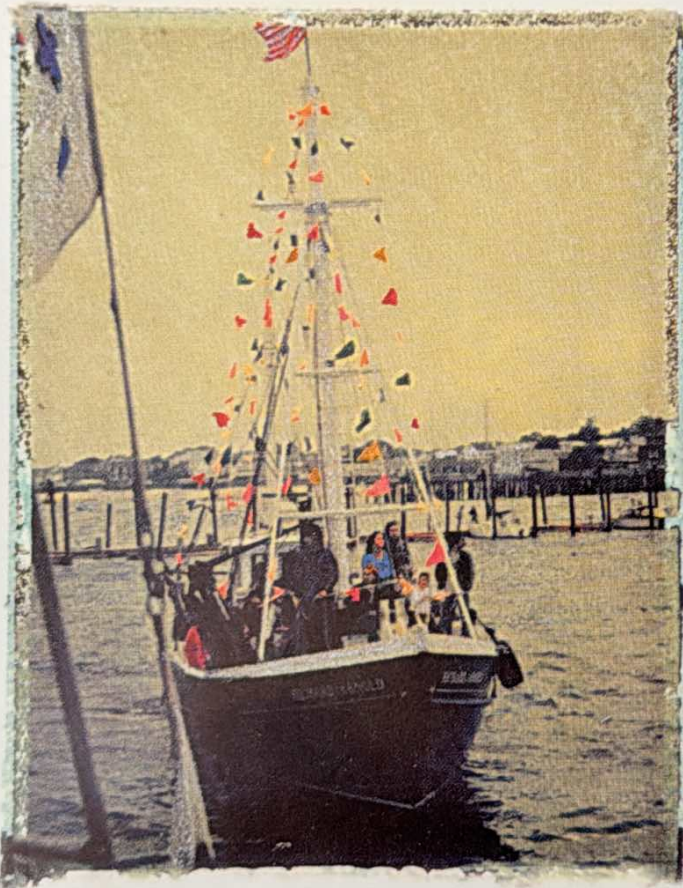


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50th Annual



Blessing of the Fleet

PROVINCETOWN



Painting of the Seamen's Bank logo by Eugene Sparks. Seamen's Bank is the oldest community bank on Cape Cod.

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The 1997 Blessing of the Fleet
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boats in the quest of a catch. Hardy and intrepid, they
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of a seafarers life.

Yet I cannot tarry longer.

*The sea that calls all things unto her calls me,
and I must embark.*

*For to stay, though the hours burn in the night,
is to freeze and crystallize and be bound in a mold.*

Fain would I take with me all that is here.

But how shall I?

*A voice cannot carry the tongue and the lips
that gave it wings.*

Alone must it seek the ether.

*And alone and without his nest
shall the eagle fly across the sun.*

—KAHIL GIBRAN

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photo Macara's Wharf

*A Provincetown
Portuguese Family*

Pode aconselar-me um bom restaurante?...Can you recommend a good restaurant?

The Commonwealth of Massachusetts



A Proclamation

By His Excellency

GOVERNOR WILLIAM F. WELD

1997

- WHEREAS:** Massachusetts history has been shaped by many explorers and settlers from Portugal who established homes in the Commonwealth and helped develop the commercial fishing and whaling industries; and
- WHEREAS:** Descendants of these early settlers have contributed significantly to the Commonwealth's economy and culture, applying highly developed skills in navigation, shipbuilding, the literary and culinary arts, and music; and
- WHEREAS:** Many Portuguese immigrants have become prominent figures in local and national history, including John Philip Sousa, John Dos Passos, and Umberto Cardinal Medeiros; and
- WHEREAS:** People of Portuguese heritage continue to be a vital part of the Commonwealth's rich diversity.

NOW, THEREFORE, I, WILLIAM F. WELD, Governor of the Commonwealth of Massachusetts, do hereby proclaim June 1997, to be

PORTUGUESE HERITAGE MONTH

and urge all the citizens of the Commonwealth to take cognizance of this event and participate fittingly in its observance.

Given at the Executive Chamber in Boston, this thirtieth day of January, in the year of our Lord one thousand nine hundred and ninety-seven, and of the Independence of the United States of America, the two hundred and twenty-first.

William F. Weld

WILLIAM F. WELD

By His Excellency the Governor

William F. Galvin
WILLIAM F. GALVIN
Secretary of the Commonwealth



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You may help fund the construction of a monument honoring Queen Catherine to be located within the Queens West Development project in Long Island City, New York. Created by artist Audrey Flack, the bronze statue will be 35 feet tall and is being now enlarged to its final size at Tallix foundry. For a free brochure and membership application please contact:

Manuel Andrade e Sousa, President & CEO
Friends of Queen Catherine, 2 Wall Street, New York, NY 10005
Tel. (212) 724-7441 or (508) 487-2578, E-mail: CATCHARLES@aol.com

Aqui perto....Around here.

W elcome to Provincetown's 50th Annual Blessing of the Fleet, a fifty year tradition that is rooted in the church and our fishing fleet.

In the early days and for the majority of the fifty years, this celebration was organized and executed by the fishing fleet. Unfortunately, with the decline of our fleet and the transformation of the fishing industry in general, the number of participating boats has dwindled.

Approximately five years ago, the Blessing was in danger of extinction. If not for the hard work of Joy McNulty, Steve Roderick and the entire McNulty family, this celebration would have died and would not have reached its golden anniversary.

This year's Blessing is enhanced by the First Annual Provincetown Portuguese Festival—a four day celebration of the Portuguese heritage of the town. We have put together a full calendar of fun, exciting and inspirational events to honor the Portuguese fishermen and their families that were for so many years the economic, social and cultural backbone of the town.

We welcome all of our guests and hope you will enjoy the festivities as well as learn something about the Portuguese of Provincetown and how their hard work and dedication to their vocation of fishing have shaped this town and made us what we are today.

We, the people of Provincetown, thank the fishermen for all their past efforts and vow never to let the memory of the Provincetown Portuguese or the fishing dragger industry be forgotten. Enjoy your stay, have fun and please remember to respect the town and its people.

Warmest regards,

Mark Silva

Aonde são as casas-de-banho?...Where are the bathrooms?

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Message for the People of Provincetown

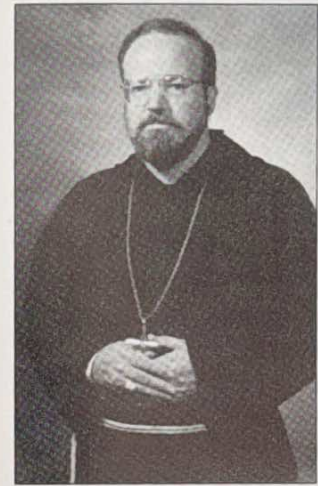
Among the earliest Portuguese immigrants in the United States were seamen from the Azores who manned many of the whaling ships that set sail from the wharfs of Provincetown. The courage, skill and determination of these early immigrants played an important role in the development of New England's whaling industry.

Today, a large community of Portuguese Americans, including the ancestors of the seamen that arrived from the Azores more than one hundred years ago, still make their home in Provincetown and other parts of Cape Cod. While Provincetown's whaling industry lives on as part of the Cape's rich heritage, its Portuguese community remains large and vibrant; the community has grown and changed as Provincetown itself has grown and changed.

The Provincetown festival and ceremony of the Blessing of the Fleet celebrate the many contributions, both past and present, of the Portuguese community to the rich and diverse heritage of Cape Cod and New Bedford regions.

The Embassy of Portugal is grateful to the organizers of the Festival for this opportunity to participate in Provincetown's homage to the tradition of the Portuguese Americans of Cape Cod.

