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CAPE COD: 17TH AND 18TH  
CENTURY ROADS  
WITH PARTICULAR ATTENTION TO  
THE KING'S HIGHWAY

JULY 1962

BY: WILLIAM D. HERSHEY

CACO.040

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CAPE COD: 17th and 18th  
Century Roads, with par-  
ticular attention to the  
King's Highway.

Note: The five geological survey quadrangle maps  
of Cape Cod, annotated by Wm. D. Hershey,  
to go with this report on Cape Highways,  
are in Drawer # 1, Historian's map file,  
South end of building (potential library  
room)

(incomplete copy)

Historical Survey under  
P. O. 29-542, 28 May 1962  
Field Work Commenced: 5 June 62  
Report Submitted: 5 July 62  
by  
William D. Hershey  
Historian

Raw  
to  
C.P.S.

The Old South meeting-house, time-worn and gray,  
That stood fronting east by the "King's highway,  
That goeth to Billingsgate" - so runs the phrase  
In the quaint old records of olden days.

I have seen splendid temples with lofty steeples,  
With soft cushioned seats, filled with fashionable peoples,  
But none in the tablet of memory will stay  
Like the Old gray church by the King's highway.

Herman Doane (1718-1827)

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1. 19th Century Road Changes on Record at the County Commissioner's Office, Barnstable County, Massachusetts.
2. Annotated U. S. G. S. 7.5' Quadrangles of Chatham, Orleans, Wellfleet, North Truro, and Provincetown, Massachusetts

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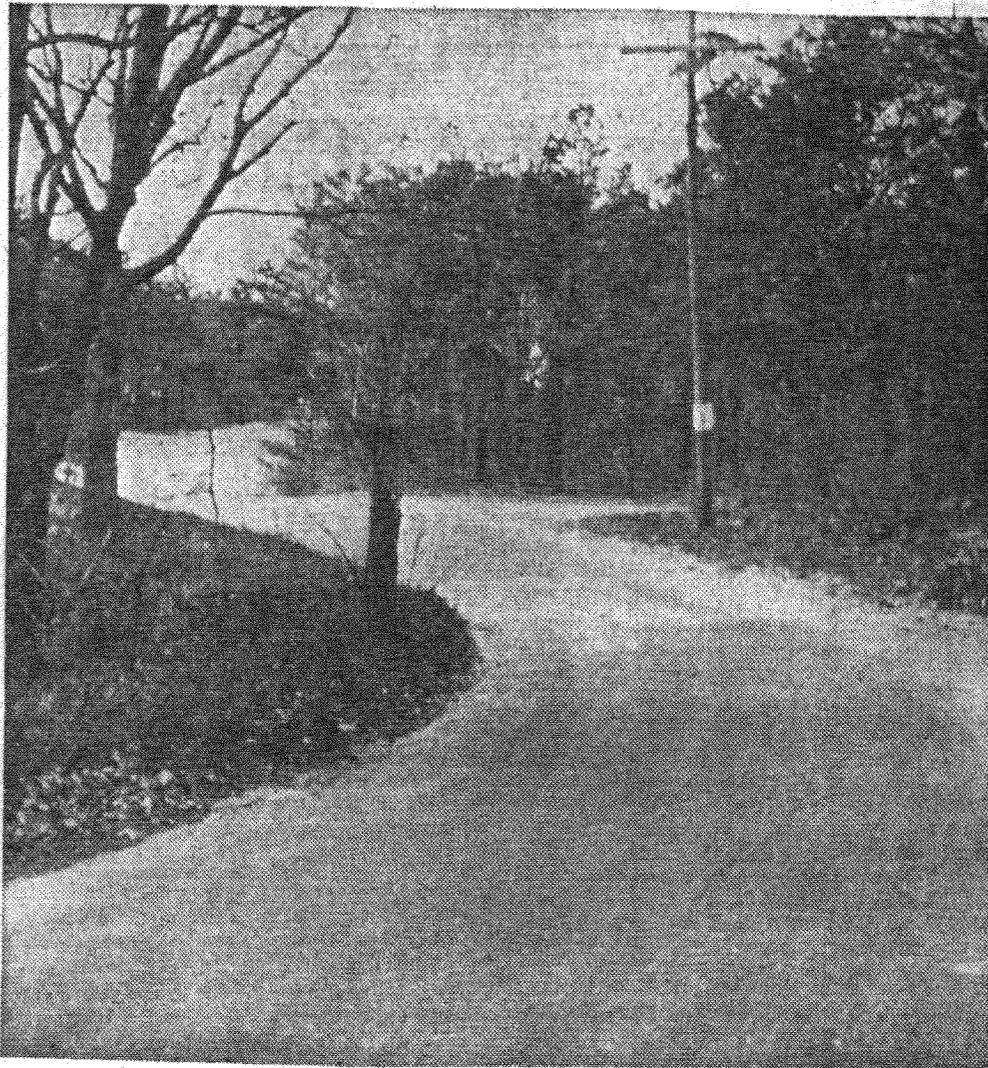
3. Two 18th Century Maps of Massachusetts in the Library of Congress
4. 1794 Town Plans on record in the Massachusetts Archives-of Harwich, Chatham, Eastham/Orleans, Wellfleet, Truro, and Provincetown, Massachusetts
5. 1830 Town Plans on record in the Massachusetts Archives-of Chatham, Eastham/Orleans, Wellfleet, Truro, and Provincetown, Massachusetts.

## ERRATA AND ADDENDA

A confusion in the references to the Town Plans in the Massachusetts Archives as the date (1794 or 1795) stems from the fact that the official designation is based on the date of the law, 1794, while the maps were made in 1795. I have not been consistent in the assignment of date to the Town Plan references, but 1794 and 1795 Town Plans are the same.

- p. 7 - The separation of Wellfleet from Eastham took place in 1763
- p. 21 - "voted that fourteen shillings and fourpence ordered to be paid by this town for laying out a highway to Menomoy be paid out of the Treasury." should be read for "voted that fourteen shillings and fourpence (be) ordered to be paid out of the Treasury"
- p. 72 - The East Harbor Bridge was completed in 1855.
- p. 74 - Also, as was pointed out, the Provincial, as well as the government of Plymouth Colony could pass on the sufficiency of the highways.

CC Standard-Times 5/26/72



### Royal road to the past

A portion of the ancient King's Highway winds through Outer Cape woodlands. The old post road was in use during Colonial times and threaded its way from Orleans to Truro. After the American Revolution the road name was changed to the less regal County Road. (Staff Photo by Elise Brett)

to Truro, and the other is a short loop off Route 6 in South Wellfleet.

The trouble is that nobody is sure exactly where the roadbed of the King's Highway was. William D. Hershey in 1962 made an historical survey of 17th and 18th Century roads in Eastham with particular attention to the King's Highway.

Hershey found the first

way in a poem he wrote:

"The old south meeting house, time worn and gray,

That stood fronting east by the King's Highway

That goeth to Billingsgate' so runs the phrase

In the quaint old records of the olden days."

Billingsgate was the early name for Wellfleet before the area separated from Eastham in 1763.

Century the main road was called a county road, according to the Massachusetts Historical Society Collections for 1802. This account states: "The county road from Harwich to Wellfleet passes over barren sands and conveys to strangers a worse opinion than it deserves."

However, the King's Highway did exist.

## HISTORY OF NAUSET SETTLEMENT

the area occupied by the proposed Cape Cod National Seashore  
includes in part the eastern part of a grant made by the Colony  
in March, 1644/5.

The Court doth grant unto the church of New Plymouth,  
those that go to dwell at Nauset all the tract of  
land lying between sea and sea, from the purchasers'  
lands at Namskaket to the Herring Brook at Billings-  
gate, with said Herring Brook, and all the meadow on  
both sides of the said brook, with the great Bass  
pond there, all the meadows and islands lying within  
said tract.<sup>1</sup>

Additional lands were added with the purchase from the Indians  
to the north, the Pamet lands, the division among the

Pamet proprietors on 22 May, 1689, beginning at the  
south Ensign Jonathan Bangs lot "on the southerly side of  
pond, commonly called Eastern Harbor Pond".<sup>2</sup> Less ambiguous  
boundaries were settled July 24, 1697:

An agreement and final settlement of the bounds and  
ranges between the lands now possessed by the English,  
from Bound Brook to the fresh water ponds on the  
westerly side of Pamet, and next Eastern Harbor;<sup>3</sup> and  
the land from said pond to the Eastern Harbor...

Paine, Josiah. A History of Harwich, Barnstable County,  
Massachusetts: 1600-1800, Including The Early History of  
that Part now Brewster. Rutland, Vermont: The Tuttle  
Publishing Company, Inc. 1937. p.29, fnote. 3.

Rich, Shebrah. Truro--Cape Cod: or Land Marks and Sea Marks.  
Boston: D. Lothrop and Company. 1883. p.80.

Ibid., p.81.

he lands north of that boundary were kept by the provincial  
 ment as Province Lands, belonging directly to the Province  
 sachusetts (local opinion on Cape Cod still is that any  
 ds went to line the pockets of the English governor himself)  
 ile the Precinct of Cape Cod was incorporated in 1727 as the  
 f Provincetown, the Province maintained the right to ulti-  
 title to the land, all property being sold with a quit-claim

<sup>4</sup> Chatham, the southern extremity, still consists of the  
 ty purchased in 1656 by William Nickerson, preserved and  
 ated by many legal battles in the 17th century. The beach  
 alled Nauset Beach, then Chatham or Monomoit Great Beach,  
 to the Nickerson holdings in 1724 after another series  
<sup>6</sup> v suits.

