing  
north west

Photograph # 19 of 20



St. Peter's Church + Rectory 11 Prince Street  
Provincetown National Register Historic District  
Provincetown, Massachusetts

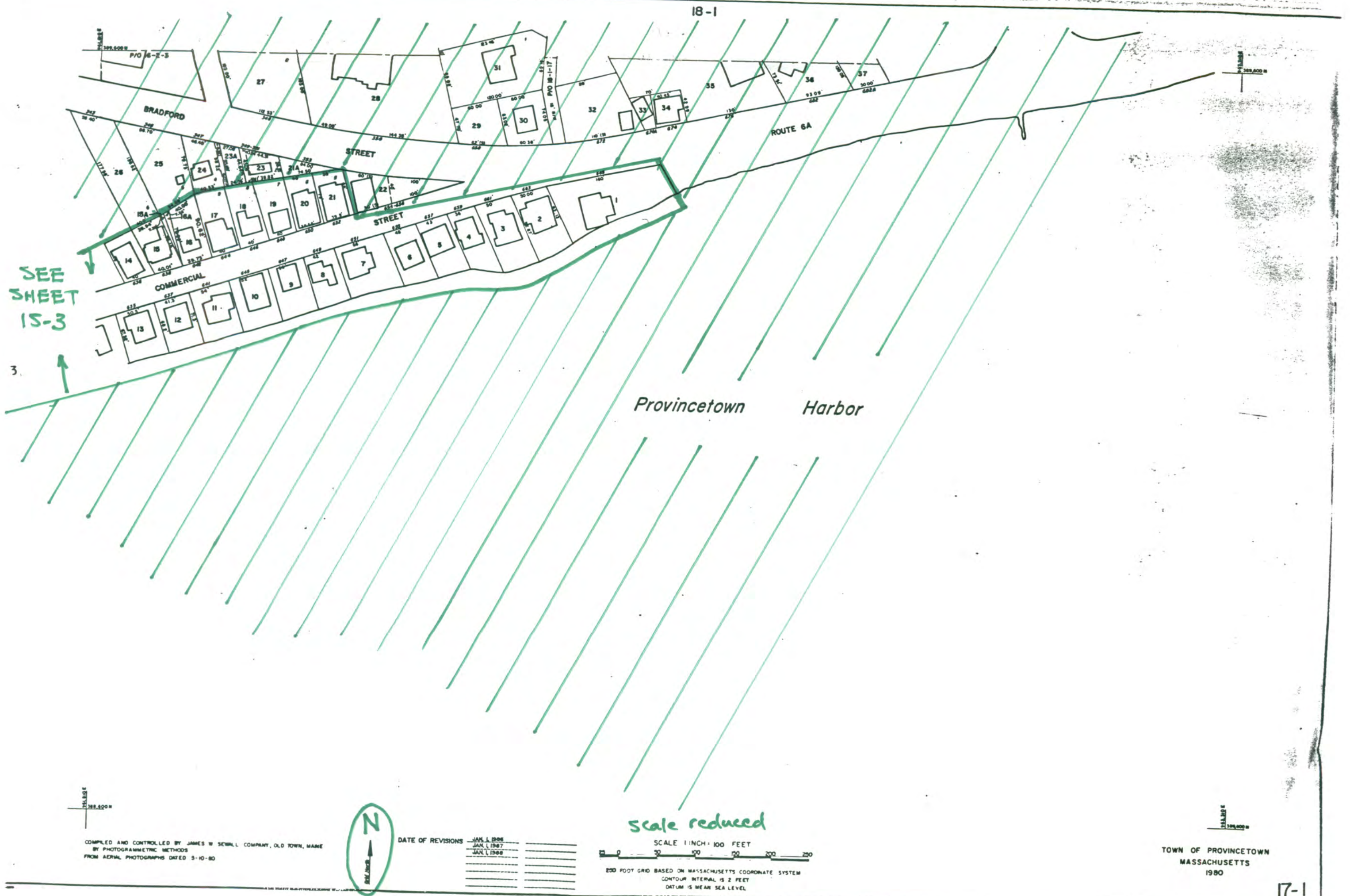
Brian Pfeiffer, photographer  
December, 1988

negative at: 147 Brattle St.  
Cambridge, MA 02138

View of side (west) elevations and facades (south elevations) of St. Peter's  
Church and Rectory taken from a position facing northeast

Photograph # 20 of 20 20

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district



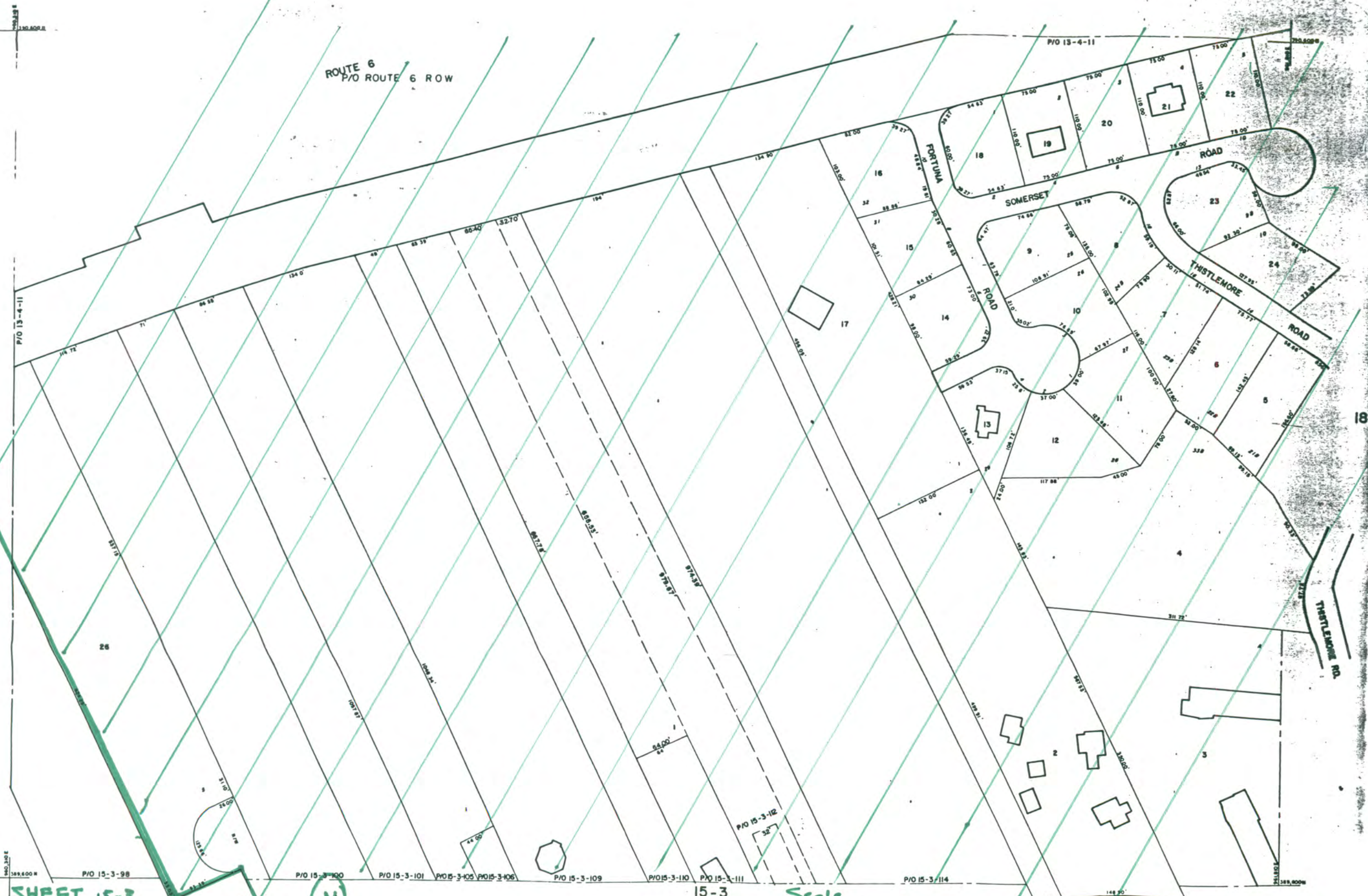
Green line indicates district boundary;  
 cross-hatching indicates areas outside of district

16-4

ROUTE 6  
 P/O ROUTE 6 ROW

SEE SHEET  
 16-1

SEE SHEET 15-3

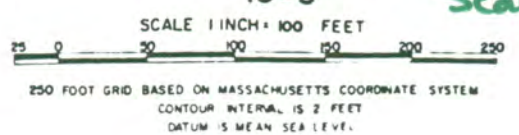


COMPILED AND CONTROLLED BY JAMES W SEWELL COMPANY, OLD TOWN, MAINE  
 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHS DATED 5-10-80