Fernando Andresen Guimarães
Ambassador of Portugal



Bishop Sean P. O'Malley, OFM Cap, ordained to the priesthood in 1970, was appointed the Bishop of the Fall River Diocese in 1992. Previously Bishop O'Malley served as Bishop of the Diocese of St. Thomas in the US Virgin Islands. Originally from Ohio, Bishop O'Malley has seen service in Washington, DC, serving the Spanish and Portuguese population of that area. Bishop O'Malley is a Capuchin Friar, an order of the Franciscans and routinely wears a long brown robe and sandals which is the habit of that order of Priests and religion.

É muito amável....You're very kind.

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Second Effort

Silver Mink

History of the Blessing of the Fleet

by Betty Costa

It has been said that there are no atheists in foxholes. Perhaps the same could be said of fishermen, alone or with a small crew in the middle of the ocean. With no land in sight, a sudden squall, a leak or fire, or the loss of radio contact can result in a feeling of utter helplessness. It is no exaggeration to label fishing as hazardous. This, then, was ample reason for the early fishermen to invoke the blessing of God upon their endeavors.

With origins in Portugal, the solemn rite is often coupled with a celebration of the Portuguese heritage. The Blessing of the Fleet is a time of celebration and reflection.

The festivities are not always the same. Each locality is apt to have a different agenda. In Viana Do Costelo, in the Portuguese Province of Minho, the Blessing is preceded by a three day festival. There are daily parades, each with a different theme. The first day showcases artisans and their wares, and is whimsical in nature. A biblical theme is the motif for the second day, and on the third, the history of relations between Spain and Portugal is spotlighted. On each of the three evenings, there are impressive displays of fireworks. At midnight on the third day, the road from the church to the pier is

closed to traffic. Throughout the night, following an age old custom, a carpet is laid down. Using colored sawdust in a myriad of colors and patterns, the road on which the procession will proceed, is decorated. It is a strikingly beautiful sight.

Having witnessed the festivities in Gloucester with Domingo and Edith Godinho, Arthur Bragg Silva was so impressed that he vowed to bring the custom to Provincetown. He took notes during a conversation with the Gloucester chairman and brought his information home to share with the local fishermen. They were quick to embrace the idea.

Serving on the first committee with Mr. Silva were fishermen Domingo Godinho, Salvador Vasques, Frances Segura, Louis and Fred Salvador, Joseph Roderick, Joseph Lisbon, Manuel Henrique, Manuel Macara and George Adams, with Frank Taves and Ernest Carreiro as volunteers. These men were a part of the blessing for many years. Willing workers, they were joined by others as the years went by.

Anyone who has been involved in the planning for this annual

event will attest to the large amount of work that goes into it. Through the years, volunteers have worked tirelessly to collect ads, contact marching bands, arrange childrens' games and plan the different events that have been a part of the festivities. Different highlights such as Arts and Crafts Fairs, Wind-surfing Regattas, softball games, net mending and wire splicing contests, senior dances and fishermen's quahog parties are but a few of these.

For many years, the statue of St. Peter has been lovingly decorated by Florence Menangas, whose late husband Tony was one of the men who carried the statue in the procession. Although in some countries St. Anthony is honored, in Provincetown the



fishermen revere the patron saint of the local church, who was also a fisherman.


On the day of the blessing, the men of the fleet marched to the church, sometimes carrying banners with the names of their boats. The mass was celebrated by the Bishop, with fishermen acting as lectors reading from the scriptures and also as alter servers. Often priests who

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had been at St. Peter's returned and took part in the celebration. At the conclusion of the Mass, there was the procession to the pier for the blessing ceremony.

The wives and families spent days planning and preparing food for the parties that followed the blessing. The boats had been cleaned, painted and decorated with flags and banners and were a colorful sight as they anchored off Long Point.

There have been many somber moments as the years have gone by. Giants of the industry and beloved priests are no longer with us. Three vessels, the Patricia Marie, the Cap'n Bill, and the Victory II sank with the loss of all crew members. These tragedies rocked this entire community and the loss is still felt.

The annual Blessing has involved all segments of the community. Shops have decorated their windows and it has been the occasion for cookouts and beach parties.

Frequently in evidence at some of the related festivities was the Linguica Bank. Clad in embroidered red vests, these men entertained tirelessly. With Frank

Aresta on the concertina, Anthony Russell on the mandolin and Ioring Russell on the guitar, this group was a hit at many gatherings. Jack Edwards often joined them on the bass fiddle.

Throughout the years, the roster of fishermen has changed, as have types of fish and the methods of fishing. Smaller crews have meant adapting the old ways. Once known as a whaling town,

Provincetown is now known as the foremost place for whale watching. Trap fishing is a thing of the past. As fishing stocks have dwindled, regulations have multiplied. Some of these, while meant to preserve and

nurture future catches, are especially hard on the small wooden boats that make up most of the Provincetown fleet. Weather is a constant factor and quotas seem unfair to some. For a number of years, the industry has been struggling to survive. Aquaculture and fish farming are possible ways to satisfy the market for seafood.

It is the fervent hope of all involved in the 1997 Blessing of the Fleet, that this year will mark a turning point in the fishing industry. ■



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PORTUGAL

Sea Exploration and Early Discoveries

Teresita Cochran

Portugal throughout history has been one of the most important seafaring countries. As far back as the late fifteenth century, the Kings of Portugal sent ships around to different parts of the world on exploration missions. In their travels, the Portuguese explorers touched many different continents and reached seas that had never before been charted by other seafaring explorers.

The Portuguese have always been a courageous and fearless people. Accruing colonies in China, Africa, South America, and India over the centuries, one can imagine how important was their idea of adventure and exploration.

The most active era of Portuguese exploration and discovery was between the late fifteenth and sixteenth centuries. Because of this exploration, Portugal became one of the strongest world powers of the time. Dating back to 1488, Bartolomeu Dias was sent around the southernmost point of Africa, and was the first to round the tip, now known as the Cape of Good Hope. This first trip piqued the curiosity of the Portuguese Royals in the rich lands of the vast, dark continent of Africa. A decade later in 1498,

Vasco da Gama, son of King Manuel I, followed Dias' path around the tip of Africa, and landed in Moçambique on the southeastern coast. Well-received there, he reported on the lands to his father, and replenished his supplies to set sail again further east in hopes of establishing a sea route to India.

Since Gama's trip was a success in establishing an eastern route to India, King Manuel assembled a fleet of thirteen ships, the largest fleet yet, to head the opposite direction, towards the west. The west, an unknown, uncharted, expanse beyond the Atlantic Ocean was of interest because it was thought a more time efficient route to the eastern trading points, India specifically. This fleet set sail in 1500 under Pedro Álvares Cabral, who would assume the position of ambassador to the Indian princes once the fleet reached her shores. Instead of finding India after the long sail across the southern Atlantic, Cabral found what appeared to be a large island, "the land of the True Cross," which would later be called "Brazil" because of the abundance of dye-wood found on its shores. He sent one ship home to report this discovery, but continued sailing to find a westward passage to India. However, Cabral realized quickly that this island was a huge continent which he would have to round at the southernmost tip, and