Nauset became Eastham 7 June 1651, Pamet became Truro 16  
 1709. Harwich out off from Eastham in 1694 and Orleans  
 ated in 1797, choosing its name in honor of that popular *well preserved and*  
 der of Liberty, the young Duc d'Orleans, later Louis-Phillipe.  
 division marked the end of major divisions and the townships  
 n much as they are today.

Rich, Truro--Cape Cod., pp.107-108.

Smith, William C. A History of Chatham, Massachusetts, Formerly  
 The Constablewick or Village of Monomoit, With Maps and Illus-  
 trations and Numerous Genealogical Notes. Hyannis, Mass.: F. B.  
 and F. P. Goss, Publishers. 1909. p.180.

, A History of Chatham, p.206.

A traveller of the mid-nineteenth century notes that "(t)he  
 is divided into townships....A small village with an inn  
 es as the center of these districts...." <sup>7</sup> This pattern,  
 a multiplication of the inns, is still true today and reflects  
 constitution of the area in the 17th and 18th centuries. The  
 ortance of this arrangement to the study of the roads is that  
 ownship road can itself be very long, the length of the town-  
 p, or very short, staying within the village. In town meetings  
 al attention would be paid to both and it is often difficult  
 tell the nature of the road from the distances given in the  
 scriptions.

The economic pattern of the Cape was one of steady depletion  
 resources and excessive vulnerability to the market. The Pil-  
 ims were no exception to other settlers in America in their  
 ogram of heedless deforestation, though with unusually disas-  
 ous results. By 1760, Truro had to ask an abatement of taxes  
 e to the great losses due the sand blowing on the fields and  
 eadows of the town <sup>8</sup> and Dwight records a late 18th century  
 rdinance compelling all citizens of that town to plant grass in

- Bartlett, W. H. The Pilgrim Fathers or the Founders of New  
 England in the Reign of James the First. London: Arthur  
 Hall, Virtue & Co. 1853. p.106.
- Rich, Truro--Cape Cod, p.247.

attempt to slow the movement of the sand. Kendell tells of  
 9  
 10  
 ilar efforts at Provincetown. The Massachusetts Magazine

1791 gives the following description of Race Point at  
 Provincetown:

A traveller, in passing from the village over to Race  
 Point, passes some distance through the pine woods,  
 the trees about 20 ft. in height; at length he finds  
 the path obstructed by a mound of sand almost perpen-  
 dicular, rising among the trees to their tops.<sup>11</sup>

The destruction of the trees and other cover and the consequent  
 sing of the sand made farming as a basis for existence on the  
 e even more precarious. Tar-making, an important early industry,<sup>12</sup>  
 appeared with the forests. The commercial production of salt  
 possible when a process for distilling it from sea water was  
 eloped on Cape Cod, but this industry faded when better sources  
 salt were found elsewhere. The wars of the eighteenth century -  
 75-6)  
 Philip's war, the French and Indian Wars and the siege of  
 sburg), and the Revolutionary War - weighed especially heavily  
 he towns of the Cape, laid open to enemy naval attack and the  
 uption of fishing trade, seriously hampered by the demands made  
 he limited manpower of their small populations, and pressed by

Dwight, Timothy. Travels in New-England and New-York. New  
 Haven: Timothy Dwight. 1822. 4 vols., Vol. 3, p.87.

Kendall, Edward A. Travel Through the Northern Parts of the  
 United States, in the Years 1807 and 1808. New-York: I.  
 Riley. 1809. p.156.

Description of Cape Cod and the County of Barnstable",  
Massachusetts Magazine, Vol. III, No. 3, March, 1791, p.150.

Paine, A History of Harwich, pp.58-59.

taxes for these martial efforts which their limited economy found difficult to bear. Provincetown was in particularly bad straits, its population dwindling to virtually nothing in the middle of the century. The Town Record of Provincetown from the years 1724-1784 is merely a meagre reckoning of petty expenses. The destruction of the soil by careless land use, the failure of attempts at the development of local industries, and the disruptions and rigours of war made the 18th century a very bleak period for the Cape - barren, desolate, exposed and poor.

A period of development following the Revolution was stifled by the policies and acts which led up to and culminated in the War 1812, called on Cape Cod "the War of the Embargo".<sup>13</sup> By the beginning of the 19th century, the Cape had become totally dependent on fishing for a livelihood, but Kendall's indignant account of the inhabitants of Truro, living in squalid poverty, straining every resource of the community, human and material, to wrest enough income from the sea to pay off the interminable debts at the local store, dispels any notions of romance about that side of Cape life.<sup>14</sup> The populations of the towns had been small and did not grow/ appreciably in the early part of the 19th century.

13. Rich, Truro--Cape Cod, pp.353-361.

14. Kendall, Travel Through..the United States, pp.164-5.

Orleans had a population of 1,095 in 1800 and grew only to 248 by 1810. Truro in 1790 had 1,193 persons, declined in 1800 to 1,152 and by 1810 had managed to reach 1,209. Provincetown, the worst hit had only 434 inhabitants in 1790, nearly doubling by 1800 to 812, reaching 946 persons by 1802, but declining again to 936 in 1810.<sup>15</sup> The gain from 1790 to 1800 is large proportionally, but, even so, left a very small population absolutely.<sup>16</sup>

The Cape shared in the general prosperity of New England during the halcyon days of whaling and the China trade, producing many sea-faring men and famous captains and gaining extraordinary wealth and an endless supply of anecdote. The introduction of kerosene and gas put an end to the whale oil business while steamships and railroads ended the clipper trade. After the Civil War the Cape towns were unsuited to take part in the general development of manufacturing which seized the rest of New England and entered a period of steady economic decline. Nothing seemed to settle the sand and the attempt to turn cranberry

5. Dwight, Travels in New-England, pp.87-99, passim.

6. However, Historical Statistics of the United States give the population of Massachusetts as 387,787 in 1790; 422,845 in 1800; 72,040 in 1810. This is very little greater relative growth than the more vital Cape towns. Historical Statistics of the United States: Colonial Times to 1957. U.S.G.P.O.: Washington, D.C. 1961

raising into a major industry was only moderately successful. Rich records a dismal picture of stagnation and headlong migration from the Cape and saw, in 1883, the remedy in the resort business.<sup>17</sup> The introduction of the railroad to the Lower Cape -- Wellfleet in 1869,<sup>18</sup> Provincetown by 1873<sup>19</sup> -- and the development of fast packets between Boston and the Cape towns<sup>20</sup> opened the Cape to seekers after sea air and quaint surroundings, an activity which shows no signs of diminishing. This development did little for the roads either, and Route 6 is beyond the scope of this report.

Thus the Cape presents a bleak picture economically and an even bleaker one as far as internal development goes. Divided into impoverished townships, remote from the state government, even from the county seat, living either on the sea or on subsistence farms, the citizens of Cape Cod had little occasion to travel by roads and only spasmodic interest in developing a road system.

17. Rich, Truro--Cape Cod, pp.450-451.

18. Ibid., p.459.

19. Dudley, Dean. Historical Sketches of Towns in Plymouth and Barnstable Counties, Mass. Boston. 1873. p.150.

20. Simeon L. Deyo (ed.), History of Barnstable County, Massachusetts. H. W. Blake and Co. 1890. pp.110-122.

## ROADS

### Introduction

The automobile has produced such a change in the road patterns of the United States that the meaning of the words "road" and "highway" must be reconsidered when dealing with colonial road systems. Even the nineteenth century roads were far closer to the wandering cartways of the seventeenth and eighteenth centuries than the great planned slabs of concrete and asphalt which encrust so much of the landscape today. The word "highway" in the colonial records meant simply a route from one place to another, a right of passage over land and very seldom a piece of construction. Variant words like "cart-way", "road", or "way" were modifications of this concept, or simply the vagary of the particular Town Clerk.

Thoreau, who visited the Cape in 1849 felt constrained to comment on an 1802 description of the area noting that "(b)y the word road must not always be understood a visible cart-track. There were these two (roads) - an upper and a lower one - the bank and the beach..."<sup>21</sup> The deeds of the colonial period often describe landholdings in terms of their relation to a "highway", but in at least one instance this was probably just an Indian trail.<sup>22</sup>

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21. Thoreau, Henry David, Cape Cod. New York: W. W. Norton and Company, Inc., 1951. pp.65

22. The original lots at Brewster were laid out in 1657 along a "highway" according to their deeds but Pine in his history of Harwich thinks that it was only an indian trail at the time. Paine, A History of Harwich, p.36.

Highways were not narrow as laid out. In Eastham, at the Town Meeting on 12 March 1732/3, there was a general laying out of roads in the township and these roads were specified as thirty and forty feet wide.<sup>23</sup> Truro, which was evidently on a different system, laid out its roads as a rule three rods (52.5 feet) wide, as, for example, they did at a general laying out of roads at a meeting the 12th and 13th of February, 1711-12.<sup>24</sup> These are very ample roads by the standards of the time, but it would be a mistake to visualize these as well graded and cleared. Rather, these represent a right of way. The ways were generally indicated by marked trees, the breadth "to be allowed" on one side or the other of the marked line.<sup>25</sup>

Not that this meant a clear and open way. Landowners could get permission to fence the road, if they made gates for the travellers.