DATE OF REVISIONS

JAN. 1 1988	
JAN. 1 1987	
JAN. 1 1986	



Scale reduced

BRADFORD STREET

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

PROVINCETOWN HISTORIC DISTRICT  
PROPERTY MAP 16-1  
Assessor's Map 16-1  
Green line indicates district boundary;  
cross-hatching indicates areas outside of district

CAPE COD NATIONAL SEASHORE

14-1

13-4

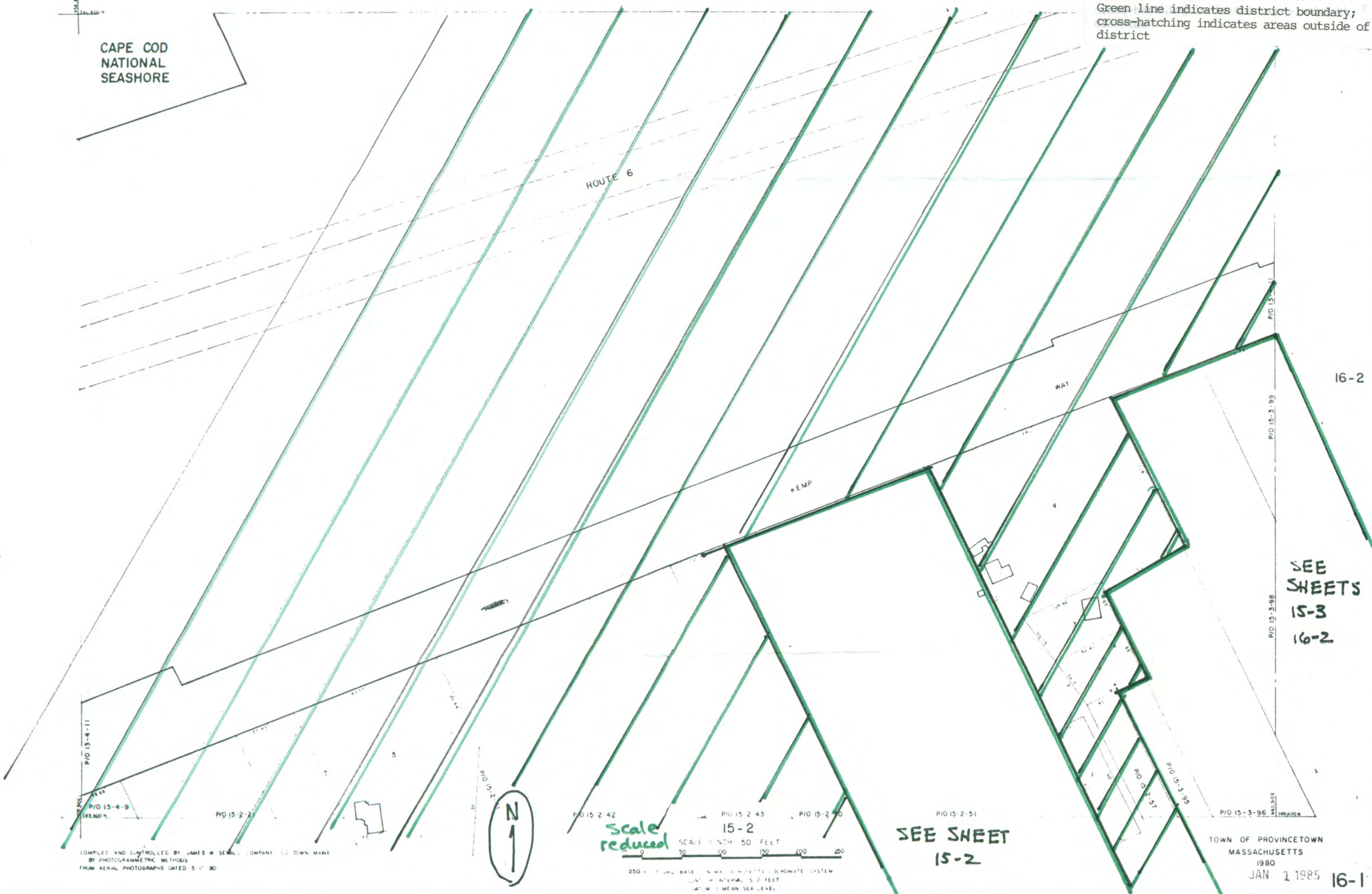
16-2

SEE SHEETS  
15-3  
16-2

SEE SHEET  
15-2

TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980  
JAN 1 1985

16-1

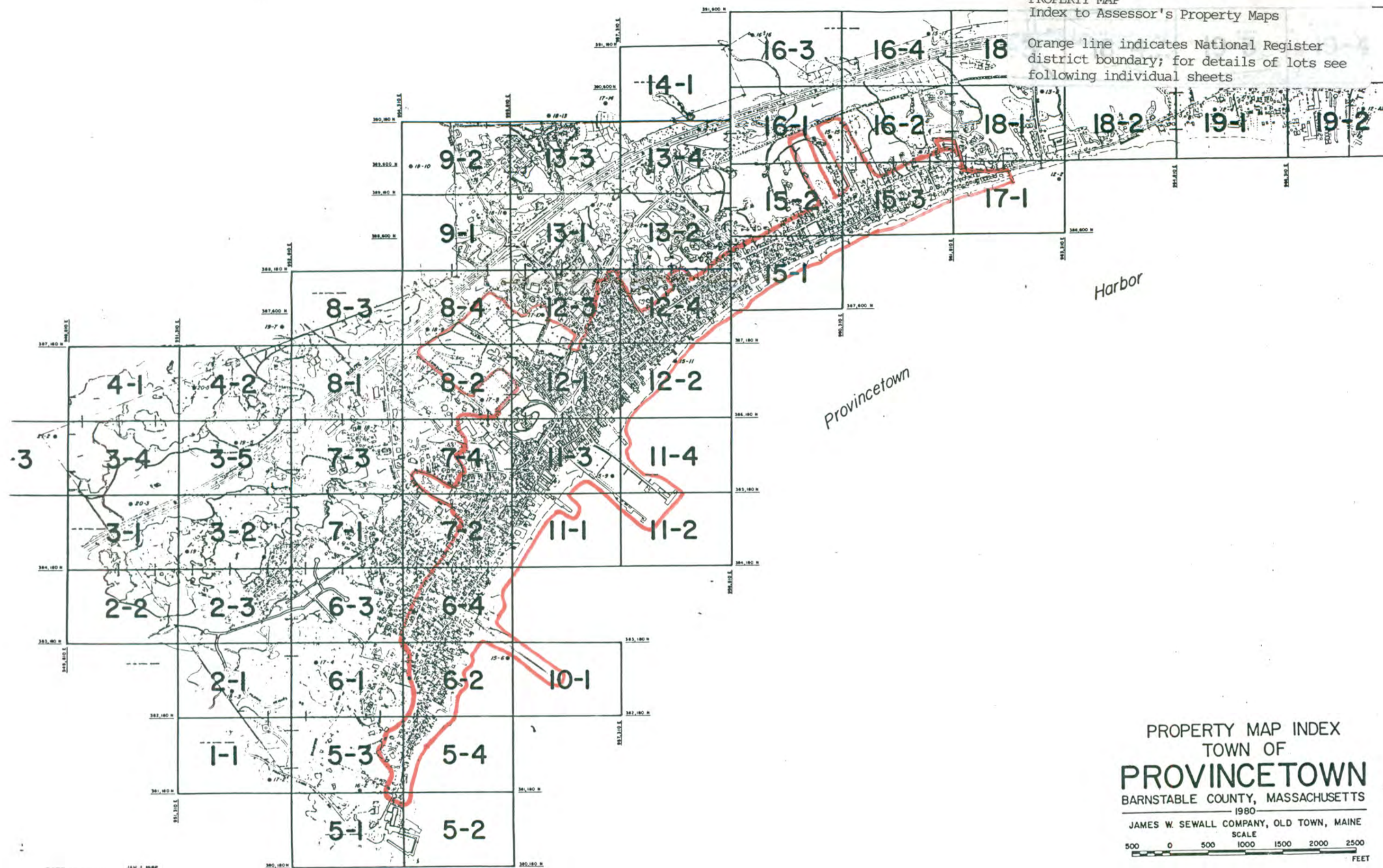


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BY PHOTOGRAMMETRIC METHODS  
FROM AERIAL PHOTOGRAPHS DATED 5-17-80

Scale reduced  
SCALE 1 INCH = 50 FEET  
250 100 50 0 50 100 150 200 250  
250 FEET BASE ON MASSACHUSETTS ULTIMATE SYSTEM  
CONT. INTERVAL 5.2 FEET  
DATUM: MEAN SEA LEVEL