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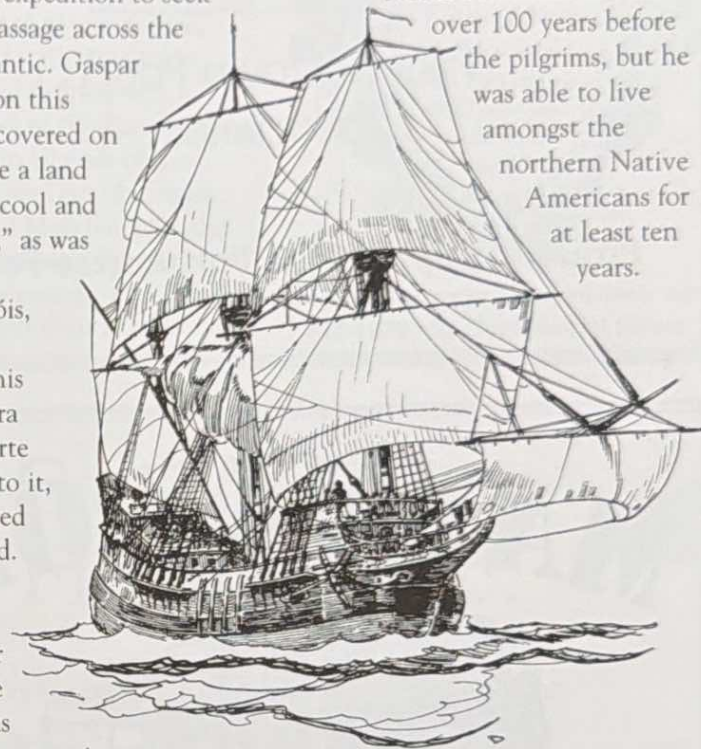
Tem o número de telefone dos táxis?...Do you have the phone numbers for cabs?

did so to finally reach India, making a profitable trade, in not-so-efficient time.

Upon Cabral's return, King Manuel was pleased with the sailor's discoveries, and sent another explorer in the same year, 1500, to head northwestward instead of south. Gaspar Côrte Real was given a grant for an expedition to seek a northwest passage across the northern Atlantic. Gaspar Côrte Real, "on this voyage he discovered on that north side a land that was very cool and with big trees," as was recorded by Damião de Góis, the King's chronicler. This island or "Terra Verde," as Côrte Real referred to it, was later named Newfoundland. Côrte Real returned the following year to explore the island, but was never heard from again.

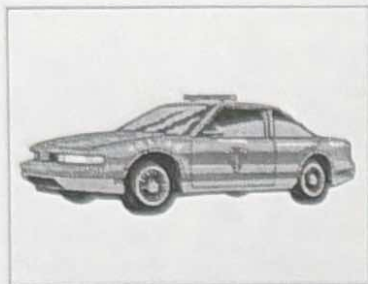
The following year, 1501, King Manuel sent Miguel Côrte Real, Gaspar's elder brother, on a search expedition to find Gaspar. Miguel went directly to Newfoundland with three ships to search the coast. Two ships started along the northward coast and Miguel's went southward, and planned to meet a

few weeks later. Miguel's ship never arrived. Only recently did an archeologist discover an inscription on a limestone boulder that read in Roman script, "Miguel Côrte Real, 1511" on the banks of the Taunton River in Massachusetts. This would indicate that the valiant Miguel Côrte Real not only reached the North American shores over 100 years before the pilgrims, but he was able to live amongst the northern Native Americans for at least ten years.



When the news of the disappearance of Miguel Côrte Real got back to King Manuel, he decided to devote all his attention on the profitable Indian spice trade. As a result, the idea of a northwest passage was soon forgotten by the Portuguese. However, in the repeated travels on the seas towards

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Aonde posso apanhar os barcos de ir ver as baleias?...Where are the whale watching boats?

Newfoundland, the ships reported that a very prolific fishing ground, later named "The Grand Banks," might be the source of great profit.

The next big expedition was almost 20 years later, from 1519-1521, when Ferdinand Magellan captained the first ship to circumnavigate the globe. On this trip, Magellan came across a vast ocean that was as yet uncharted, and named it the Pacific Ocean.

The open-mindedness and endless curiosity of the Portuguese brought them to all ends of the globe. Names like Dias, da Gama, Côrte Real, and Magellan all bring Portugal a well-deserved sense of pride about their expansion of the known world and their rich seafaring heritage. ■

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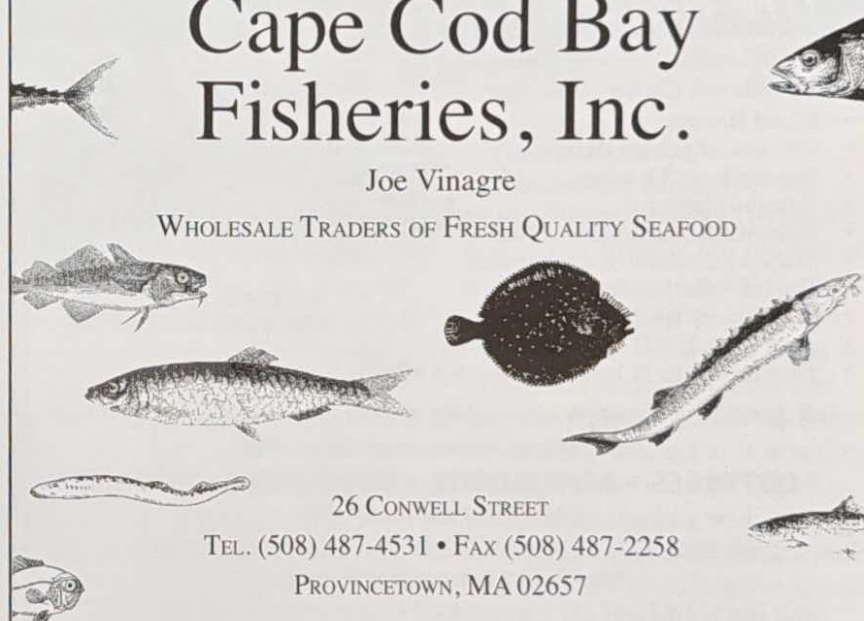
An Insiders Guide to Cape Cod and the Islands, 1990

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Dory Fishermen

by Molly Benjamin

Over the years, two kinds of fishing dominated the dory-fishing scene: One style operated right out of Provincetown Harbor, from where folks would think nothing of rowing out to, say, Wood End, catch a boatload of, say, codfish, and after that, row home.

The other form of dory-fishing meant taking your Provincetown-

they'd say. From there, it wasn't a long haul before they'd be into the mackerel, or later in the year, cod. Down would go the hooks if they were going jiggling, or out would run the trawl.

A trawl, for the un-initiated, is a long line with leaders and baited hooks tied on about every six feet. Anchors are set at both ends of the line, as is a pick-up buoy. Sometimes the fishing was so good that as soon as the gear was set, the dorymen would row back to the

beginning and start hauling. Most of the time, two fellows would work together, one pulling the line, the other unhooking the fish.



built dories with you to fish someplace else. They'd load a dozen or so aboard a bigger ship, sail out to Georges or the Grand Banks, anchor, then, almost like dropping off a gang of kids from a school bus, send all the dories out to fishing.

Dories are fairly easily made, all-purpose boats. You can ride out a hurricane in them. Not surprisingly, they have been used, over the years, in a number of ways.

Some of the gang kept their dories on the beach at Long Point. Put them a lot closer to the fish,

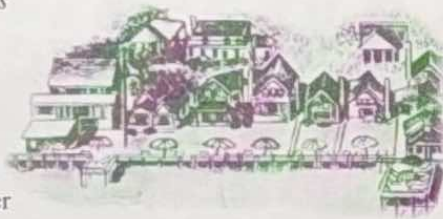
According to several Provincetown old-timers, long-lining changed radically when the Portuguese arrived. The old way of doing things was to just flake down the line in the bottom of the dory, then take the whole mess home to re-bait and re-arrange. (You can imagine that this kind of rig had to be carefully adjusted so it would run out nicely instead of having all those hooks snarling up.)