At a meeting of the proprietors of Pamet, June 17, 1703, granted by said proprietors to John Snow, liberty to fence up the highway (that goeth through his grass above and below), provided he keep up and maintain easy and sufficient gates for horses and carts to pass at all times, as they have occasion.<sup>26</sup>

The townships were not always good about keeping up the roads. As early as 1647 the Plymouth government found it necessary to warn the towns:

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23. Town of Eastham, Lands and Ways, 1711-1747, p.142, in Appendix I of Report.

24. Town of Truro, Town Meetings, Vol. I, 1709-1758, pp.10-11, in Appendix I of Report.

25. Town of Truro, Town Meetings, Vol. I, 1709-1758, p.20, 6 March 1717/18, in Appendix I of Report.

26. Rich, Truro--Cape Cod, p.92.

Time is given to the towns of Barnstable and Yarmouth until the next court, to mend their highways, or else be fined upon their presentment.<sup>27</sup>

In 1722, Harwich was remanded for "...not having a sufficient highway between Yarmouth and Chatham...." Paine, who quotes this, remarks:

The road referred to then as not 'sufficient' was no other than the road known as the 'old Monomy Road' and 'Queen Ann's Road'. The condition of a road sufficient to be called a poor road in those days, is a little hard now to understand; and it seems a little perplexing to form an idea of what is meant by 'not having a sufficient highway.' The road, as previously stated, was very clearly laid out, and for a great many years before and after this date, was the most travelled road in the south precinct.<sup>28</sup>

Thus, a major road, the Queen's Highway, which paralleled to the south the King's Highway along the section of the Cape between Sandwich and Chatham was, in spite of its importance, much neglected during a period of development on the Cape. Confusion about the existence and location of the King's Highway on more remote portions of the Cape and during a time marked by the destruction of the soil layer and general economic and political disruption is, therefore, very likely. It is well to note in passing that even Paine, who had immersed himself in the 17th and 18th century history of Harwich, was puzzled by what highway could be bad enough to not be considered in sufficient by the colonial government.

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27. Swift, Charles F. Cape Cod: The Right Arm of Massachusetts: An Historical Narrative. Yarmouth, Register Publishing Company. 1897. p.60.

28. Paine, A History of Harwich, p.211.

The difficulty of establishing what may or may not have been the main road from one place to another is increased by the use of a number of variant expressions of the term "main road". The Eastham town meeting of March 19 1732/3 referred to above<sup>29</sup> laid out a way "...beginning where the cart way goes across the public road..."; at Wellfleet Simeon Baker in 1785 bought a woodland "...bounded on the Eastward by the County Road that goes from Wellfleet to Truro..."<sup>30</sup>, though in 1719 "... (a) country road had been laid out from Harwich to Truro...."<sup>31</sup> In Orleans<sup>32</sup> in 1797, Thomas Mayo sold land bounded by "the high road" and at about the same time Elisha Mayo of Eastham deeded land to the Methodist Episcopal Church bounded on the east side by the "Post Road".<sup>33</sup> Though the "Post Road" would evidently refer to a period after the mail went through Eastham, about 1800, the difficulty of deciding what road was meant by any of these expressions or whether they referred to a coherent system remains.

29. Town of Eastham, Lands and Ways, 1711-1747, 19 March 1732/3, p.142, in Appendix I of the Report. Italics in following quotations are mine. W.D.H.

30. Barnstable Co., Deeds, Wellfleet, Vol. I, p.39.

31. Quoted in Freeman, Frederick, The History of Cape Cod: Vol. I: The Annals of Barnstable County Including the District of Mashpie. Boston, 1858. Vol. II: The Annals of the Thirteen Towns of Barnstable County. Boston, 1862. Vol. I, p.358.

32. Barnstable Co., Deeds, Orleans, Vol. I, p.8.

33. Barnstable Co., Deeds, Eastham, Vol. I, p.5.

A final difficulty in assessing what roads are meant is the use of the "old" in describing a way. The short life span of the period and the paucity of records made anything traditional automatically "old." In 1668, just twenty years after the first settlers arrived at Eastham, the Town lays out a road to present-day Brewster, following in part "the old road" and the "old way"<sup>34</sup> and by 1681 it is necessary to resurvey the boundaries of commons,<sup>35</sup> highways, and lands had become confused.

Thus in sum, during the colonial period, roads were a place of passage, a lien on the land held by the public like common lands. They were maintained and laid out by common effort as the needs of the community and individuals required, but were likely to lapse when these needs changed or the way became worn. Control of the roads by the Plymouth or Provincial governments was spasmodic and was apparently only a re-inforcement of local efforts. Evidence for any attempt at a coherent road system is slight and would show the attempt to be feeble.

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34. Eastham, First Record, p.29, 14 December 1668.

35. Eastham, First Record, p.53, 8 February 1681.

## ROADS

### 17th and 18th Century Roads, In and Between Towns

The first road in the direction of Cape Cod in the Plymouth Colony Records is one laid out from Plymouth to the Eel River in May 1637<sup>36</sup> and in 1638 Yarmouth and Sandwich got together and put a bridge over that stream.<sup>37</sup> But in spite of this ambitious start by 1645 the Cape towns of Sandwich, Barnstable, Yarmouth, and Eastham were still separated by uncut wilderness through which ran only the Indian paths.<sup>38</sup> John Alden of Plymouth arrived to court Priscilla Mullens of Barnstable riding on a bull, evidently the only means of transport suitable to road.<sup>39</sup> The order of the Plymouth court to Barnstable and Yarmouth in 1647 to mend their highways,<sup>40</sup> probably refers to ways within the townships, for Miles Standish and Thomas Prence were not ordered to impanel a jury to lay out a road from Sandwich to Barnstable until 29 June 1652<sup>41</sup> and the jury to lay out a road to Yarmouth was not ordered to be impanelled until 7 June 1665.<sup>42</sup> The road to Eastham gradually developed from Indian path to bridle trail to a road.<sup>43</sup> A road laid out within Eastham in 1668 towards the Santucket River, the present Brewster, pointed out above,

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36. Plymouth Colony Records, Vol. I, p.59.

37. Swift, Cape Cod, p.59.

38. Freeman, Cape Cod, Vol. 2, p.351.

39. Ibid., Vol. 1, p.191.

40. Swift, Cape Cod, p.60.

41. Plymouth Colony Records, Vol. III, p.13.

42. Ibid., Vol. IV, p.98.

43. Smith, A History of Chatham, p.52.

followed an "old way",<sup>44</sup> but whether that was trail, bridle path or an earlier road is impossible to tell.<sup>45</sup> Paine, in his History of Harwich, pp.45-6, identifies this 1688 layout as the widening and straightening of the existing highway between Eastham and Brewster (Sautucket or Santucket), a highway already in use in 1684. He states that it is the same as is now the main road of Brewster.<sup>46</sup>

In the 1680's the towns take it on themselves to connect and correct the roads between them, this time in a westerly direction. In 1684 a new road was laid out from Barnstable to Plymouth<sup>47</sup> and in 1686 a jury of the citizens of Yarmouth laid out a highway forty feet wide from the Sautucket River "westward to the country road of Barnstable".<sup>47a</sup> Chatham, because of its poverty, inability to get a regular preacher, (a prerequisite for incorporation), and the irregularity of the Nickerson claims, was slower in developing its roads.

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44. Eastham, First Record, p.29.

45. Deyo states that one main road had been laid out from Eastham to Santucket by this time and the road laid out in 1668 connected with the road along the Cape and became the regular county road. /Deyo, Barnstable County, p.750/ The highway description does not, however, mention any such connection.

46. Unfortunately for Mr. Paine's theory he had misread the date of the account, mistaking 1668 for 1688 and thus his argument is invalidated. On May 15, 1660, the Eastham records mention a "Common road...from the mill...toward Yarmouth..." /Eastham, First Record, p.19, 15 May 1660/ which fits the description of the road corrected in 1688 quite well. Neither mention it connecting with another road.

47. Freeman, Cape Cod, Vol. I, p.317.

47a. Paine, A History of Harwich, p.81.

The highways within the village were at this time [1690's] in a very rough and partially cleared condition. [A footnote tells that on the 30th of July, 1696, thirteen of the town's leading citizens worked at clearing highways.] The main road of the place was that from the head of Muddy Cove running easterly down to the Great Hill, thence over the hill and northerly, as now, to the head of Ryder's Cove. The road from the old cemeteries south to the Hawes corner is, also, a very old way. The present south road to Harwich, was, also, laid out early and was known as the road to the 'islands,' by which name the unpurchased or Indian lands in the easterly part of the place were sometimes called, to distinguish them from the 'outlands' or common lands in the westerly part of the place. There was, also, an early cartway leading down to the head of the Oyster Pond, thence easterly around the Oyster Pond meadows and southerly to Stage Harbor, where a 'stage' or wharf was early erected for the common convenience. All these roads now exist substantially as they were first laid out, a few straightenings only having been made. The main north and south roads to Harwich became later known as the King's roads or Queen's roads.<sup>48</sup>

The next major road development follows the incorporation of the Plymouth Company into the Massachusetts Bay Colony in 1691. This was the laying out of the King's Highway. The problem of the King's Highway, in myth and in reality, justifies a section to itself, but for an all over picture of the development of the roads it is necessary to note that the King's Highway was laid out by the town of Plymouth through the township in 1698.<sup>49</sup>

48. Smith, A History of Chatham, pp.143-4. As the place names have not greatly changed in Chatham some of the roads are identifiable. The road marked "Old Comers Road" on the U.S.G.S. map is the main road above. Hawes Corner is obscure, but the cemeteries are all clustered in the center of the town, which it would suggest that the Main Street west follows the road described. The Cartway around Oyster Pond to Stage Harbor is part of Main Street and then the Stage Harbor Road. Queen Ann's Road on the U.S.G.S. map is undoubtedly the old south road. Paine in his History of Harwich, shows Queen Ann's as nearly to that position. [Paine, Harwich, map opp. p.37]. The north road or King's road is the Orleans Road on the U.S.G.S. map.