PROVINCETOWN HISTORIC DISTRICT  
 PROPERTY MAP  
 Index to Assessor's Property Maps

Orange line indicates National Register  
 district boundary; for details of lots see  
 following individual sheets



DATE OF REVISIONS

JAN 1, 1986	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

PROPERTY MAP INDEX  
 TOWN OF  
**PROVINCETOWN**  
 BARNSTABLE COUNTY, MASSACHUSETTS  
 1980  
 JAMES W. SEWALL COMPANY, OLD TOWN, MAINE  
 SCALE  
 500 0 500 1000 1500 2000 2500  
 FEET

PROVINCETOWN HISTORIC DISTRICT  
 PROPERTY MAP  
 Assessor's Map 15-2

Green line indicates district boundary;  
 cross-hatching indicates areas outside of  
 district



COMPILED AND CONTROLLED BY JAMES W SEWELL COMPANY, OLD TOWN, MAINE  
 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHS DATED 5-10-80

15-1  
 SCALE 1 INCH = 50 FEET

FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
 CONTOUR INTERVAL IS 2 FEET  
 DATUM IS MEAN SEA LEVEL

DATE OF REVISIONS

JAN 1 1988	
JAN 1 1987	
JAN 1 1986	

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

SEE  
 SHEET  
 15-3

SEE  
 SHEET  
 15-1

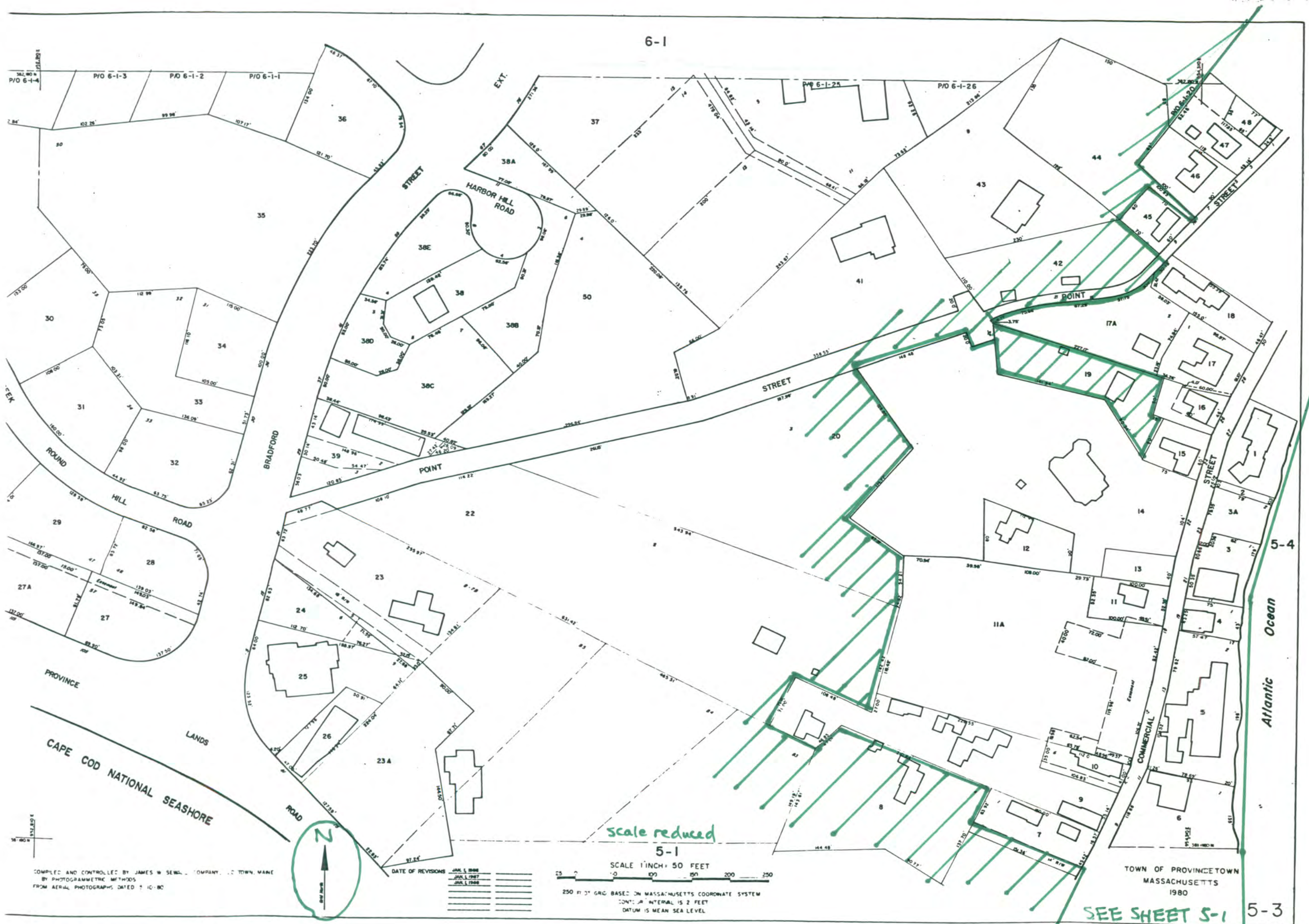
Scale  
 reduced

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district



PROVINCETOWN HISTORIC DISTRICT  
 PROPERTY MAP  
 Assessor's Map 5-3

Green line indicates district boundary;  
 cross-hatching indicates areas outside of district



SEE SHEET 5-4

5-4

Atlantic Ocean

scale reduced

5-1

SCALE 1" = 50 FEET

250 FT. GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
 CONTIGUOUS INTERNAL IS 2 FEET  
 DATUM IS MEAN SEA LEVEL

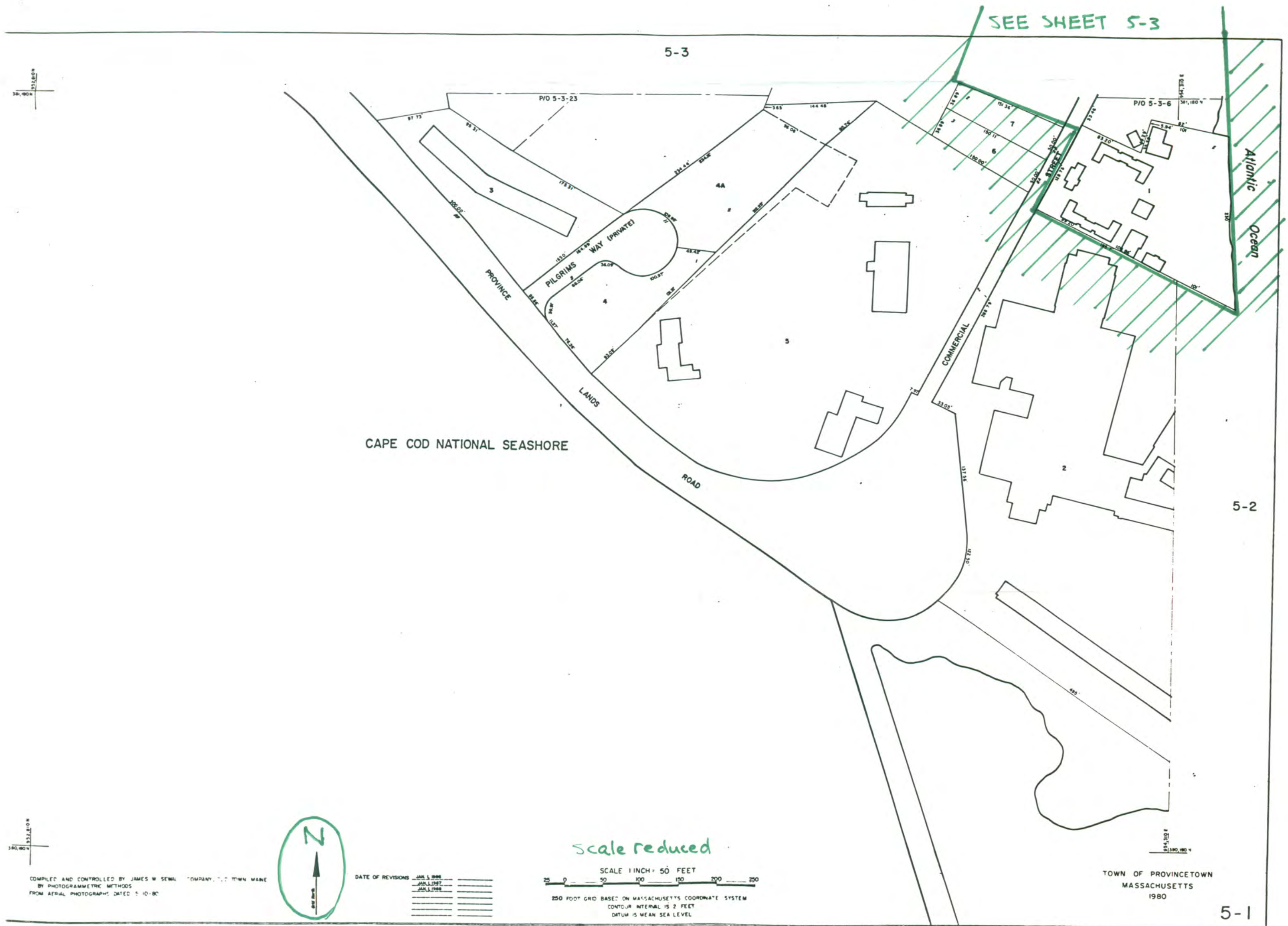
DATE OF REVISIONS	NAME
	JAMES W. SEWELL
	JULY 1987
	JAN. 1988