The Portuguese, bless their souls, had a trick of re-coiling the line in a round tub, putting each hook

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onto the lip of the tub—in order, of course. The introduction of the tub—reflected today when we call this kind of fishing “tub trawling”—was a technological revolution. It is also said that at one time, some of the Provincetown Portuguese fellows would keep a dory in Chatham in order to fish out of that harbor at certain times of the year. But after the Provincetown gang taught the Chatham gang how to recoil the line in a tub as they went along, they were booted out of town. No fishermen much likes competition, especially competition that beats the oilskins off you.

Today we have one homeboy doryman by the name of Edgar Ritter. Take a look later this week, you'll likely see him rowing all over Provincetown Harbor handling for the mighty fluke. Ritter's not the only person to handline for fluke of a summer, but he's the one guy out there using an ever sea-kindly, orange dory.

After awhile, the dories were armed with engines—one-lungers, the first were called, for their one piston. This allowed the gang to go a little farther from shore and have an easier time of it when the wind kicked up on the way home.

Dories were much in use during the days of what are called the Salt-Bankers, big sailing ships that would take a big crews to Georges, the Grand, and other fishy underwater hotels. There, the big ship would anchor and the two-man crews would hoist over

their dories—and themselves—and go trawling.

Stories are told in our coffee shops today of how dories figured big for getting some of today's well-known families to Provincetown. Employed as dorymen on a Portuguese Grand Banker, some dorymen literally jumped ship in Gloucester or Portland, Maine, and swam to shore.

Recently retired dragger captain Arthur Reis says his grandfather was one of those swimmers.. “Everybody was starving in Portugal,” he said, “so they all wanted to live here. A fleet of Portuguese Grand Bankers were anchored in Gloucester Harbor. My grandfather took off all his clothes. Being all he had, he wanted to take care of them. He put them in a small canvas bag covered in grease (to keep them dry), jumped over and swam ashore.”

Presumably, there was no National Seashore ranger awaiting shoreside, ticket book in hand as his grandfather emerged jack-naked from the water. We don't exactly know how the senior Mr. Reis got from there to here, but could be, he rowed.

Not every doryman who fished the Grand Banks from a mother ship came home. Seas have a way of rising awfully quick, but out there, the biggest killer was fog. Boats of the day carried conch horns that would be blown trying to find each other; with this technology, it sometimes happened

that the dory got separated from the bigger boat, and was lost.

Probably the most famous doryman of all is Gloucester's Howard Blackburn, who with a fishing buddy found himself in just such a predicament one foggy day on Georges. No way could they find their ship. The snow began to fall, blinding them even further. Howard stayed at the oars and pulled for home; after awhile, he realized his hands were freezing in place. Seeing as he had little choice in the matter, he let them.

Howard's buddy died before they got there, but Blackburn rowed from Georges Bank to Gloucester. He lost his hands to frostbite, and later gained another notoriety for sailing the world single-handed. But that's another tale.

In his immortal “Provincetown Seafood Cookbook,” the legendary Howard Mitcham tells the story of Frank Cook, Provincetown's entry into the doryman's piscatorial hall of fame. Though most fishermen were working from bigger boats by then, Frank was a bit stubborn and continued the hard life of the solitary doryman.

Working always from an open boat, dorymen like Cook were probably the source of the word “weather beaten.” One day in 1890 he'd rowed out to Wood End and commenced jigging for cod. He hooked into a leviathan, which turned out to be a 270 pound halibut. The fish towed him around

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like mad for a time. Somehow or another, the exhausted fisherman either got the equally exhausted monster into the boat, or as Mitcham figures it, conked it with an oar, tied it astern and rowed it home—another difficult feat, particularly if the weather had worked up a bit.

A now-famous photo of Cook, his line, and the huge fish caught with his bare hands was printed in newspapers all over the country. Mitcham says the first thing turn-of-the-century tourists would ask upon arrival was "Where's Mr. Cook who caught THE FISH?"

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CALENDAR OF EVENTS

WEDNESDAY, JUNE 25, 1997

3-7 pm **A** LANDSCAPES OF PORTUGAL, reception of watercolors by Miquel Andrade e Sousa, Provincia, till July 5th.

THURSDAY, JUNE 26, 1997

6-10 pm **HM** Kick-off Reception - Honoring 50th Anniversary of Blessing of the Fleet in Provincetown: pictorial mural of fishermen and their boats.

6-till **#** Special Portuguese Dinners

FRIDAY, JUNE 27, 1997

8 am-10 pm **PA AM** "FISHING AND WATERFRONT SCENES" from the PAAM permanent collection

9 am - 5 pm **T** Pilgrim Monument & Museum: "RELIGIOUS ARTIFACTS"

10 am - noon **T** Kids' Fishing Derby

noon - 5 pm **BR** Portuguese Soup Competition and Entertainment

2 - 6 pm **GB** Beer Tasting at Governor Bradford Club, \$5 entry

3 - 3:45 pm **T** The Last Voyage of the Viola 1916 Whaling Trip. Film and lecture.

5 - 7 pm **WW** Opening "PORTUGUESE ART," Walker's Wonders Gallery

7 - 8 pm **FAWC** Readings in English & Portuguese at the FAWC

after 6 pm H.M.S. Rose arrives, 179-foot Tall Ship

after 6 pm **T** Schooner Roseway arrives
dusk **FIREWORKS** by Garden State Fireworks

10:30 - 1 am **SC** Fabulous "Farquahr" performs - admission \$20, tickets on sale at Surf Club at 5 pm - first-come basis

SATURDAY, JUNE 28, 1997

9 am - noon **ME** Kids' Games with prizes

9 am - 11 am **T** Tour Schooner Roseway - Free of charge

10 am - 2 pm **SC** Adult Competitions behind the Surf Club-\$100 cash prizes

10 am - 8 pm **FW** Portuguese Food Court & Bazaar, Entertainment by Mendes Brothers

2 pm **PARADE** with marching bands starts (see map for the route)

3 pm - 6 pm **T** Tour the H.M.S. Rose - Free of charge
Music by Dory Bar Blues Band

4 pm - 6 pm **T** Tour Schooner Roseway - Free of charge
Music by Dory Bar Blues Band

4 pm **R** Traditional Portuguese Dancing Demonstration

4 pm **Viking Dory Club Race** (see map for course)

6 pm - 12 am **R** Block Dance Ryder Street

SUNDAY, JUNE 29, 1997

11:00 am - noon **T** Mass Celebrated by Bishop Sean O'Malley

noon - 1 pm **T** Procession to Pier led by the Bishop

1 pm **T** 50th BLESSING OF THE FLEET

5 pm **H** Provincetown Theater Co. presents "The Judgement of Father Martinho" by Bernardo Sintarendo free of charge, Town Hall

Participating Restaurants

- 1 Bubala's by the Bay
183 Commercial Street, 487-0773
page 41
- 2 Café Edwidge
333 Commercial Street, 487-2008
page 40
- 3 Clem & Ursie's
89 Shank Painter Road, 487-2536
page 36
- 4 The Dancing Lobster
463 Commercial Street, 487-0900
page 22
- 5 Fat Jack's Café
335 Commercial Street, 487-4822
page 31
- 6 The Governor Bradford
312 Commercial Street, 487-9618
page 36
- 7 The Holiday Inn
Route 6A, Shore Road, 487-1711
inside front cover
- 8 Kelsey's Diner
73 Shank Painter Road, 487-1202
page 31
- 9 The Lobster Pot
321 Commercial Street, 487-0842
page 12
- 10 The Mayflower
300 Commercial Street, 487-0121
page 36
- 11 The Mews Waterfront Dining
429 Commercial Street, 487-1500
page 45
- 12 Michael Shay's Rib & Seafood House
350 Bradford Street, 487-3368
page 36
- 13 The Moors
Bradford Street West, 487-0840
page 23
- 14 Napi's
7 Freeman Street, 487-1145
page 21
- 15 Pepe's Wharf
371 Commercial Street, 487-0670
page 38
- 16 Sal's Place
99 Commercial Street, 487-1279
page 17
- 17 Silva's Seafood Connection
Bradford & West Vine Sts., 487-1574
page 47
- 18 Surf Club Restaurant
315A Commercial Street, 487-1367

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Our Best-Kept Secret

by George Duncan, with much help from Jackie Gleason who is related to the Corea family, and Margaret Roberts

On August 10, 1905 Captain William J. Corea took his family and friends sailing on his fishing sloop-boat *Lear C.* in Provincetown Harbor. The event was probably related to a visit by U.S. Naval vessels, one of which, painted white, is barely visible at the upper left corner of the photograph.