49. Plymouth Records, Vol. I, pp.177-180.

*what town was  
Plymouth  
WCH*

Whether or not this road was continued through Sandwich, Barnstable, and Yarmouth is an interesting point, but one outside the scope of this report. Secondary material I have read, augmented by archival material does not mention such such an extension. The records of the towns within the proposed area mention the development of inter-township roads, but not as the "King's Highway". The first reference to a road from Eastham to Chatham is in the town meeting May 16, 1698, where it was "voted that fourteen shillings and fourpence (be) ordered to be paid out of the Treasury"; <sup>50</sup> probably the same road mentioned in 1711. <sup>51</sup>

At a meeting of the proprietors of Truro convened and held at Truro April 26, 1715 - it was agreed upon and voted by said proprietors that application should be made to ye next soms. of quarter session for the County of Barnstable: to have a high way laid out from Eastham to Truro and through Truroe down to and through the province land upon Cape Cod as ye law directs. <sup>51a</sup>

Just what the law was that directed the laying out of the road or whether or not it was built remains uncertain; Deyo, for one, thinks it unlikely that a definite road was laid out across the sand banks between Truro and Provincetown, pointing out that as late as 1798 the town of Provincetown petitioned for a "post to come down to the Cape". <sup>52</sup> I am not sure the request for the post at that late date proves anything about the situation in 1715, but there is no evidence that it was built and certainly none that this section of road, contrary to myth, was ever called the

50. Paine, A History of Harwich, p.213.

51. Eastham, Lands and Ways, 25 May 1711.

51a. Truro, Proprietors, p.15.

52. Deyo, Barnstable County, p.970

King's Highway. What is clear is that Truro did not like the anomalous position of the Province lands, petitioning in 1716 that "Cape Cod [the precinct] be declared a part of Truro, or not a part of Truro, that the town may know how to act in regard to some persons."<sup>53</sup> This complaint could be based on the fact that the type of people who settled at Provincetown were a particularly raffish lot and improved communications were, perhaps, a mixed blessing.

The erection of the south meeting house in Eastham in 1719 brought out a petition from inhabitants of Harwich, who found the seven miles to the Harwich meeting house difficult, for a road from Harwich to Eastham, evidently to allow them to take advantage of the nearer place of worship, only two miles away. This road was granted.<sup>54</sup> Deyo says, though without references, that a road was laid down from Harwich to Truro in the following year, 1720, and that this road was forty feet wide.<sup>55</sup> The road referred to by Deyo is probably that laid at a town meeting in Eastham on 19 June 1721 when a road forty feet wide from the Harwich to the Truro line was laid out following the "common traveling way" and to be known as "the King's Highway and common road through the Town of Eastham".<sup>56</sup> Improvements had been made in the road to Billingsgate in 1719 by widening the way over

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53. Quoted in Rich, Truro--Cape Cod, p.106.

54. Freeman, Cape Cod, Vol. I, p.358.

55. Deyo, Barnstable County, p.723.

56. Eastham, Town Meeting 1706, p.65, 19 June 1721.

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Blackfish Creek to thirty feet, as the 1721 development of the King's Highway seems to be simply a widening of the existing common road and designating it as the King's Highway.

In contrast to the development of the road northward to Truro, the road in Harwich township running from Eastham to Chatham was allowed to fall into abeyance, the town of Harwich being presented at the October session of 1724 for not having "sufficient highway" to those places.<sup>58</sup>

Within the township of Eastham a great many roads were laid out between 1731 and 1733, many of which related to the "road to Billingsgate" or the "public road".<sup>59</sup> The "King's Road" is only mentioned again in 1738 when an error in surveying is corrected,<sup>60</sup> but along with references to the "road that leads to Blackfish Creek". What is clear is that the "King's Highway" or "King's Road" is only one name for the common road through the cape, though it may well refer to a particular charge to the towns to lay out or reserve a road for the public use or the king's business. A 1729 Postal Map, shows no roads on the Cape at all, though the listing of the principal towns of the Cape would indicate a postal connection between the towns.<sup>61</sup> The existence of a common road, sometimes called "the King's road" and

// whole road  
not found  
a general work  
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57. Eastham, Lands and Ways, p.175, 16 April 1719.

58. Paine, A History of Harwich, p.213.

59. Eastham, Lands and Ways, pp.139-145, 16 March 1731/2 to 19 March 1732/3.

60. Ibid., p.147, 3 May 1738.

61. Reproduced in Aryes, Harral, The Great Trail of New England, Boston, Meadir Publishing Co., 1940, opp. p.421.

sometimes not, is certain, though its extent is not, ~~Certainly~~, it extended at least to the Truro line. This common road was probably a legal way of assuring a continuous stretch of public road with a right-of-way through the length of the Cape and not a planned and engineered road "system" in the sense we use the word today. The division between roads destined for travel between townships and those for use within the township or even simply private ways is by no means absolute and it is probable that the common road, whatever name it had, took advantage of existing town roads when possible.

The period up to 1740 is a period of development of the roads on Cape Cod. Then, except for occasional references, the roads are not mentioned again until after the Revolution. The troubles, <sup>social</sup> pedological and political, of the mid-18th century have already been outlined and seem to have diverted the limited energies of the Cape to other matters. In the period before 1740, besides the roads between communities, the ways within the townships were a matter of serious concern. As the townships developed it was necessary to make the meeting house accessible to the scattered inhabitants and to regulate travel and access over land divided into large private holdings. Before considering the state of the roads at the end of the 18th century, these township roads, probably more important to the settlers than outside communications, should be examined.

Chatham, a very remote settlement, has been described above. The part of Chatham which most concerns the proposed national sea-shore had no road development at all during the 17th and 18th centuries<sup>62</sup> -- that portion of Cape Cod now called Nauset Beach. It has been called "Potonomuecot Beach", "Monomoy Great Beach", and "Chatham Beach".<sup>63</sup> One of the attractions of the Cape Cod area to the early settlers was the abundance of salt water hay and the salt meadow extending along this beach was of considerable value. The land was divided up by the proprietors, but used almost exclusively for grazing until 1733, when the proprietors decided to cease using it for pasture and reserve it for mowing.

At a meeting of the proprietors of the Great Beach Meadow and Sedge Ground called Monemoyt Beach of July 9th 1733 the said Proprietors votes that said Beach, meadows and Sedge Ground Shall be Kept and Preserved and orderly Improved by and for mowing and no other use and it is further voted by the said proprietors that no Creatures, as neat Cattle, Horses, hogs and sheep, shall be allowed to go at Large on any part of said Beach neither on the Southwesterly side of New Harbour, so called, neither on the Northeasterly side of the said New Harbour, except Mr Joseph Stuart for so long as he himself shall keep Entertainment at said Beach to Keep two Cows and two Horses for his families support.<sup>64</sup>

Mr. Stuart was a tavern-keeper whose commerce was chiefly drawn from shipwreck victims. Mr. William Eldredge had built

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62. Smith, A History of Chatham, pp.202-211, passim.

63. Paine, A History of Harwich, p.88.

64. Smith, A History of Chatham, p.210.

a tavern on the west side of the beach at Wreck Cove for the entertainment of mariners forced to seek the Beach's shelter. After a change of hands Mr. Stuart purchased the place in 1725 and site of his house became known as Stewart's Knoll and a nearby stretch of the eastern coast of the Beach, Stewart's Bend. In 1729 an incident of some pathos occurred when Mrs. Margaret Mitchell, widowed by the death of her husband on the voyage from England, was wrecked in the vicinity and took refuge at the Stewart house with her two boys, dying herself the following winter.<sup>65</sup> Changes in the coastline make it difficult to identify any of these sites now. Other than this establishment there was no other building on the Beach until the 19th century.

At Eastham, the original center of the Nauset settlement, road lay-out was a particular concern of the town meetings.

The first mention of a highway is in 1656, somewhere to the east of Town Cove, at Stage Neck. While the exact location is unknown it was near Pochet.<sup>66</sup> In 1660, the road from the mill (on the west side of present Orleans) towards Yarmouth was to be repaired.<sup>67</sup>

The road to Brewster laid out in 1668, probably a revision of the 1660 road, has been discussed.

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65. Smith, A History of Chatham, p.209.

66. Eastham, First Record, p.8, 11 May 1656.

67. Ibid., p.19, 15 May 1660.

These early roads were hasty and ill-recorded evidently for in 1681 it proved necessary to check the boundaries.