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 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHS DATED 1-10-80

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

SEE SHEET 5-1 5-3

Green line indicates district boundary;  
 cross-hatching indicates areas outside of  
 district



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 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHY DATED 5-10-80

DATE OF REVISIONS	BY	REVISIONS
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Scale reduced  
 SCALE 1 INCH = 50 FEET  
 250 FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
 CONTOUR INTERVAL IS 2 FEET  
 DATUM IS MEAN SEA LEVEL

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

PROVINCETOWN HISTORIC DISTRICT  
PROPERTY MAP  
Assessor's Map 15-1

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district



Green line indicates district boundary;  
 cross-hatching indicates areas outside of district

13-4



15-2

15-1  
 SEE SHEET  
 15-1

12-4

Scale reduced

SEE SHEET  
 12-4

13-2

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 BY PHOTOGRAMMETRIC METHODS  
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DATE OF REVISIONS	BY

SCALE 1 INCH = 50 FEET  
 250-FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
 CONTOUR INTERVAL IS 2 FEET  
 DATUM IS MEAN SEA LEVEL

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

PROVINCETOWN HISTORIC DISTRICT  
PROPERTY MAP  
Assessor's Map 12-4

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district



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DATE OF REVISIONS	REVISIONS
JAN. 1, 1988	_____
JULY 1, 1987	_____
JULY 1, 1984	_____

12-2  
SCALE 1 INCH = 50 FEET  
250-FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
CONTOUR INTERVAL IS 2 FEET  
DATUM IS MEAN SEA LEVEL

TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district

13-1

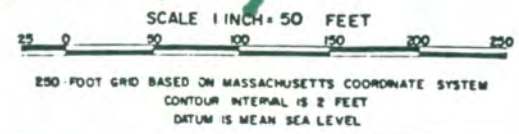


SEE SHEET  
8-4

SEE SHEET  
12-4

12-4

SEE SHEET 12-1  
Scale reduced



DATE OF REVISION	DESCRIPTION
JAN. 1, 1988	
JUN. 1, 1987	
MAY. 1, 1986	

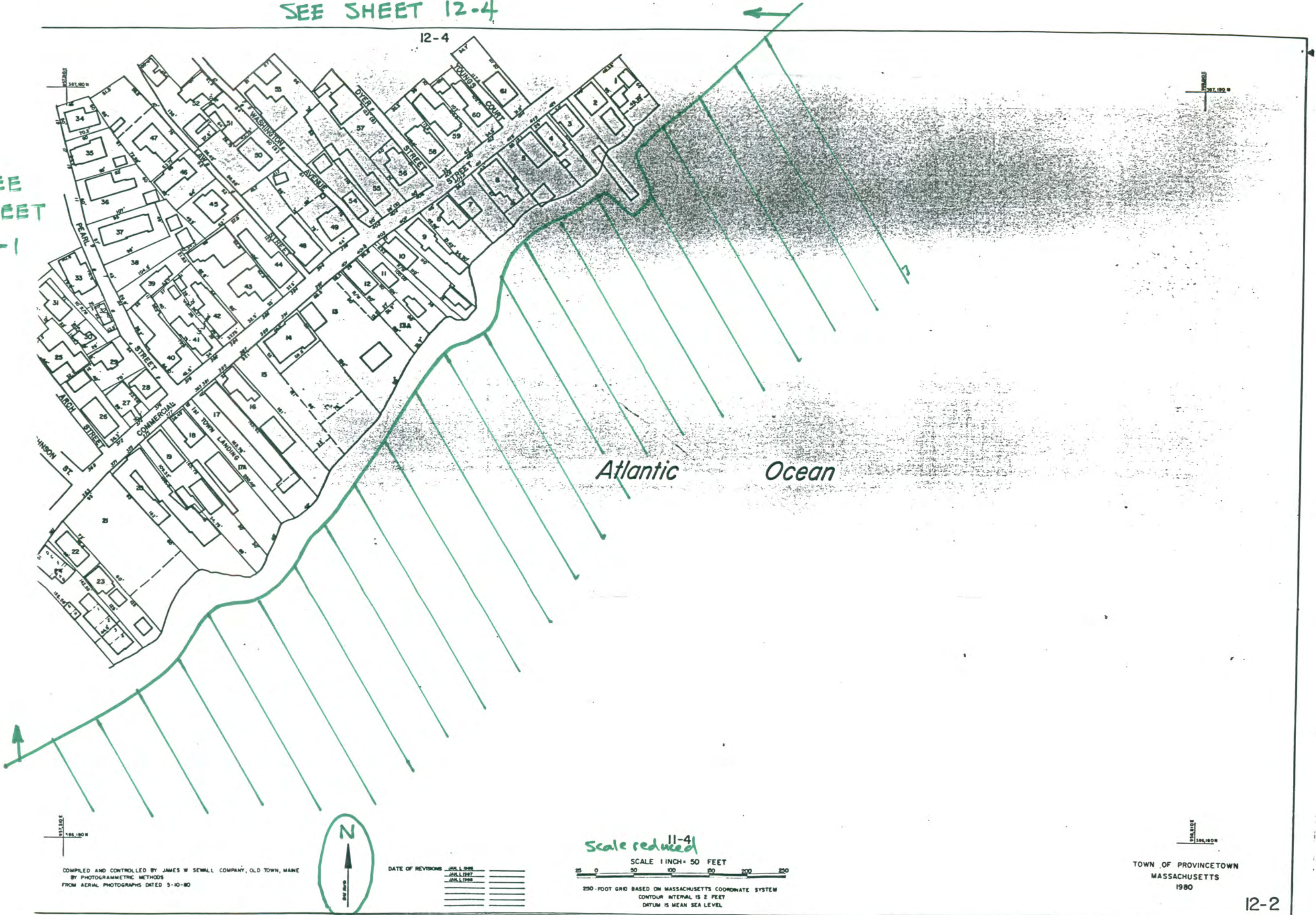
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BY PHOTOGRAMMETRIC METHODS  
FROM AERIAL PHOTOGRAPHS DATED 5-10-80

TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district

SEE SHEET 12-4

SEE SHEET  
12-1





Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district

12-2

SEE SHEET  
11-3

Atlantic Ocean

PO 11-3-9

MUNICIPAL WHARF

SCALE REDUCED

11-2

SCALE: 1 INCH = 100 FEET

25 0 50 100 150 200 250

250-FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
CONTOUR INTERVAL IS 2 FEET  
DATUM IS MEAN SEA LEVEL

SEE SHEET 11-2

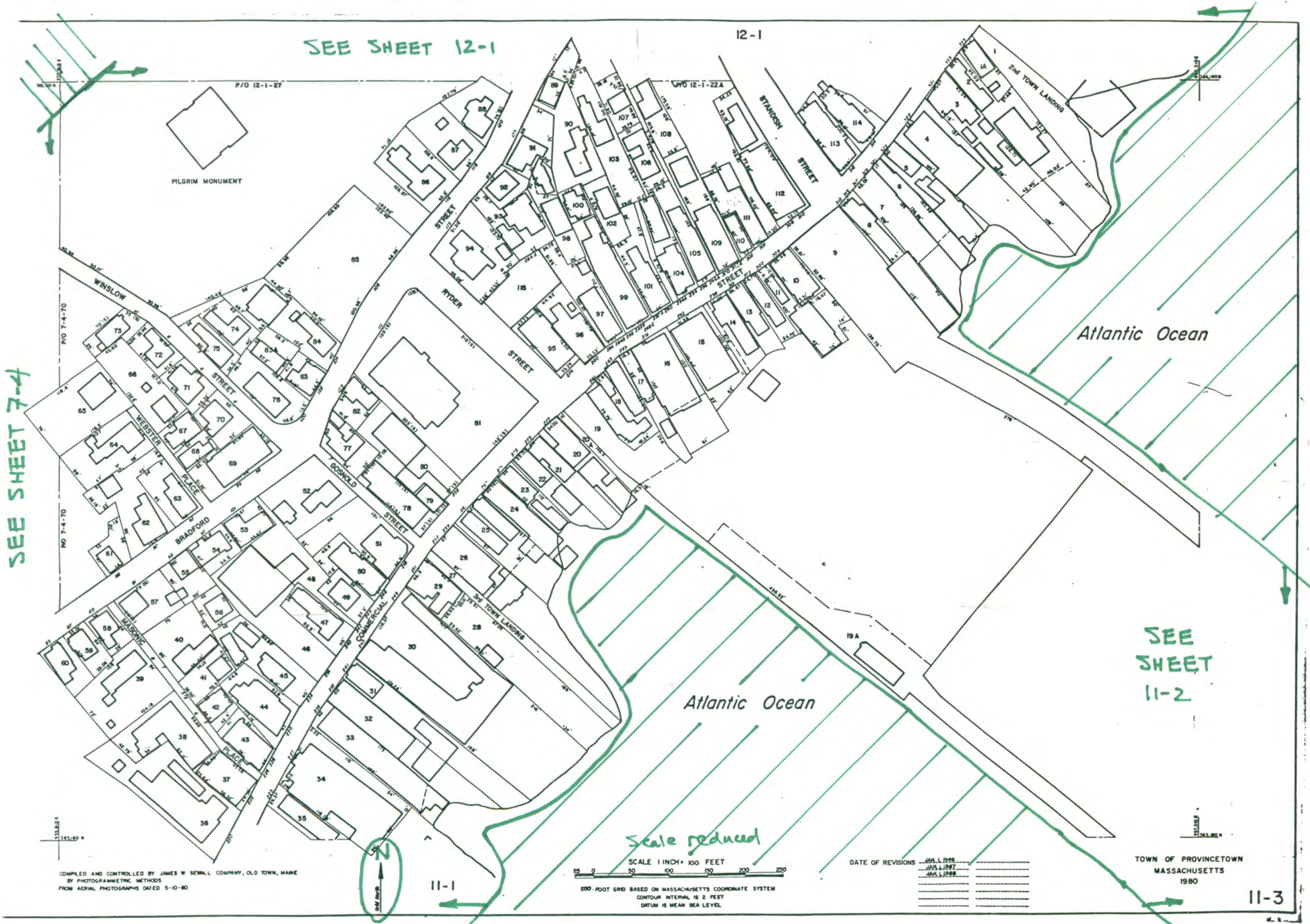
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JAN. 1, 1986	
JAN. 1, 1987	
JAN. 1, 1988	

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BY PHOTOGRAMMETRIC METHODS  
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TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980

11-4

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district



SEE SHEET 7-4

SEE SHEET 12-1

SEE SHEET 11-2

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BY PHOTOGRAMMETRIC METHODS  
FROM AERIAL PHOTOGRAPHS DATED 5-10-80

Scale reduced  
SCALE 1 INCH = 100 FEET  
200-FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
CONTOUR INTERVAL IS 2 FEET  
DATUM IS MEAN SEA LEVEL

DATE OF REVISIONS	BY
JAN. 1, 1988	
JUN. 1, 1987	
MAY 1, 1986	

TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980

11-3

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district

SEE SHEET 11-4

SEE  
SHEET  
11-3

11-4

P/O 11-3-9

MUNICIPAL WHARF

P/O 11-3-19A

Atlantic Ocean

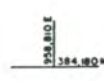
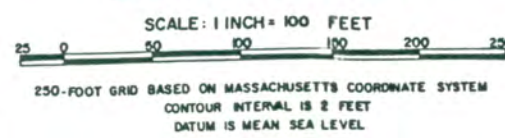


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BY PHOTOGRAMMETRIC METHODS  
FROM AERIAL PHOTOGRAPHS DATED 5-10-80



DATE OF REVISIONS	
JAN 1 1986	
JAN 1 1987	
JAN 1 1988	

Scale reduced

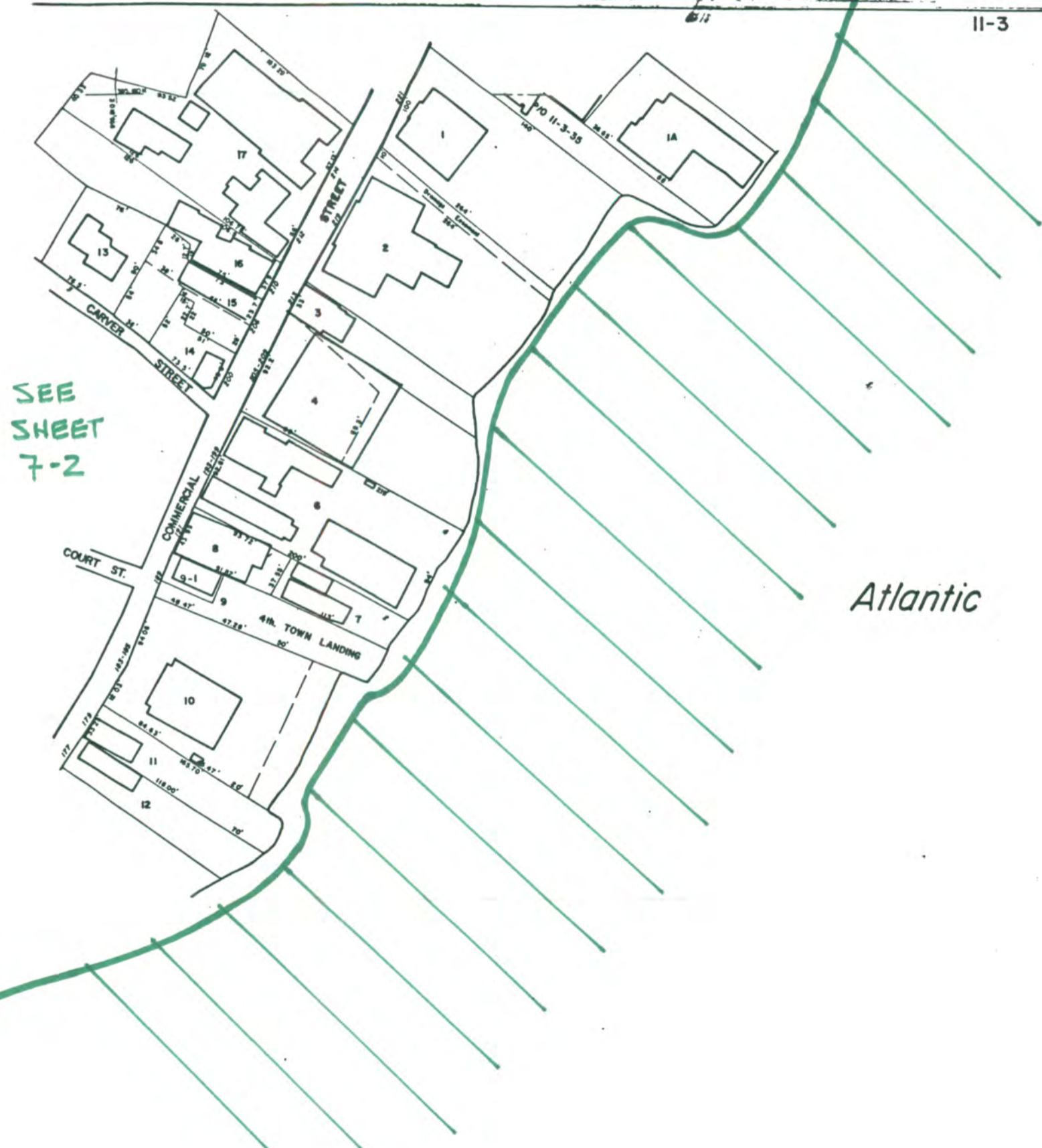


TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980

Green line indicates district boundary;  
 cross-hatching indicates areas outside of  
 district