Capt. Corea is at wheel (with his left arm outstretched). His wife Mary A. McKinnon is sitting at the lower left holding a girl in black stockings. I believe that their two daughters, Miriam and Bessie are seated on the boat rail at the right. Their son George, who was a photography buff, was probably holding the camera.

The Corea sisters became legendary schoolteachers here and I remember them well. They demanded attention and hard work from every student. (Today they would be the kinds of teachers who would be idolized by the current Chairman of the State Board of Education, Dr. John L. Silber). George, was Provincetown's first

physician of Portuguese ancestry and a brilliant diagnostician.

The family is a good example of one of Provincetown's best-kept secrets: Most families with Portuguese surnames whose roots go back 4 or 5 generations are multi-ethnic. Capt. Corea's father came from the Azores but his mother was born in Ireland. His wife was a Scottish native of Cape Breton Island, Canada. If you know about the Azores' Islanders you are aware that they can be of varied origins: Celtic from the North of Portugal, Moorish from the South with strong lines of Flemish, French and Jewish forbears.

My grandmother's sister, Flora MacKenzie, was a friend of Mrs. Corea and also a native of Cape Breton Island. We were probably related, and when they visited they would speak in The Gaelic which had been their language-of-the-home Downeast. Grace Collinson, the Provincetown Portuguese historian says that the Herring Chokers, as the Cape Breton Islanders were called for their fondness of that fish were very circumspective about speaking their native language around Sassenachs. "This is probably due to the low opinion which English-speakers had for that ancient language over the generations," Grace says, "but with the Portuguese, the Herring Chokers felt more at ease." "Unlike English," Grace continued, "Gaelic lacked nouns with Latin

roots so Portuguese-speakers found it completely befuddling. To them it was like a language from Mars!"

In 1865 the population of the town was 3475 which was more than 15% of the total population the Cape. Most were descendants of the original English settlers, called Yankees, but change was obviously taking place. The Irish were the first foreign immigrants to arrive in significant numbers and there were 116 here at that time. Cape Breton Islanders (and a few Nova Scotians who were generally not of

Scottish origin) numbered 185. Portuguese immigrants, who were from the Azores almost without exception consisted of 245 people. So, at that time there were actually more newcomers of Celtic origin than Portuguese—a situation that changed about 20 years later as the men in the former group tended to leave in a quest for greener pastures.

In 1865 seven Azorean men were married to Irish women, one to a Cape Breton woman, and that was an early date indeed. Provincetown

boomed economically after the Civil War and ethnic changes continued. At the beginning there was a shortage of Portuguese women and that fact certainly had a bearing on the out-of-ethnic-group marriages but the pattern was set and it continued.

Early marriages tended to follow religious lines. The Portuguese were always predominantly Roman



Captain William J. Corea family and friends onboard *Lear C.*

Catholic, like the Irish but where were exceptions. Several Portuguese were wed in the Methodist churches here around the time of the Civil War. Prominent Irishman, Hugh Cavanagh, the father of long time teacher Sarah J. Cavanagh, was a Universalist. The Cape Breton Islanders were the only significantly mixed group. Most were Protestant and tended to become Methodists here but there were a number of Roman Catholics. Among them was Philip M.

Campbell, a physician and surgeon whose early office and residence was in the building on Bradford Street opposite the end of Central Street. Today in Provincetown Mayflower descendants are most readily found in those families with Portuguese surnames!



A few words about Capt. Core's boat. The Lear C. was built for him in 1901. She was one of the last of her kind built because starting around 1905 there was a rather sudden and remarkable technological change: Fishing craft in New England were converted to engine-powered vessels due to the availability of inexpensive and reliable internal combustion engines.

There is confusing information about the site of the Lear C.'s birth, (it is either Gloucester or Kennebunkport, ME), but sloop-boats as they were called were very popular with Provincetown fishermen from about 1880 to 1905. This was particularly so among the Portuguese and frequently a sloop-boat would be the first vessel of significant size that they would own. Due to the power of their single large sails and the generosity of their broad decks they became ideal for dragging. Dan Mullins, a fish buyer in New Bedford at the turn-of-the-century claimed that

dragging, as distinct from beam trawling, was devised by Portuguese fishermen here and the sloop-boats were obviously part of the reason.

The most versatile sloop-boats tended to have been built in Gloucester by John and Hugh Bishop. Most were 40 to 50 feet long and up to 15 feet in breadth - formidable vessels. There were others here including may famed Friendship's, built in Maine.

The Lear C. was also owned by Capt. Joseph Roberts, the father of Margaret Roberts of Center Street. I have a sad photograph of my father's uncle's Gloucester sloop-boat, the Pearl docked at Railroad Wharf missing her bowsprit and mast top after was engine-powered.

There is a beautifully executed model of the Gloucester sloop-boat Laura Enos at the Providence (RI) Public Library.

None of the original Gloucester sloop-boats still exist which is reminiscent of another tragedy that is playing out at this moment. For the past several years the trap boat Charlotte, which is owned by the town if Provincetown has been rotting away behind the Heritage Museum. It is the last of its kind in the world and is strongly associated with the Portuguese here. If you think that the preservation movement which has developed so nicely all over the world in the past several decades has touched Provincetown - think again. ■

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The Portuguese in Provincetown

by Betty Costa

What is it about the Portuguese fishermen that makes them masters of their craft? There are a number of reasons. The seaside location of Portugal and the Azorean Islands lends itself to maritime endeavors. Of more importance, perhaps, is the makeup of the individuals.

Reading about the early immigrants, one comes across a recurrent theme. These were industrious, committed, serious men. Although at first they were crew members, before long they became boat owners and home owners. They brought family members here as soon as they were able to, and the Portuguese community grew.

The makeup of the early settlers varied greatly. The people of northern Portugal often had fair hair and blue eyes reflecting a Germanic strain, while those in the south were more apt to mirror the characteristics of the part of Europe thought of as Latin. The islanders, certainly, had the blood of many cultures in their veins as many travelers who stopped there, often stayed and married Azoreans.

The stories of the Portuguese who settled in Provincetown vary greatly from those of people who settled in other locations. Young men were expected to follow in

their fathers' footsteps and go into fishing, or, in some areas, millwork. Young girls traditionally married and raised families.

In Provincetown there seemed to be a broader view. Although fishing would continue to be of prime importance, young people were encouraged to follow their own visions and to pursue the education necessary to fulfill them.

Consequently, the early years of this century saw the children of the early immigrants going off to college. Soon the fields of medicine, dentistry, law, education, engineering, and the armed services had on their rosters the names of second generation Portuguese. Aspiring fishermen studied at the University of Rhode Island and at Cape Cod Technical High School to learn and fine tune the ever changing craft that is fishing.