(8February 1681)- The town have chosen Capt. Sparrow and Robert Wixam and Mark Snow to settle persons bound marks of their lands in the town where they cannot be found, and the public records of the town gives no light where such bound are, or where bound marks are decayed to repair them according to record and where the highways or the commons are intrrenched upon by any person to rectify the same, and to be satisfied for their pains by those persons interested in such land, where the bounds are settled or repairs, or by the town when trespass is done upon the commons or highways and the town request Mr. Freeman's help, with the three men before mentioned, as the case may be more difficult.<sup>68</sup>

At this same meeting there is mention of roads to the Great Dry Swamp on Pochet and a highway from the "head of Town Cove to Potonumaquit",<sup>69</sup> indicating an expansion to the east and south. The south road to Potonumaquit probably followed the route of the present Chatham Road on the Orleans Quadrangle of the U.S. G.S. map. Nansketet was joined to Eastham by a cartway by 1692.<sup>70</sup> The records of 1693 mention further development at Pochet<sup>71</sup> and in 1702 a road ran from the head of Town Cove to Harwich, a route paralleling the present Route 6, perhaps a little to the south.<sup>72</sup> [In 1711 a "cartway that goes to Indian

68. Eastham, First Record, p.53, 8 February 1681, included in the Appendix to the Report.

69. Ibid., loc. cit.

70. Ibid., p.79, 5 April 1692.

71. Ibid., p.81, included in the Appendix to the Report.

72. Ibid., p.120, included in the Appendix to the Report.

Brook" (now Hatches Creek) shows some growth in the northern part of Eastham's territory in what is now Wellfleet.<sup>73</sup> This road may have been a precursor of the later highway to Truro.

As mentioned above, the period 1731-3 was one of great activity in laying out of roads. The town meeting of 16 March 1731/2 announces the laying out of twelve ways, - most of which were within what is now Orleans, but one at least was laid out to get to Samuel Brown's mill at Blackfish Creek.<sup>74</sup> Many of the roads were quite short, intended for private as much as public convenience and can be traced loosely by reference to place names. Not satisfied with this burst of activity the following year they laid out six more.<sup>75</sup> These roads, like the previous group, were short and for local purposes as - "a way to a watering place at Benjamin Snow's pond so called". The latter set of roads seems to be minor additions to the early set as most of them have no width given or are thirty feet wide, while the former set of roads were for the most part forty feet wide. A number of private ways were laid out in 1734-5,<sup>76</sup> at least one of which originated at the "common road that leads to Billingsgate". In 1738 another road was begun near Samuel Brown's mill, but the references are too obscure to trace it.<sup>77</sup> Another description

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73. Eastham, Lands and Ways, p.5.

74. Ibid., pp.139-41.

75. Ibid., pp.142-145, included in the Appendix of this Report.

76. Ibid., pp.144.

77. Ibid., p.143, included in Appendix of this Report.

too obscure to follow is a "privet way" to the town landing, laid out in 1742/3.<sup>78</sup>

[The period of intensive road layout in Eastham had passed by the early 1740's. In the 1750's some roads were laid out within the town,<sup>79</sup> and the 1760's there was work on the King's Highway.<sup>79a</sup> However, this latter was limited to adjustments of the road more pertinent to a discussion of that highway than to the Eastham Road system. For the bulk of the 18th century the roads in Wellfleet (then Silver Springs or Billingsgate) were the concern of the Eastham selectmen and are included in their discussions.] Truro, an independent township, had a particularly active period highway layout at the beginning of the 18th century.

The proprietors of Truro were not likely to be more romantic than those of the other settlements, but for some reason, possibly the great size and scattered nature of their township, it is at Truro that the roads are designated with a series of picturesque names. The names - "Drift Highway", "Tashmuit Highway", "Savage's Way" - excite more interest than the commonplace reality justifies.

The "Drift Highway" is the first major way in Truro which is described in detail, though evidently not the first way in the area.

A record of the Drift Highway laid out from the northeast corner of the swamps, at the head of the pond to the Head of Pamet, by Jedediah Lumbert Jr.,

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78. Eastham, Lands and Ways, p.151, included in the Appendix of this Report.

79. Pratt, Enoch, A Comprehensive History, Ecclesiastical and Civil, of Eastham, Wellfleet and Orleans, County of Barnstable, Mass. Yarmouth:1844. p.60.

79a. Eastham, Records, 1764-1822, p.211.

John Snow, and Thomas Paine, by order of proprietors of Pamet at their meeting, on the fifteenth day of June, 1703, which was laid out on the third day of July, 1703, which is as followeth, beginning at the northeast corner of the swamp at the head of the Pond by Jedidiah Lumbert's, and from thence running up between the bound of Lieutenant Bangs' great lot, and Joseph Young's land, and so down between Joseph Young's land and the swamp, and so along as the Old way runneth to a white oak-tree marked, which is the southwest corner bound of the thirteen acres of land laid out for a minister, and then it turneth up the valley along by the south side of the above thirteen-acre lot, till it come nigh the southeast corner of it, and then it turneth away south by marked trees across the valley, and so uphill in an ascending valley to the top of the hill, and so the way runneth over the plain nearest southeast by marked trees, into the valley that goeth out of the Great Hollow toward Tashmuit, and so over said valley along by marked trees something more southerly to the Great Hollow; and so over the Great Hollow southerly by marked trees to the Old way, commonly called Savage's Way; and so along said Old way till it comes against Thomas Paine's land where he now lives; and then said way turneth to the right hand by marked trees over the hill to land nigh the southeast corner of said Paine's land, and then it turns away to the eastward, up the side of the hill and so across the neck by marked trees to the head of a little valley that comes up from said Paine's meadow, and so down said valley to the Old way, and so along the Old way by the side of said Paine's meadow the head of it, and so up easterly about twenty pole up the valley; and then the way turneth away southerly over into the next valley, and so up along the second valley near half a mile; and then it turneth up the hill to the right hand, by marked trees into another valley, and so on up easterly along said valley, till it comes nigh the head of it; then over the woods by marked trees nearest southeast to the cassiway, where the Old way went over the swamp at the corner of the meadow, and so along the Old way to the range of the house lot of John Snow deceased; and so along the range of said lot the Old way at the head of the lot, and so up along as the Old way went to the head of Pamet. 80

Quoted in Rich, Cape Cod, p.91. Rich goes on to note: "With valuable assistance of Barnabas Paine, who esteems an old mound as sacred as did Old Mortality the tombstones of the Scottish Covenantors, we have been able to make out nearly every point mentioned in the above description of the "Drift Highway". Unfortunately, that is all he says and he doesn't go on to make any identifications.

The difficulty in establishing the location of roads in Truro is an aggravated form of establishing the roads anywhere in this early period. The ambiguities of place names and the lack of information about the boundaries of the original holdings make the descriptions impossible to follow completely. <sup>at least now</sup>

The description of the "Drift Highway" is difficult because of the impossibility at this juncture of establishing the location and identity of the pond from which it begins. It is clearly the pond which marked the northern boundary of the original holdings, the land of Ensign (later Lieutenant Johnathan Bangs) - Eastern Harbor Pond. But whether this Pond is the same as Moon Pond, which is next to Eastern Harbor (now Pilgrim Lake) or is the Pond of Pond Village some miles to the south, or another pond altogether, is not at all clear. It would seem that it is not Moon Pond as in the meeting of 15 June 1703 which ordered the laying out of the drift highway as well as the ministerial thirteen acre plot also granted land to John Steel between "the Pond and Anthony's Bottom".<sup>81</sup> "Anthony's Bottom" is equated with "Moonpoon" at a meeting of 15 July of the same year.<sup>82</sup> As the pond at Pond Village was an obvious landmark and opposite the lands at Tashmuit which eventually became the lands of the minister at Truro it seems a good possibility, but certainly no certainty. Thus for each point in the road the argument can go on. The plotting out of the land-holdings or a discovery of such a map must

81. Quoted in Rich, Truro--Cape Cod, p.90.

82. Ibid., p.94.

precede any definite assignments of road location. Even with the major features picked out the intermediate points - marked trees and vaguely designated valleys - would be a matter of conjecture.

The "Drift Highway" as described seems to go from the west side of the Cape zig-zagging across the center until it comes to the head of Pamet on the Atlantic side. Considering the state of lands and roads in the 19th century it is not feasible to assign the location of this road to any marked on present maps. A drift highway, according to Mr. Albert E. Snow of Orleans was a highway simply marked through the woods and wastes, changing when the way became impassible.<sup>83</sup> This fits with the wording of the meeting of 15 June 1703 which states that a group of the proprietors were to "lay out and bound a drift highway from the northeast corner of the swamp at the wood, to the head of Pamet,<sup>84</sup> in such place and manner as they shall judge most convenient". This implies a type of way, one which "drifts", rather than giving this road a special name.

The description of the "Drift Highway" mentions an "old way" and "Savage's Way". It is impossible to identify the "Old way" which could be any sort of path or track as has already been pointed out. "Savage's Way", which name calls up pictures of Indian paths and dramatic encounters with irate natives, is far

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83. Interview, 11 June 1962, at Orleans, Mass.