SEE SHEET 11-3

11-3



SEE  
SHEET  
7-2

Atlantic Ocean

11-2

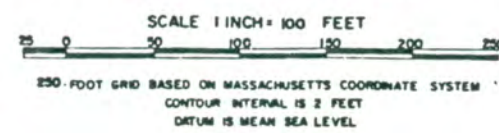


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DATE OF REVISIONS	
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JAN. 1, 1987	_____
JAN. 1, 1988	_____
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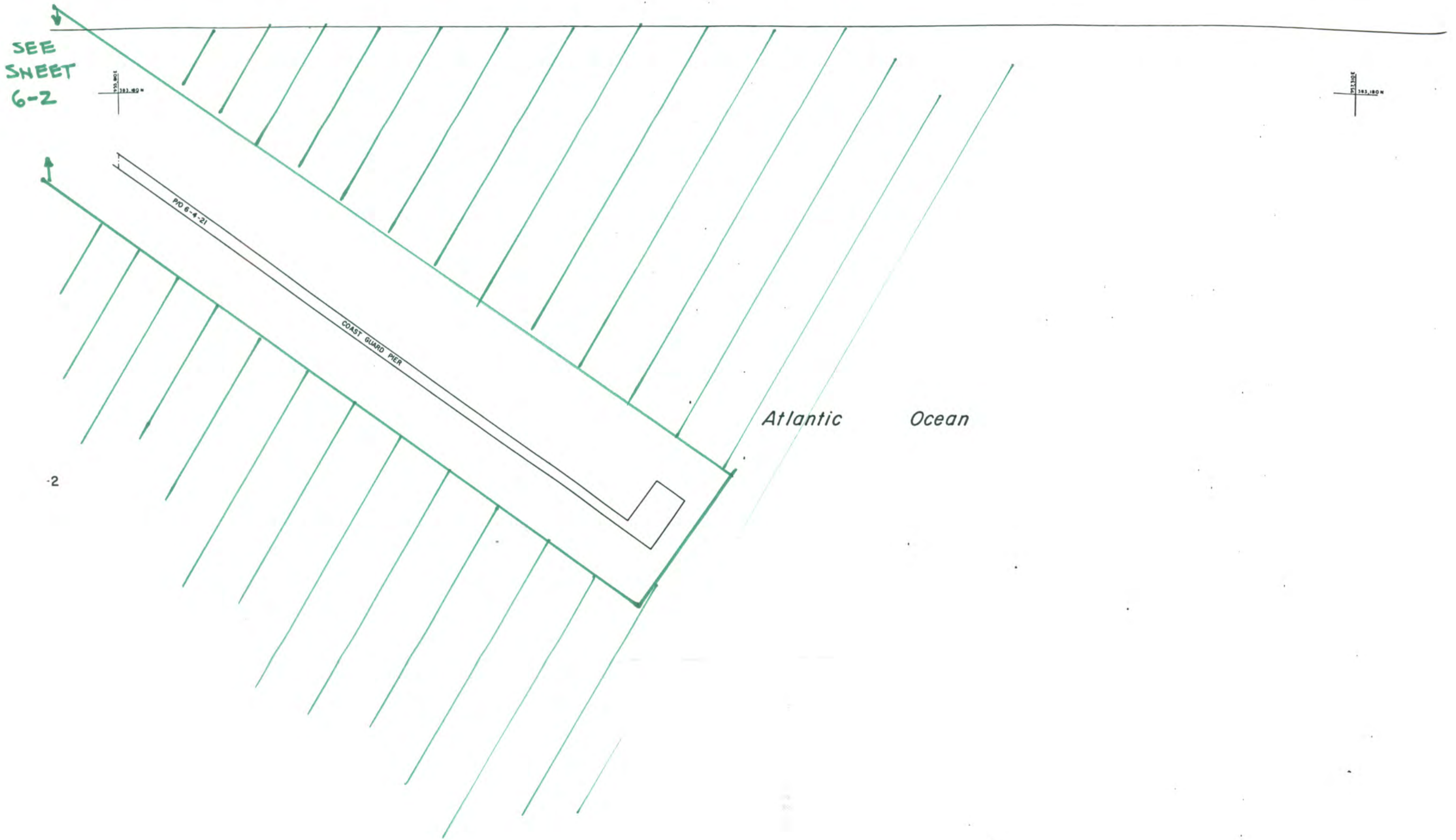
scale reduced



TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

11-1

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district

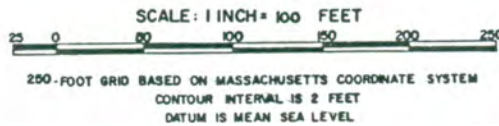


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BY PHOTOGRAMMETRIC METHODS  
FROM AERIAL PHOTOGRAPHS DATED 5-10-80



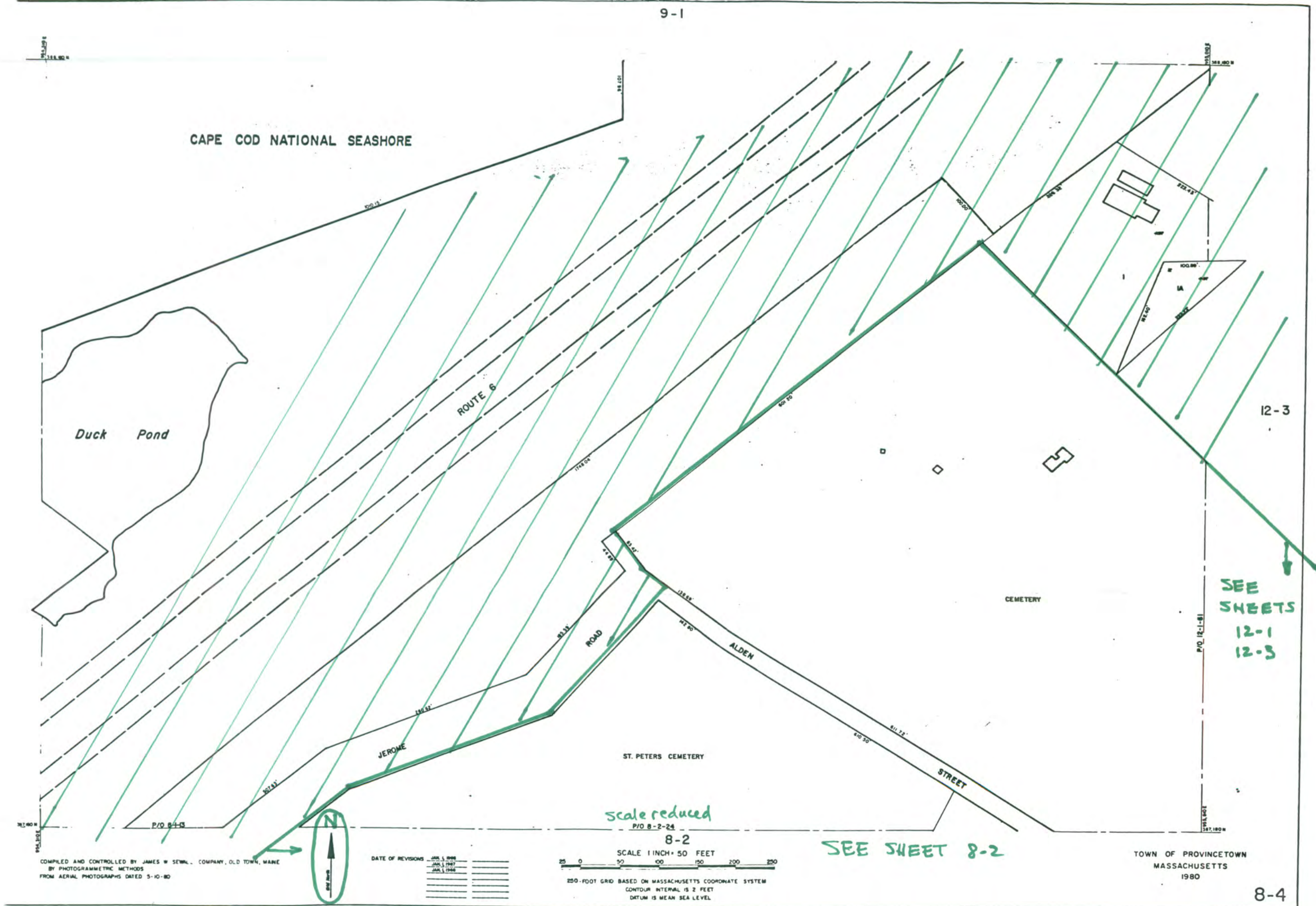
DATE OF REVISIONS

JAN 1 1986	_____
JAN 1 1987	_____
JAN 1 1988	_____
_____	_____
_____	_____
_____	_____



TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980

Green line indicates district boundary;  
 cross-hatching indicates areas outside of  
 district