Why the difference between Provincetown and other areas? The simplest answer is that in the earliest years, summertime brought a group of artists and writers from New York. These visitors, many of whom bought property here did not isolate themselves from the Portuguese community.

Indeed, There is much evidence that a great deal of interaction took place. Charles Hawthorne used Portuguese fishermen and local children as models for his paintings as did others.

Then, as now, Provincetown was an open, accepting, cosmopolitan

place. Locals mingled with visitors and the result was a greater understanding of both cultures.

In his Cape Cod Cookbook, artist Peter Hunt speaks fondly of the Portuguese and includes their recipes learned from friends and neighbors.

Recently, there has been a renewed interest in the Portuguese and their contributions to the town. The spirit and courage that enabled mariners to discover so much of the world is a source of great pride.

The first annual Portuguese Festival will provide an opportunity for all to learn about and appreciate the heritage that is such a vital part of this community. ■

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THIRTY LIVES LOST

Grand Banks Fisherman Cora S. McKay
Went Down in a Hurricane.

SHE HAILED FROM PROVINCETOWN.

Fifteen Widows and Fifty-Four
Children Left to Mourn

Provincetown, Mass., Dec. 7.—The Grand Banks fisherman Cora S. McKay has been lost at sea with her crew of 29 sailors and a boy. Of those lost, all but nine hailed from this town. Among the relatives, there are 15 widows and 54 children. The McKay was probably lost soon after Sept. 12, in the same storm which wrecked the Provincetown schooner Willie A. McKay, the crew of which, excepting one sailor, were rescued. The Cora S. McKay, was considered one of the best of the fleet sailing out of this port.

The Cora S. McKay sailed from here last May with one of the best fishing crews ever gotten together on the deck of a Provincetown fisherman. Her master was Roderick Matheson. The crew were mostly from here, only nine claiming residence in other towns, these latter being Scotchmen or Frenchmen. The others, save the cook and his son, who were Germans, were Portuguese by birth.

The vessel went to Quero bank for cod, but from time to time came word that the catch was a disappointment. The McKay then sailed to the Virgin rocks, and to her crew list were added Fred Baker and Neil McLean, from the Bucksport schooner T.M. Nicholson, which had a full fare and was leaving for home. Fishing on the "rocks" proved but little better than that experienced on Quero, and it became apparent that the voyage must far beyond the usual limit in order to acquire a full load of cod. The craft had taken about 5000 quintals, and required nearly 2000 quintals more to finish lading, on the morning of Sept. 12.

On the evening of that day, a destructive gale came down upon the anchored Grand Bank fleet. The McKay has not been seen since that gale. The supposition is that she foundered at that time.

When the Provincetown fleet began to return and reported the probable disaster

to the Cora S. McKay the whole town felt once again the hand of death, a visitor who has called in nearly every home here.

It is not know here whether the out of town men were married, but 15 widows and 54 orphans have been added to the already long list of the town.

The Cora S. McKay was a three mast-craft, built at Essex in 1888 for the Grand Banks handline fishery. She measured 198 gross tons, was a splendid sea boat, and was regarded as the best vessel sailing from this port.

All hopes of the safety of the McKay was abandoned by local fishermen some time ago. The last heard of the craft was when she went adrift in that terrible gale with the sch. Talisman of this port.

The list of the men are as follows:

Roderick W. Matheson, master, married, two children; Manuel Thomas, mate, 35, married, six children; H.P. Jansen, cook, 48, married, four children; Joe Velon, 28, married, three children; Luther Jansen, 13; Antoine L. Prada, 19, single; Joe Days, 33, married, five children; Manuel Silva, 19, single; William Bent, 22, single; John Sousa, 25, married, one child; Marion Prada, 31, married, four children; John Williams, 45, married, one child; Peter Sousa, 38 married, six children; Joe Bent, 2d, 35, married, six children; Joseph Enos, 20, married, one child; Samuel Sents, 20, single; Manuel Costa, 40, married, three children; Manuel Valentine, 40, married, three children; Manuel Valentine, (son) 22, single; Joseph Dantes (or Charles) 36, married, six children; Alex Lawrence, William Miller, Alfred Landry, Simon Goyceha, Benjamin Sampson, Frank Mombouquette, Thomas Middleton, Fred Baker and Neil McLean.



Schooner Susan R. Stone

Gloucester Daily Times, December 7, 1900

É um rapaz...It's a boy.

The Losses of the Schooners Susan R. Stone and Cora S. McKay

and their Tragic Impact on the
Portuguese Community

by George Duncan

In the days of sail when a fishing vessel was lost far offshore frequently the only relic left would be a pathetic newspaper account of the tragedy. More often than not no bodies would be recovered and not a single identifiable scrap of wood from the sunken boat would be found so the clippings would have extraordinary significance.

I have found them in many scrap books kept by local people often yellowed and broken at the edges from much handling. Here are two which had a devastating impact of the Portuguese community. Fishermen constantly died at sea but the large single sinkings were unusual. A rash of them that lasted for twenty years began with the loss of the Schooner Susan R. Stone in November 1897. (please see the accompanying article).

My history mentor, the late Warren C. Silva of 5 Bangs Street who was born in the early 1890's

remembered the loss of the Stone. "Gosh it was awful, we were living on Young's Court at the time next to Capt. Veara's family and one of his children was my playmate. For weeks there was great apprehension about the Stone and then it became apparent that she couldn't still be floating. We knew what was going on in spite of the fact that the adults didn't talk about it in our presence. Those of us in fishing families—and we were by far the majority—lived in constant fear that we would never see our Dads again." Warren said that the impoverished Veara family left town not long after the tragedy.

In the days before state and federal social programs, support for widows and children came from the town treasury and it would be given for a few months or a year in a very minimal sort of way. In the case of the loss of the Cora S. McKay, the pastor of St. Peter the Apostle Roman Catholic Church was able to raise only a small amount of money for the victims. Today tragedies like the loss of the Stone or the McKay would be known nationally. The state Governor would certainly come to help and probably the Vice President. Maybe even the President would fly over the town to show his concern. Funds would be provided for all of those in need. Grief counselors would be elbow to elbow on Commercial Street.

É uma mulher...It's a woman.

LATEST

3 O'CLOCK.

GONE DOWN WITH CREW.

Provincetown Schooner Susan R. Stone Given Up as Lost.

All But Two of Crew Leave Widows and Children.

Sch. Susan R. Stone of Provincetown, the fears for whose safety were recently alluded to in our columns, has been given up by her owners, and has without doubt gone down with all on board.

The schooner sailed from Provincetown November 5 on a trip to the Western Bank for codfish, and has been gone over six weeks, nothing having been heard from her since leaving port. She had provisions for only three weeks although she carried water and flour enough to last two weeks longer.

Her owners admit that that there is no probability of her ever coming into port again, and that the chances of ever hearing from her crew are too small to be considered.

The Susan R. Stone was 117.73 tons, net measurement, and was built in East Boston in 1888, and was owned by Joseph Manta. She carried a crew of eighteen men and one boy, all of whom were residents of Provincetown, and most of whom left families, leaving 16 widows and 37 children as follows:

Manuel Veare, captain, leaves widow and five children; Joseph Foote, cook, widow and two children; Manuel Souza, widow and two children; Fred Alden, widow and two children; William Silva, widow and two children; Joseph Lewis, widow and two children; John Noons, widow and three children; Joseph Barnes, widow and one child; Tony J. Azevedo, widow and four children; Lawrence Varres, widow and two children; John Andrade, widow and three

children; Joseph Maria, widow and three children; Joseph Henrique, widow and one child; Luiz Souza, widow and one child; Antoine S. Vilhinho, widow; Manuel Jacob, widow and three children; Manuel Bascamor, widow and one child; Antoine Pershake, single; Antoine Joaquim, single.