84. Quoted in Rich, Truro--Cape Cod, p.90.

more likely named for one of the early settlers of Truro, John Savage, whose name appears on records for the years 1696 and 1697.<sup>85</sup> Further the indigenous population of Cape Cod was always referred to as "Indians" or by name. Whatever the basis for the name, the location of "Savage's Way" is unknown.

The "Tashmuit Highway" has a long and very indefinite history. The order to lay out the highway is very early.

At a meeting of the proprietors of Pamet lands on October 3, 1700, said proprietors taking into serious consideration the great inconveniency that doth and yet may further accrue to the inhabitants of Pamet, by reason of their living so remote from the place of the public worship of God...Have therefore for that purpose laid out a parcel of upland at the backside of said Pamet, at a place commonly called Tashmuit, alias Clay Pounds,...Only a highway four poles wide is to go through across the land at the best watering place at Tashmuit, where it may be most convenient for watering and least damage to the land.<sup>86</sup>

However, things did not move as quickly as they did on the "Drift Highway" and it was five years before the matter came up again.

Whereas at the time of laying out the lots of upland at the place called Tashmuit, it was agreed upon by the proprietors thereof, that there should be a highway laid out through all the said lots by the best watering place, as by ye record of said lands, may more largely appear, which highway hath not been laid out. Therefore at a meeting of proprietors of Pamet, May 15, 1705, said proprietors did make choice of Thomas Paine, Constant Free-  
mand and John Snow for a committee to lay out and bound said highway according to the direction given in the aforesaid record.<sup>87</sup>

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85. Rich, Truro--Cape Cod, pp.80-81.

86. Ibid., p.86.

87. Ibid., p.98.

Evidently the road was laid out, though the record is oblique. In August of 1711 among other roads decided on was one "...to go from the meeting house straight through the wood where it may be most convenient to the southerly end of the highway that is already laid out through the lots at Tashmuit..."<sup>88</sup> In a list of roads laid out on 12 and 13 February 1711/12 is included this reference to this road.

We laid out a way from the northeast corner of the meetinghouse to go near north east through the wood and to come into the road that leads through Tashmuit neighbourhood: where the Reverend Mr. Avery with the advice of Mr. Gooke and other gentlemen of the neighbourhood shall think is most convenient.<sup>89</sup>

On May 15, 1725, the Proprietors gave permission for the highways at Tashmuit to be fenced and there are no further mentions of the Tashmuit Highway.<sup>90</sup>

The location of the Tashmuit Highway must be tentative. The water in question may have been only Mr. Avery's spring<sup>91</sup> and therefore would not show up on current maps. The general location of the road must have been close to what is now called "the Coast Guard road" on the North Truro Quadrangle of the U.S.G.S. maps. Thus, it would form part of what is called the "old King's Highway". The road that connected the Tashmuit highway with the

88. Truro, Proprietors Records, p.13.

89. Truro, Vol. I, p.11

90. Truro, Proprietors Records, p.28

91. In 1718 Mr. Avery, the minister at Pamet, was given permission to move his fences if he made a good spring, Rich, Truro--Cape Cod, pp.158-160.

meeting house might be close to what is now the South Highland Road, but as the location of the meeting house is not certain this too is only a possibility, strengthened perhaps by the presence of "the Old North Cemetery" where the road begins.<sup>92</sup>

The nature of the Tashmuit highway, too, is a problem. Initially it appears to be an isolated way, not connected with the main highways, so it is quite possible that it was merely a way of laying out a right-of-way between the lots at Tashmuit. Only with the coming of Mr. Avery to preach in 1709 did it become important to give the minister the thirty-four acres at Tashmuit set aside for the ministry and then the road development becomes more important does the connection of Tashmuit with the meeting house.

The earliest road in Truro had been laid out October 30th, 1700.

It was agreed upon and voted by the proprietors of Pamet land that there should be an open highway allowed at the southern end of the lots of upland on the north side of the pond next Eastern Harbor from the sea up into the woods which is to say for a open common Highway from time to time and at all times hereafter forever which highway is bound viz: On the north side by the bound of the southerly ends of said lots of upland and said highway is bounded on the southerly side beginning next the sea by the westerly end of the pond and so up easterly along by the northerly side of the pond and swamp until it cometh against the easterly corner of the sixth lot of upland there (which is bounded by a white oak tree) and from thence the highway is allowed to be three poles in breadth from the southerly bound of the seventh and eighth lots.<sup>93</sup>

Rich, Truro--Cape Cod, pp.146-7, argues for this location.

Truro, Proprietors Records, p.11.

This highway is difficult to place for the same reason that the Drift Highway was. The location of the "pond next Eastern Harbor" is ambiguous. However here it is clear that there are lots north of the pond and hence it cannot be next to Eastern Harbor. If that is the case then the Pond at Pond Village is a good possibility, especially as there was an important early settlement there. The road then would follow the Highland Road from Pond Village in the North Truro Quadrangle. It is possible too that this is the beginning of the Drift Highway, but that would be pure conjecture. (The "white oak tree" may or may not be the same.)

Beside the road connecting the meeting house with the Tashmuit way mentioned above the proprietors of Pamet decided in 1711 on three other highways: 1) from the head of Pamet to Herring Brook; 2) from the Common Road to the wading place at Squopinick and then to Mulford's Neck; 3) from the pond to Eastern Harbor meadow.<sup>94</sup> These were laid out, as was the road connecting with Tashmuit on February 12 and 13, 1711/12. These roads were three rods wide.<sup>95</sup> In 1717/18 there were roads running from the Herring River (the Eastham boundary) around the Head of Pamet along the north side of the Pamet River to the neck of land called Squobanick.<sup>96</sup> In 1718 roads went to the Eastern Harbor Meadow from Mr. Avery's

94. Truro, Proprietors Records, p.13, included in the Appendix of this Report.

Ibid., pp.10-11.

96. Truro, Vol. I, p.20.

house at Tashmuit.<sup>97</sup> There was a general fencing of highways by the proprietors in 1721/2,<sup>98</sup> though these appeared to be by-ways with rights of access maintained by gates.

Sometime during the ensuing twenty years a bridge must have been built over the Pamet River for on March 10, 1746, a committee was "...sent to view the high part of the great Bridge over pamit River (and) made report as followeth: that said bridge greatly wants to be repaired and that it may be done with pine logs and planks...."<sup>99</sup> While it is not stated that this bridge was on the main highway, the appellation "great bridge" implies it was of some importance. The "high-part" of the bridge indicates a causeway with a high section over the stream, suggesting a swamp crossing. As much of the Pamet is edged by swamp this does not help to locate the bridge. The Long Nook road was evidently laid out during the same period as in 1748 negotiations were made to turn the road "... a little higher up on the northerly side of the valley."<sup>100</sup>

Truro, more than the other townships, was composed of scattered settlements - Pond Village, Head of Pamet, Tashmuit, with small settlements near the meeting house and at Truro on the Pamet River. Initially the first three were the most important and hence the roads connected them. The Eastern Harbor Meadows were given out

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97. Truro, Vol. I, p.18.

98. Truro, Proprietors Records, p.24.

99. Truro, Vol. I, p.99.

100. Rich, Truro--Cape Cod, p.231.

separately from the main land-holdings and nearly all the proprietors had property. Therefore, a number of roads were made to connect with these meadows. Roads in Truro were guided by the places where it was possible to cross the river, and Head of Pamet and "the wading place at Squopennick" were important crossings even after the bridge was built. Of the three crossings only Head of Pamet is certain. The connections with the Eastham (then including Wellfleet) boundaries are mentioned, but there was no mention of roads to the Province Lands and to Provincetown, nor was there any mention of the King's Highway in the records I examined.

In the second half of the 18th century the development of the roads is of less concern than economic, military, and political matters. Wellfleet, after its separation from Eastham in 1763 had a flurry of road activity to orient itself to its neighbours in its new and independent status. On 29 August, 1763, the town voted to make a new bridge over Duck Creek connecting the town with the King's Highway.<sup>101</sup> In 1764 the road was extended northward of the old meeting house hill.<sup>102</sup> Which hill this was or how far the road extended is not explained.

The Massachusetts Magazine for March, 1791, noted that the road that is generally travelled to Cape Cod is on the inner side of Cape Cod,<sup>103</sup> while the general tone of the article suggests that the

101. Freeman, Cape Cod, Vol. II, p.661.

102. Ibid., p.612.

103. Massachusetts Magazine, Vol. III, No. 3, March, 1791, p.151.

extremity of the Cape was about to be washed away altogether. A map of Cape Cod in the January issue of that year has no roads, but shows Provincetown as almost totally separated from the rest of the Cape.<sup>104</sup> The existence of a route to the Cape is confirmed by articles in the Collections of the Massachusetts Historical Society for 1794 on Wellfleet and Truro, where they are described,<sup>105</sup> respectively, as 105 and 112 miles from Boston "as the road runs."