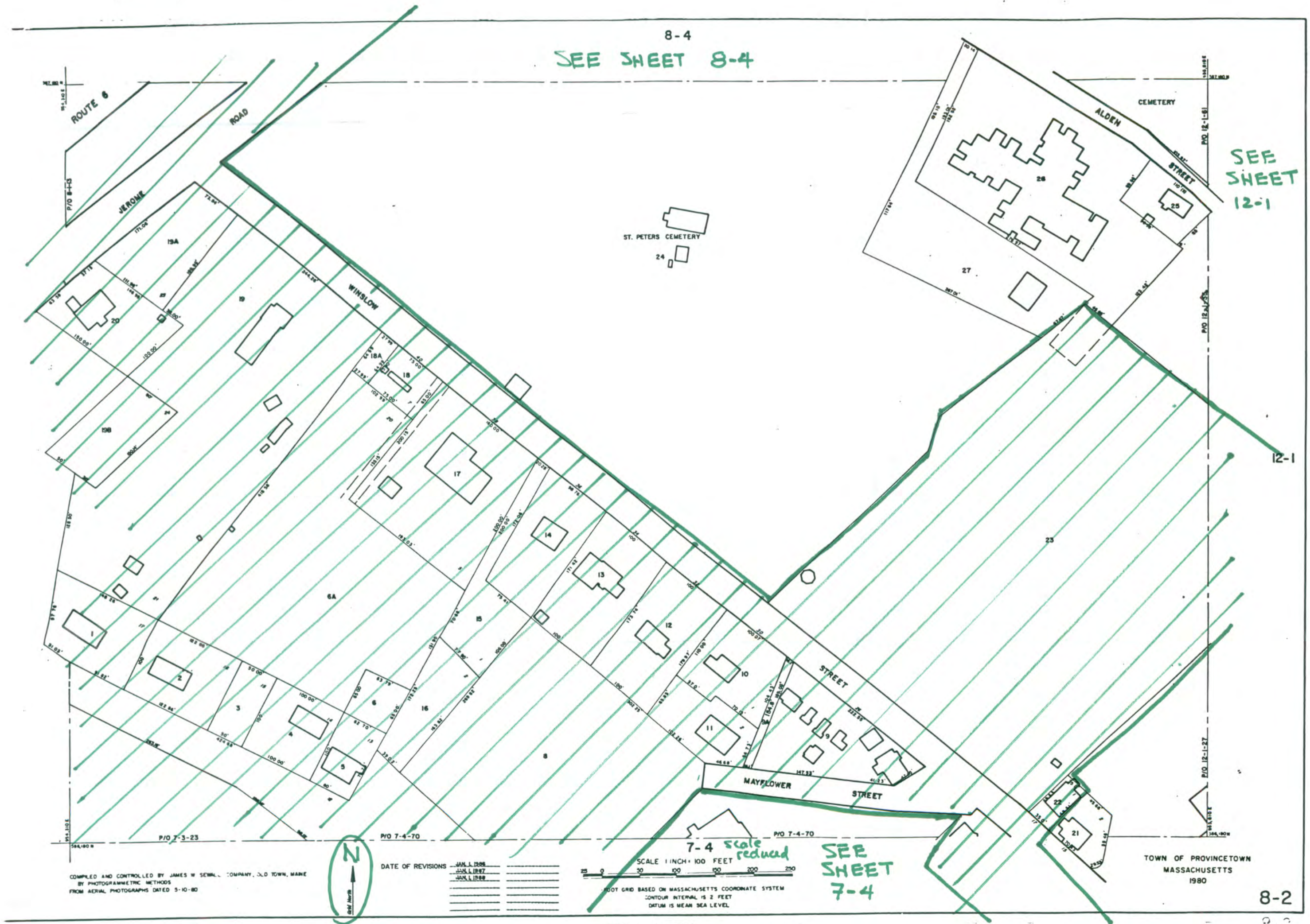
COMPILED AND CONTROLLED BY JAMES W. SEWELL COMPANY, OLD TOWN, MAINE  
 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHS DATED 5-10-80

DATE OF REVISIONS	BY
JAN 1 1988	
JAN 1 1987	
JAN 1 1986	

SCALE 1 INCH = 50 FEET  
 250-FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
 CONTOUR INTERVAL IS 2 FEET  
 DATUM IS MEAN SEA LEVEL

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district



PROVINCETOWN HISTORIC DISTRICT  
 PROPERTY MAP  
 Assessor's Map 7-4

Green line indicates district boundary;  
 cross-hatching indicates areas outside of  
 district



COMPILED AND CONTROLLED BY JAMES W. STICKEL, COMPANY, OLD TOWN, MAINE  
 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHS DATED 5-10-80

DATE OF REVISIONS	BY
JAN. 1, 1988	JMS
JUL. 1, 1987	JMS
JUL. 1, 1984	JMS

SCALE 1 INCH = 50 FEET  
 250-FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
 CONTOUR INTERVAL IS 2 FEET  
 DATUM IS MEAN SEA LEVEL

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

Green line indicates district boundary;  
cross-hatching indicates areas outside of  
district



COMPILED AND CONTROLLED BY JAMES W. SEWELL COMPANY, LTD. TOWN, MAINE  
BY PHOTOGRAMMETRIC METHODS  
FROM AERIAL PHOTOGRAPHS DATED 5-10-80

DATE OF REVISIONS

JUL 1 1988
JUL 1 1987
JUL 1 1986

scale reduced  
SCALE 1 INCH = 50 FEET  
250 FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
CONTIGUOUS INTERNAL IS 2 FEET  
DATUM IS MEAN SEA LEVEL

SEE SHEET 6-4

TOWN OF PROVINCETOWN  
MASSACHUSETTS  
1980

Green line indicates district boundary;  
 cross-hatching indicates areas outside of district

SEE SHEET 7-2

7-2



Atlantic Ocean

SEE SHEET 6-2

6-2

Scale reduced

SCALE 1 INCH = 50 FEET

250 FOOT GRID BASED ON MASSACHUSETTS COORDINATE SYSTEM  
 CONTOUR INTERVAL IS 2 FEET  
 DATUM IS MEAN SEA LEVEL

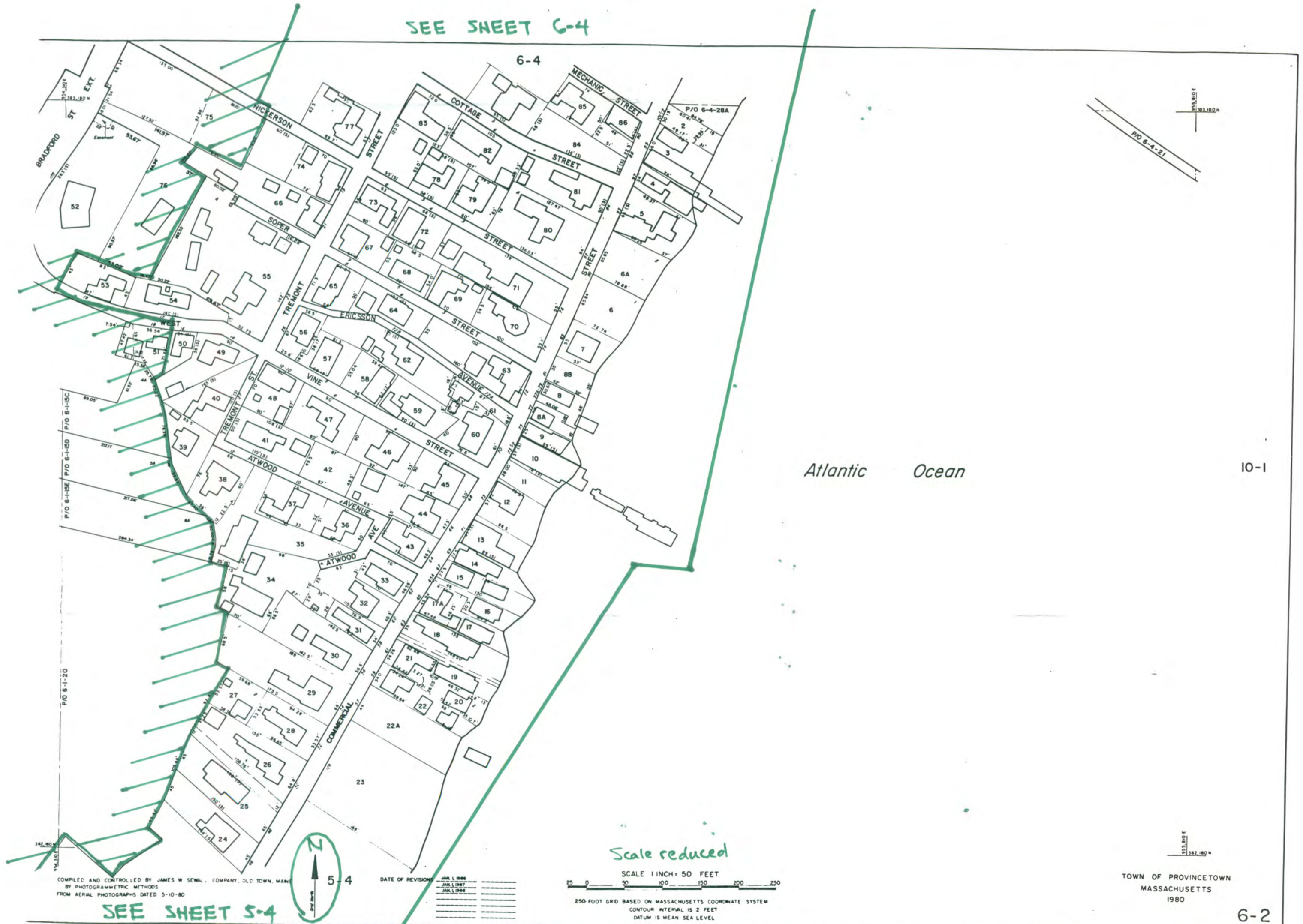
COMPILED AND CONTROLLED BY JAMES WISEWELL COMPANY, OLD TOWN, MAINE  
 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHS DATED 5-10-80