Capt. Veare and many of his crew were well-known among the fishermen of this portland had many friends here.

Gloucester Daily Times, December 18, 1897

At the turn of the century this was a poor town. Even until 1920 it had the highest illiteracy rate in the state. When a family lost its breadwinner here the survivors were immediately destitute. The wives usually became washerwomen, the children dropped out of school and girls had to marry at young age. The poverty as a result often traveled down into the next generation and sometimes into the grandchildren's.

You have probably heard the story that Provincetown was the "richest town per capita" in Massachusetts in part of the 19th century. It was a statistical trick and not the truth in the complete sense. The fact is based upon an accounting of cash in the possession of the inhabitants and not their total worth. The fish business was based upon the exchange of cash at a time when most of the country existed in a barter economy. The whaling business was conducted in the same way. ■

Portuguese Fishermen Always Bought the Best When they Could

by George Duncan

It's unimaginable today that a single person would design both the America's Cup winners and fishing boats, but that is the way it was one hundred years ago. The fishing schooner Susan R. Stone (1888-1897) was one of these. She was designed by Edward Burgess (the grandfather of Tasha Tudor, the illustrator of popular children's books who lives in Vermont).

Identifying the Stone from a distance was difficult because she was virtually identical to another Provincetown vessel, the Governor Russell. A third fishing schooner built from the same model was the Harry L. Belden. We are fortunate today that a large contemporary model of the Belden, fitted for mackerel seining, is on display at the Cape Ann Historical Association in Gloucester. It is the last original relic of the three.

Both the Stone and the Governor Russell were owned and manned by Portuguese fishermen here.

Edward Burgess was born in Sandwich on June 30, 1848 and died prematurely at age 43 but not before having designed several America's Cup winners: the Puritan, Mayflower and Volunteer, as well as many successful fishermen. It was still an age of generalists.

His son W. Starling Burgess was born in Boston in 1878 and like his father graduated from Harvard College. They both excelled at mathematics as nearly all successful naval architects do. Starling's design career began in 1902 after his service in the Spanish-

American War. By the time of World War I he had also organized an airplane manufacturing firm called Burgess Company and Curtis at Marblehead.

In the 1920's Starling lived in Provincetown at 555 Commercial Street and there, along the waterfront not far from where Eugene O'Neill had produced plays earlier he wrote poetry. He also continued to design winners including America's Cup defenders, enterprise in 1930, Rainbow in 1934, along with Harold Vanderblt's Prestige and the famous Gloucester fisherman, Columbia.

One of the unusual design features of the Susan R. Stone was the plumb stem—a major detail on only some American vessels in the last quarter of the 19th century. A Gloucester newspaper article about another plumb-stemmer, the Provincetown fresh fisherman, Carrie E. Phillips also designed by Edward Burgess delineates his talent. The schooner was built in 1887 and wrecked with no loss of life at Whitehead, ME in August 1889, under the command of Capt. Frank L. Roderick. The article stated:

"When it came to a dead thrash to windward, light wind or heavy, choppy sea, or smooth water, or over a course that involved both slackened and close hauled sheets, the Phillips invariably lead the procession. In windward work she was a wooden wonder, the fastest thing in her class in any sea.

"...the citizens of Provincetown regarded the craft with real affection. They were proud of the possession of a boat that could beat out-of-town fishing schooners handsomely at windward work. The Provincetown fishermen bragged considerably over this crack sailor, and a general halfmasting of good spirits obtained among them when the news of the vessel's loss was made public yesterday afternoon." ■



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Provincetown Fishing

We Can See The Past;
What of the Future?

By Molly Benjamin

Over the centuries, Provincetown's waterfront community has fully developed the art of taking advantage of whatever species was abundant at the time. In the very beginning, cod were huge: The very sandbar on which we sit was named after Captain Bartholomew Gosnold dropped a peach basket overboard in Provincetown Harbor, pulled it back and designated the place "Cape Cod."

Indeed, for centuries after Gosnold wrote of the "great stoare of codfysshes" here, Provincetown's massive codfish landings reflected the bounty of the time. Even today, there are men in town of whom it is said, "If you stacked up all the codfish that guy has caught over his lifetime, you'd have a pile higher than the Monument!"

Subsequently, it appears every species has had its day: Mackerel once powered a tremendous fishery, mackerel boats totally filled the Harbor; other moments in time have centered on flounder, whiting, lobster and whales.

It is wise to recognize that the fisheries are never static, but are instead always changing and shifting. Imagine the headlines of the day when whaling went down

the tubes? Fortunes were made in Provincetown during the heyday of whaling, so the impact of the decline of this activity must have been great. Newspapers must have read just as they do today, bemoaning the "death of the fishing industry."

Then as now, folks are reading those same headlines who know very well that hey—They're here, making a good living by fishing, and they're very much alive and well, thank you very much.

It's always simple to watch a fishery sliding the downhill section of the bellcurve. It's never as easy to pick out what, as we've learned from our past, fishery is coming up and just about to bloom. If history teaches us anything at all about fishing and Provincetown, it's just that: A particular once-great fishery is always nearing the end of its days just as another is germinating, soon to have its own boisterous day in the sun.

Right now, lobster is a kingpin of Provincetown's landings; about 50 boats work the bottom seeking what the guys call "bugs." Provincetown is always in the top ten ports of the state for landings, and honestly—an incredible amount of lobster will be landed here this summer.

Not that long ago, in the 1980's before everyone knew how to spell "Internet," Provincetown's fishermen and fish dealers

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Provincetown's small-boat longline fleet. Folks have found that by using smaller boats with reduced fuel and other costs, profit can be made on smaller margins of product. Many of the same fishermen use the same small boats in summer to seek giant Atlantic bluefin tuna, a fish that is unquestionably the top-dollar species (\$12 million) in New England. Tens of thousands of dollars of bluefin tuna are routinely landed in Provincetown every summer and fall; many are caught by local fishermen, while a significant chunk comes from fishermen who've traveled here to take advantage of Provincetown's nearness to the fishing grounds.

A short ten years ago, fishing was obvious in Provincetown. Fishermen walked the pier with a happy swagger. The view today is not as sharp, but more folks and families than you'd think are heavily involved. They'll fish striped bass in season, they're catching a whale of a lot of lobsters; they're growing shellfish on the flats, and dragger numbers are down but not deceased. Some go scalloping, others chase tuna.