The Town Survey of 1794, a series of crudely made maps, shows one main road throughout the lower Cape. In the newly independent Republic it is not to be expected that it should have been called the "King's Highway" but is given a variety of designations. Harwich boasts three "County Roads" - "North", "Middle", and "South".<sup>106</sup> Of these the North County Road seems to be the most direct to Eastham/Orleans. The Middle County Road goes to Eastham/Orleans via Chatham, going south of Baker's Pond while the former highway went north.<sup>107</sup> The South County Road goes to Chatham. On the Chatham map some road names are illegible, but the extension of the South County Road into Chatham is called the "States Road".<sup>108</sup> The Eastham map does not designate the "County Road" till it goes north of Myrick's Tavern and the North Meeting House, just west of Great Pond and

104. Massachusetts Magazine, Vol. III, No. 11, January, 1791, opp. p. 25.

105. Collections Massachusetts Historical Society, Vol. III, F. S. p. 117, p. 195.

106. Town plans, 1794, Harwich, Massachusetts, Archives, 1030.

107. Ibid., Chatham, Massachusetts, Archives, 1026.

108. Ibid., Eastham/Orleans, Massachusetts, Archives 1028.

Long Pond due north to the Truro line. South of the tavern the road has several branches and forks, none of which are named. The roads from Harwich form a single road to the north, joining south of the tavern between Cedar Pond and Town Cove. The County Road becomes the "Publick Country Road" on the Wellfleet map,<sup>109</sup> zigzagging north from the Eastham line around the head of Blackfish Creek, then nearly due west, going north again to the west of Duck Pond and Great Pond to the head of Duck Creek. There the "Publick Country Road" continues north, to the west of Long Pond and Gull Pond, across Herring Creek to the Truro line. At Duck Creek a road forks to the west, around the head of Mayo's Creek to the neck of land between Wellfleet Bay and Herring River. This would appear to be the same road for which the bridge was built in 1763. Another road, the "West Road" runs from the Eastham line on the Bay side of the Cape,<sup>110</sup> by the head of Silverspring Harbour and joins the Publick Country Road just south of the head of Blackfish Creek. No extension of this road appears on the Eastham-Orleans map.

The Truro map is especially interesting because of the irregularity of the single road that it shows. On the Truro map the continuation of the main road is called the "Country Road".<sup>111</sup>

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109. Town Plans, 1794, Wellfleet, Mass. Archives, 1035.

110. This road, still so named, on Wellfleet Quadrangle, U.S.G.S.

111. Town Plans, 1794, Truro, Mass. Archives, 1034.

beginning at the Wellfleet line it proceeds north between five unnamed ponds, three on the west, two on the east, and goes around the head of the Pamet River on the Atlantic side, following loosely the north side of the river to "Knowl's Mill" on the west side of the Cape, north of the Little Pamet River. The road runs north past the "House of Worship" on the east and at Skin's Mill, north of the meeting house, goes west to the pond at Pond Village. (The village is not, however, shown on the map.) From the pond it cuts diagonally northeast to the head of the Salt Meadow at Eastern Harbour following the harbour to the Provincetown-Truro boundary. The area between Eastern Harbor and Atlantic is annotated: "All this is beach". There are two bridges across the Pamet river, not far apart at the middle of the Cape, labelled "Bridge(e)" and "W(est) Bridg(e)". Neither show roads to or from them, but presumably some were there. The road approximates the section of "Old King's Highway" shown south of the Pamet River on the Truro Quadrangle of the U.S.G.S. map. Provincetown has no roads at all according to the map of the township in this series.

112

The confusion of titles for the main road through the Cape given on these maps reflects the individuality of the map-makers and the fact that each township laid out its own section of the main road. It could also indicate that the Revolution had made

reminders of royalty unpopular and no uniform name had been settled on for the common road on the Cape. This very lack of uniformity suggests the absence of a central plan for the roads during the post-revolutionary period.

References to the "King's Highway" and a road along the Cape in the late 18th century and the representation of such a road on the Town Plans make it clear that a common highway joined the towns of Cape Cod at the end of the 18th century and probably had ~~been~~ for most of the latter half of it. It is not so clear that the road was planned, except in segments, or that it was as well defined throughout its length as the Town Plans show.

The Osgood Carlton "Map of the Commonwealth of Massachusetts, ...From Actual Surveys of the Towns" published in 1796 translates the information from the Town Plans as accurately as the scale of the map allows. A German map, prepared by U. F. Setzmann and published in 1798 shows an interesting change in the route the main road (the only road shown north of Orleans) follows through Truro. Instead of veering to the east and crossing at Head of Pamet the road goes directly up the center of the Cape and crosses the middle of the Pamet River. The scale of the map does not permit showing which bridge was used. At the Pond there is no westerly detour but the diagonal crossing to go around the head of the salt meadow at Eastern Harbor remains. There are still no roads in Provincetown. The possibility that this map is simply a sloppy copy of the Osgood map which it resembles in many ways is lessened by a greater detail in physical features and place names than marks

the earlier map. It is likely, therefore, that the change in route shown is correct and that the main road changed from around Head of Pamet to the Pamet River crossing (approximately its present route) between 1794 and 1798.

While the maps agree on the existence of a main road through the Cape in the late 18th century, for the traveler the matter was in some stretches less certain. The Rev. Timothy Dwight, the President of Yale, took time off from his academic duties to tour New England and New York and did not miss the Cape in his travels. His description of the trip from Sandwich to Provincetown makes it clear that an established route did not mean a developed road. His account of the trip on the better stretch from Sandwich to Barnstable defines the standard of the highway.

The country from Sandwich to Barnstable is hilly, and, in great degree bare, bleak, and desolate - the inhabitants having universally cut down their forests and groves, and taken no measures to renew them. The soil is thin and unproductive, and furnishes very little that is springtly to enliven the scene. The road is in many places worn through, the soil down to the yellow sand, and is deep, and very heavy. The hills succeed each other so rapidly, and the acclivities and declivities are so sudden, as to render the traveling very laborious. <sup>113</sup>

114

The same conditions prevailed to Yarmouth and to Orleans which town Dwight observes "...is not greatly distinguished by any

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113. Dwight, Travels in New-England, III, p.77.

114. Ibid., p.78.

anything from Harwich, except that it is much inferior in  
 pleasantness of appearance...."<sup>115</sup> From Orleans on, the  
 prospect was even worse.

We left our comfortable inn in Orleans, September 29th, and rode to Province Town, through Eastham, Wellfleet, and Truro: thirty miles. When we had proceeded half a mile in our journey, the road turned to the North, and thence to the North-west, this spot being the elbow in the peninsula. In Eastham the surface became a perfect plain; and the peninsula so narrow that we had a full view of Massachusetts bay, and Atlantic, at the same time....

Late 18th c.  
~~1791~~ 1800

...(A)t the distance of perhaps six miles from Orleans, we entered a forest, composed at first of oaks, and afterward of oaks and pines: still lower and leaner than any which we had seen before. This forest lasts without intermission to Wellfleet, and with very little to the borders of Truro....

Our journey through the forest mentioned above was disagreeable. The surface was unpleasant, and the trees were destitute of thrift and beauty. The road, also, became within a few miles a mere bed of deep sand, through which our horses moved with excessive difficulty.<sup>116</sup>

He evidently did not deviate from the main road shown on the maps as he notes that the road passed Wellfleet so far to the right that they did not see the town.<sup>117</sup> He passed by Truro at the Truro Church, noting its singular perspective of the Bay and the Ocean which suggests that he passed by the route over the Pamet Bridge, rather than around the Head of Pamet, verifying the change noted on the 1798 map.<sup>118</sup>

115. Dwight, Travels in New-England, III, p.86.

116. Ibid., pp.86-89.

117. Ibid., loc. cit.

118. Ibid., p.90. It is possible that he could have come there around the Head of Pamet, but he does not mention such a detour,

From Truro to Provincetown his route lay along the beach between  
119  
East Harbor and the Atlantic.

The road, except when the tide has declined, lies along the South-Western margin of the beach (that is, the north shore of East Harbor - wdh) in a mass of sand, through which a horse wades with excessive fatigue. When the tide has sufficiently fallen, a path is furnished by that part of the beach which has been washed better in our opinion than almost any which we had found after we had left Rochester."<sup>120</sup>

He mentions no roads in Provincetown and makes his return journey along the same beach, taking advantage of the low tide, reaching  
121  
the road near the Highland Light. Dwight passed through Wellfleet and took a different route to Orleans, where he "...entered a large sandy waste, lying towards the bay. Here about one thousand acres were entirely blown away to the depth, in many places,  
122  
of ten feet." On this bleak note, Dwight left that part of the Cape which is the concern of this Report.

The outstanding fact is that the roads were of such excessively poor quality that even travel by horseback was difficult. While the forests between Orleans and Truro preserved the track, if not the bed, of the road, beyond Truro the beach served as the only road through the mass of sand.

It would appear that the main roads were of worse quality than some of the local roads. A description of Orleans in the

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119. Dwight, Travels in New-England, III, p.90.

120. Ibid., p.95.

121. Ibid., p.100. "On this ground there is a handsome lighthouse, stationed in a mass of clay remarkable for its firmness.. ..General Lincoln...superintended its erection."

122. Ibid., p.101.

Collections of the Massachusetts Historical Society for 1802  
points this out.

The county road runs through a corner of the township and is here tedious and heavy. The road from Cape Cod to Chatham passes on its western side, and is of the same quality. On the necks, where the best land lies, the roads are tolerable, but these are out of the way.<sup>123</sup>

The same was true in Eastham.