DATE OF REVISIONS	BY
JAN. 6, 1988	JWS
JAN. 3, 1987	JWS
JAN. 3, 1986	JWS

SEE SHEET 10-1

TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980

Green line indicates district boundary;  
 cross-hatching indicates areas outside of  
 district



Green line indicates district boundary;  
 cross-hatching indicates areas outside of  
 district

SEE SHEET 6-2

6-2

SEE  
 SHEET  
 5-3



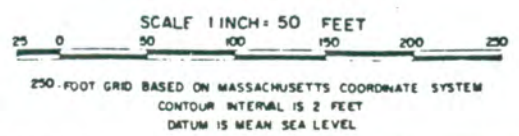
Atlantic Ocean



COMPILED AND CONTROLLED BY JAMES W. SEWELL COMPANY, OLD TOWN, MAINE  
 BY PHOTOGRAMMETRIC METHODS  
 FROM AERIAL PHOTOGRAPHS DATED 5-10-80

DATE OF REVISIONS	BY
5-10-80	JWS

Scale reduced



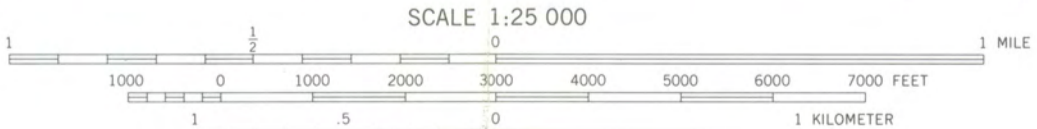
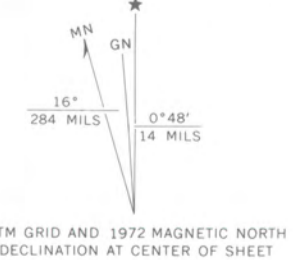
TOWN OF PROVINCETOWN  
 MASSACHUSETTS  
 1980



Scale 1:25000  
ZONE 19  
NORTHING EASTING  
A 4657000 403600  
B 4656910 403600  
C 4655710 402210  
D 4655110 401580  
E 4654460 401020  
F 4654490 400950  
G 4654600 400930  
H 4655860 401080  
I 4656040 401230  
J 4656340 401140  
K 4656510 401370  
L 4656620 401960  
M 4656620 402210  
N 4657050 402470  
O 4657090 402990



Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, USCE, and Massachusetts Geodetic Survey  
Planimetry by photogrammetric methods from aerial photographs taken 1938. Topography by plane-table surveys 1941. Revised from aerial photographs taken 1971. Field checked 1972.  
Selected hydrographic data compiled from USC&GS Charts 580 (1972) and 1208 (1971). This information is not intended for navigational purposes.  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Massachusetts coordinate system, mainland zone  
1000-meter Universal Transverse Mercator grid, zone 19



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL  
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 9 FEET



ROAD CLASSIFICATION  
Primary highway, hard surface ————  
Light-duty road, hard or improved surface ————  
Secondary highway, hard surface ————  
Unimproved road ————  
Interstate Route ————  
U. S. Route ————  
State Route ————

PROVINCETOWN, MASS.  
N4200—W7007.5/7.5  
1972

AMS 6968 II SW—SERIES V814  
PROVINCETOWN NATIONAL REGISTER  
HISTORIC DISTRICT

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



Provincetown  
M.D., Mass  
NR  
file

July 5, 1989

Mr. James T. Coe, Director  
Office of Real Estate  
U.S. Postal Service  
475 L'Efant Plaza, S.W.  
Washington, DC 20260

JUL 19 1989

NATIONAL  
REGISTER

Dear Mr. Coe:

We are pleased to inform you that the Provincetown Historic District, Provincetown, Massachusetts was considered by the Massachusetts Historical Commission for nomination to the National Register of Historic Places. The National Register of Historic Places is the Federal government's official list of historical properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our Nation's heritage.

Listing of this property provides recognition of the community's historic importance and assures protective review of Federal projects that might adversely affect the character of the property. If the property is listed in the National Register, certain Federal investment tax credits for rehabilitation and other provisions may apply.

Listing in the National Register does not mean that limitations will be placed on the properties by the Federal government. Public visitation rights are not required of owners. The Federal government will not attach restrictive covenants to the properties or seek to acquire them.

In Massachusetts, properties nominated to the National Register are automatically listed on the State Register of Historic Places. There are no limitations, public visitation requirements, or restrictive covenants for private properties included in the State Register. State Register properties owned by municipalities and nonprofit organizations may compete for state restoration grants.

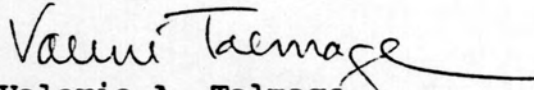
Massachusetts Historical Commission, Valerie A. Talmage, *Executive Director, State Historic Preservation Officer*  
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

Office of the Secretary of State, Michael J. Connolly, *Secretary*

James T. Coe  
July 5, 1989  
page 2

If you have any questions regarding this process, please do not hesitate contacting me at this office.

Sincerely,



Valerie A. Talmage  
Executive Director  
State Historic Preservation Officer  
Massachusetts Historical Commission

VAT:pjn



JUL 21 1989

NATIONAL  
REGISTER

July 17, 1989

Carol Shull  
National Register of Historic Places  
Department of the Interior  
National Park Service  
P.O. Box 37127  
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed you will find the following nomination forms:

Provincetown, (Barnstable), Provincetown Historic District

Wellfleet, (Barnstable), Wellfleet Center Historic District

It has been voted eligible by the State Review Board and have been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. Comments received to date are attached to the nomination form.

Sincerely,

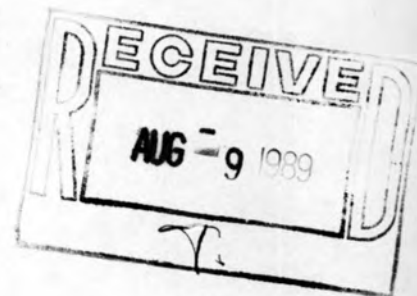
Anne E. Tait  
Acting National Register Director  
Massachusetts Historical Commission

Enclosure:



001

UNITED STATES POSTAL SERVICE  
FACILITIES SERVICE CENTER  
REAL ESTATE DIVISION  
WINDSOR, CONNECTICUT 06006-0330



July 27, 1989

Valerie A. Talmage  
Executive Director  
State Historic Preservation Officer  
Massachusetts Historical Commission  
80 Boylston Street  
Boston, MA 02116

Re: Provincetown, MA Post Office

Dear Ms. Talmage:

I am in receipt of your letter of July 5, 1989, to Mr. James T. Coe, Director, Office of Real Estate, with regard to the proposed Provincetown, MA Historic District.

This letter is to inform you that the Postal Service is pleased to offer its endorsement and support of this Historic District. As you know, the Provincetown Post Office is already included on the National Register of Historic Places.

Please keep me informed of your progress with regard to this nomination and do not hesitate to call me on (203) 285-7181, if I may be of any assistance.

Very truly yours,

William S. Moncrief  
Regional Historic Preservation Coordinator

cc: James T. Coe, Director, Office of Real Estate, USPS Headquarters

RECEIVED

JUL 31 1989

MASS. HIST. COMM.

8/3/89



**MASSACHUSETTS HISTORICAL COMMISSION**  
80 Boylston Street, Boston, MA 02116  
(617) 727-8470

*To both Savage, National Park Service  
National Register Division*

**FROM:**



**COMMONWEALTH OF MASSACHUSETTS**  
Office of the Secretary of State  
**MASSACHUSETTS HISTORICAL COMMISSION**

**ANNE E. TAIT**  
Survey Coordinator

(617) 727-8470

80 Boylston Street  
Boston, Massachusetts 02116

**IN RESPONSE TO YOUR RECENT INQUIRY**

**THE ENCLOSED INFORMATION**

**IS**

**SUPPLIED WITH THE**

**COMPLIMENTS OF THE**

**MASSACHUSETTS HISTORICAL COMMISSION**

*enclosed is the support letter  
for the Province town National  
Register district, which  
was recently submitted to  
you.*