The future is impossible to see. We may build a herring plant, we may start farming fish in the harbor. Just remember how those headlines would have read when whaling hit the tubes. You gotta know this: In Provincetown, fishing may be down but it's never, ever out. ■

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At the risk of leaving someone out, there are people that have gone above and beyond to make this event a reality: first, **Rose Steele** who not only attended meetings and helped produce this book but put the full weight and effort of her family business, **The Advocate**, behind this endeavor. Thank you to Rose and the entire Steele family; **Paul Seeley** who took charge of our parade and, we are sure, will rival the glorious parades of the past; **Mary-Jo Avellar** for taking charge of producing our first ever Portuguese Cookbook and visiting Washington, DC, to personally invite the Portuguese Embassy delegates; **Helen Addison** of **Addison & Associates** whose countless hours of volunteered time and professional support gave the festival life through her imagination and timeless attention to detail; **Cathy Cook**, our St. Peter's connection, who was always there and did whatever she was asked; **Lenny Enos** and the **Enos Family** for their support and use of their facilities for our fund-raisers; **David Condon** our chef and function coordinator; **Betty Costa** and **Andi Gulan** who attended countless meetings and helped tremendously in producing this 50th commemorative book; **Mick Rudd** and **Ewa Nogiec** at **Shank Painter Company** for their patience and persistence on our many printing projects; **Leo Morris** for his steadfast support and continuous help with our raffles; **Lori Meads** for coordinating our merchandising; **Michael Silva** for coordinating our Trip to Portugal Raffle; **Maggie** at **Provincetown Florist** for her generous support; **Ron Robin** at **The Mews** and the **Provincetown Municipal Advertising Committee** for their support and for holding the meeting, "Let's Be More Than Summer Friends," where the festival idea was first sponsored; **Ron**, thanks also for the use of **The Mews**, the help on the decoration and for your efforts to bring the town together to support this First Annual Provincetown Portuguese Festival; **Erma & Kurt Ruckstuhl** for her ideas and help on the Portuguese soup competition; **Joy McNulty**, **Steve Roderick** and the **McNulty Family** for their unwavering support and for keeping the Blessing tradition alive to reach this 50th celebration. Others whose support have made our efforts easier: **Candy Collins-Boden** of **The Chamber of Commerce**, **The Patricks** of **Marine Specialties**, **Fred Jones** of **Sun Signs**, and on and on. A big thanks to my brother, **Paul Silva**, for allowing me the time to work on the festival and for assuming the duties of treasurer to keep us fiscally sound. And another big thanks to the **People of Provincetown**, the **Selectmen** and to **Keith Bergman**, our Town Manager, for all their help.

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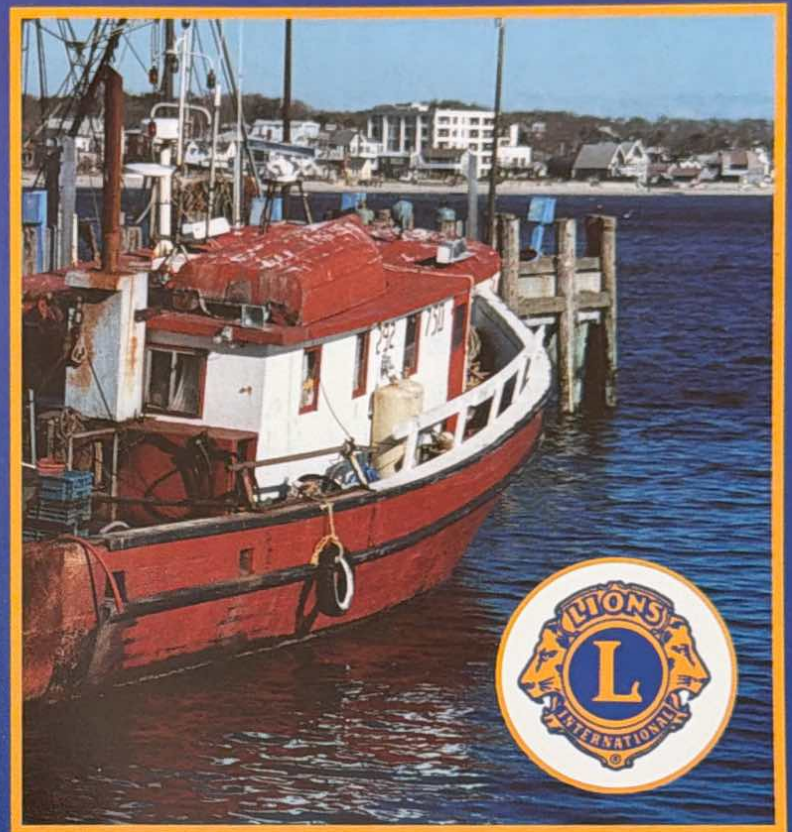
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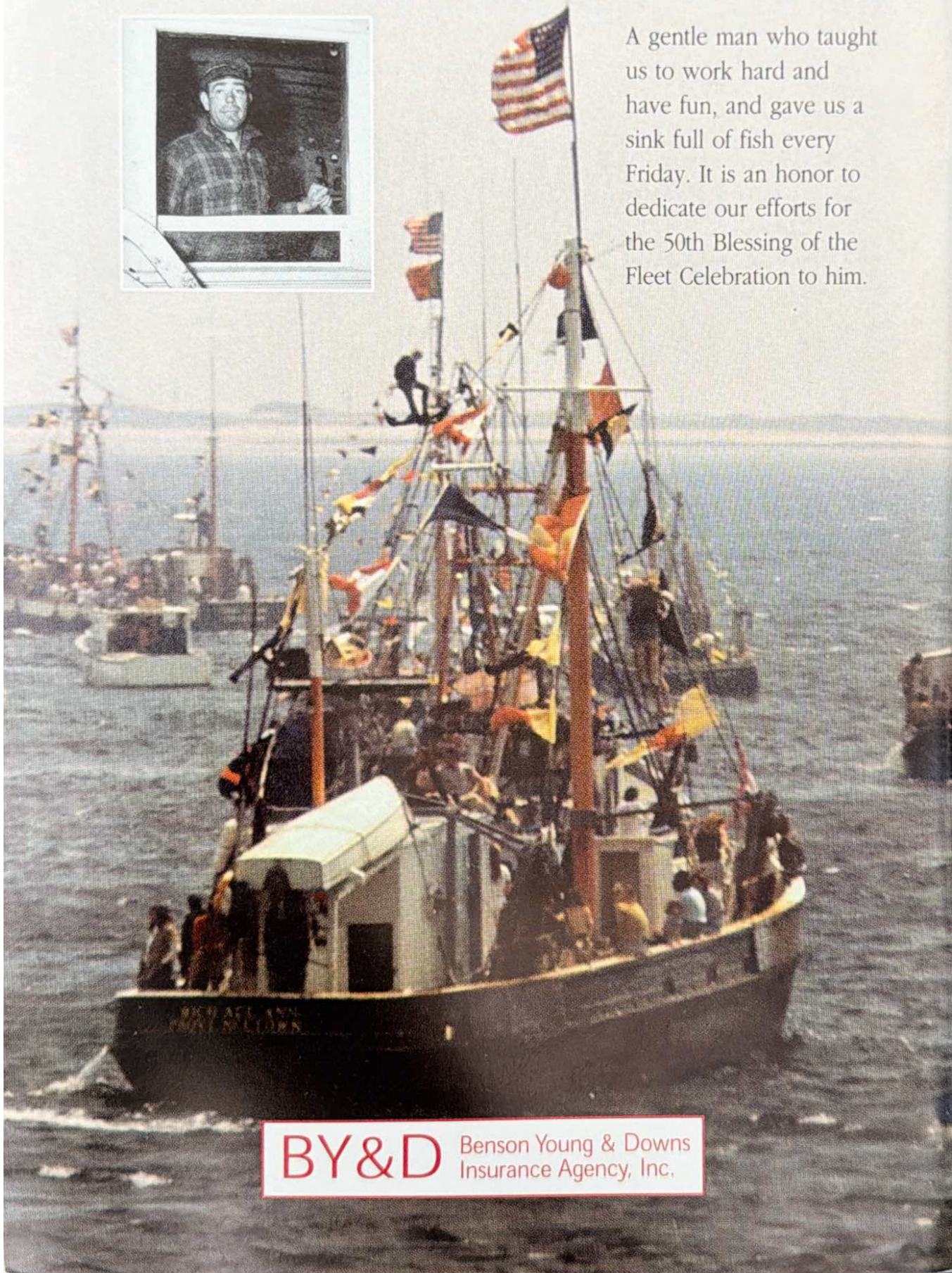
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