The county road from Harwich to Wellfleet passes over the barren sands; and conveys to strangers, who are naturally induced to take this way, a worse opinion than it deserves. Soon after entering on this scene of desolation (Eastham), a road turns to the right, and leads over to the good land. These two roads meet on the narrow neck, which lies between Long Pond and Mill pond (which ponds these were at this time is uncertain), where again they diverge, the road on the right hand being very good for this part of the country; but in favour of the other nothing can be said, except that it is shortest, and it is not as bad as the roads of Wellfleet.<sup>124</sup>

The dismal condition of the road north of Eastham can be inferred from instructions for shipwreck victims who land on the east coast of Barnstable County which was published in the same issue. On telling the unfortunate sailors how to find their way to civilization if wrecked <sup>near</sup> ~~by~~ the salt marches of the Pamet river, the author notes that "...the shipwrecked mariner will soon come to a fence, which separates what is called the road from the marsh."<sup>125</sup>

123. Collections of the Massachusetts Historical Society, Vol.VIII, 1802, f.s. p.186.

124. Ibid., Vol. VIII, 1802, f.s., p.158.

125. Ibid., Vol. VIII, 1802, f.s., p.114.

Kendall, an English traveller, found conditions much the same in 1802 as Dwight found them in 1800, if not more desolate. At Orleans he notes that "...on this road, which is no thoroughfare, the appearance of a stranger is a little remarkable...."<sup>126</sup> Kendall is quoted in Freeman on the road between Truro and Provincetown.

In going from Provincetown for a short space, the road lay over hills on which were crops of maize.

At the foot of these hills, enter a tract of salt marsh, inclosed at its head by a fence, and open at the opposite extremity to Provincetown Harbor. In all the lower part, the road lies along its edge and it more or less commodious as the tide is higher or lower, the flood tide driving the traveler into the loose sand and upon the sand hills, while the ebb gives him the use of the lower part of the beach, itself but soft, and thrown in transverse ridges, and interrupted by rills of fresh-water flowing from springs in the hills. The length of the salt meadow is about 9 m. Returning from Provincetown and crossing the salt meadows, the main road was reached near the lighthouse in Truro. The intervening country was light loam, its surface open downs.<sup>127</sup>

Kendall indicates a second route by stating:

In returning up the peninsula, I crossed the salt-meadow lower down than where I first entered it; and gained the main road at a spot near the light-house, in Truro.<sup>128</sup>

The decrepit state of the roads, the infrequency of travellers, and the general poverty of the land and its inhabitants, show that

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126. Kendall, Travel Through...The United States, p.146.

127. Freeman, Cape Cod, Vol. II, pp.538-9, f.n. 2.  
Kendall, Travel Through...The United States, Vol. II, pp.148-9.

128. Kendall, Travel Through...The United States, Vol. II, p.159.  
Evidently gaining the road at the same place Dwight had.

the common road was of little utility and interest to the inhabitants of the Cape and was even less maintained than local roads in prosperous sections. In places it merely was an accepted route, changing with conditions, rather than a laid-out highway. Even the post, which reached Truro in 1797 was carried by post-rider as late as 1820.<sup>129</sup> The state of the road was such, though, that he had to carry an axe and saw on his horse to clear<sup>130</sup> obstructions from the road in winter. In spite of the casualness of the way, the legend of a "King's Highway" forty feet wide throughout the Cape persists. That problem, both in myth and in reality, will be dealt with in the next section.

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129. Trayser, Donald G., "Eastham's Three Centuries", The Eastham Tercentenary Committee, Eastham, 1951, p.51.

130. Nye, Everett, History of Wellfleet from Early Days to Present Time, n.p., 1920, p.39.

THE KING'S HIGHWAY

The Myth

Thoreau, in interviewing the "Wellfleet Oysterman", on his visit to the Cape in 1849, got the story of the "King's Highway" in its purest form.

"King George the Third," said he, "laid out a road four rods wide and straight the whole length of the Cape, but where it was now he could not tell."<sup>131</sup>

By his account then, the road must have been laid out between 1760 and 1776, after which date the king's affairs in America ~~were~~ furthered for a time by other means than road lay-out.

Rev. Nancy W. Paine Smith's Provincetown Book contains an elaborate statement of the myth.

The present main street through the town Provincetown is "the Terminal to the King's Highway," laid out in 1717-20 "to connect to and through the Province Lands." From Eastham it passed around the ponds in the Wellfleet woods, came down through the Truro woods near the ocean to the vicinity of the head of Pamet River by the present 1917 Coast Guard Station, continuing northward still through the woods along by the Lodge at the Highlands, on by Ocean Farm, passing about two hundred yards west of the Highland Coast Guard Station, along to the head of Eastern Harbor meadows, across the sand dunes to the harbor (probably over Snail Road) "to and through the Province Lands," whose eastern boundary is the Eastern schoolhouse.<sup>132</sup>

A very recent account is Gustavus S. Paine's article "Cape Cod Roads". In extolling the pleasures of walking he states:

131. Thoreau, Cape Cod, p. 89

132. Smith, N. W. P., The Provincetown Book, C. Tolman Printing, Inc., Brockton, Mass., 1922.

I still like using my feet on Cape Cod, especially on the King's Highway, marked with red circles, through the Truro woods.<sup>133</sup>

It has already been noted that references to the "King's Highway" began as early as the 1690's and so the sixteen-year American rule in which that unhappy monarch named by the oysterman as the author of the roads, post dates the initiation of the system (if such it can be called) considerably. None of the records viewed showed any great program of road reform during the first years of George III's reign and reflect instead a growing dissatisfaction with the colonial policies of the house of Hanover.

Mrs. Smith's history was, in part, the result of the work done by the Research Club of Provincetown which erected a monument to the first landing of the pilgrims at the "Terminal of the King's Highway that goeth to Billingsgate".<sup>134</sup> This monument was located near what is called the Red Inn but has now disappeared. So have the records of the Research Club, whose dwindling numbers after a brave start can be in part attributed ← to the fact that a qualification of membership was decen-<sup>135</sup>dance from a Mayflower pilgrim. Mr. Bickers says there is a chance that the records may be held by a survivor of the initial group and will at some indefinite date be turned over to the

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134. Smith, N. W. P., Provincetown Book, p.26.

133. Paine, Gustavus Swift, Cape Cod Sketches. MS.

135. Interview with Mr. Arthur Bickers at the Provincetown Museum, 12 June 1962.

Provincetown Museum.) Mrs. Smith seems to have combined the Harwich-Truro road of 1719 and the petition of the proprietors of Truro in 1715 for a road to the Province lands and assigned these unnamed and, in the latter case, uncertain roads the royal title herself.<sup>136</sup> The description of the road she gives appears to be based on the 1794 Town Plans or the Osgood Map, which may well reflect a "King's Highway" but on none of which is it so named. Her statements on the highway, therefore, must be seen as a documentation of legend rather than as accurate historical statement.

Mr. Paine's statement about the markings of the King's Highway are based, it would seem, on a blunder on his part. The trees and markings of the "King's Highway" were hardly likely to have been maintained throughout the indifference and poverty of the nineteenth century, a fact which should have warned him about his assumption. Mr. Bickers of the Provincetown Museum identifies these circles as the markings for a bridle path that ran the Cape between 1820 and 1940, when it was a more luxurious resort than it is now.<sup>137</sup> Even given the possibility that the remnants of such a highway might have been the basis for the horse-trail, the marks do not constitute proof

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136. Smith, N. W. P., Provincetown Book, p.247.

137. Interview with Arthur Bickers, 12 June 1962.

of its existence. Mr. Paine himself infers the popular nature of the title "King's Highway" when he remarks: "What we call<sup>138</sup> the old King's Highway was extended to Wellfleet in 1717."

Thus all the above statements of the legend prove to be without foundation.

The identification of Route 6A with the "Old King's Highway" is persistent and perhaps even correct as far as Yarmouth. As the obvious main road it falls heir to the royal tradition, but the documentation is weak. Edward Rowe Snow makes the identification of the two roads explicit in his book on returning to the Cape, but without support.<sup>139</sup> The commercial desirability of such a regal address is obvious and in 1936 a booklet intended for the tourist, The Oak Grove Farm, a restaurant, located itself on the King's Highway, North Eastham, with no better justification, it would seem, than the ring of the statement.<sup>140</sup>

An error to which historians seem to have been prone is the labelling of any main road as "The King's Highway". Smith, in his history of Chatham, has two maps which label the highway from Chatham to Yarmouth as the "King's Road" but does not justify this title in the text.<sup>141</sup> In the section on Truro in Deyo, the connection between the problematic 1715 road "to and

138. Paine, Cape Cod Sketches, pp.129. He give no reference for the extension of the road to Wellfleet. Italics mine.

139. Snow, Edward Rowe, A Pilgrim Returns to Cape Cod, Boston, The Yankee Publishing Company, 1946, p.3.

140. In all fairness to this restaurant, the King's Highway is probably more related to Route 6A in Eastham than elsewhere.

141. Smith, A History of Chatham, maps facing pp.72 & 103.

through the Province Lands" and the "King's Highway" is made.

In 1715 the present King's Highway was laid out through Truro - to connect from Eastham to and through the province lands. It was really the continuation of the old county road along the Cape. It ran along the backside of the town, around the heads of the rivers, and, although only used in portions at the present day, its tortuous course is well known through the town.<sup>142</sup>

In the Wellfleet section of the same book, the highway is vaguely designated.

The King's Highway was the appellation given by the old citizens to the principal road through the town, and it is so designated by the present residents. It runs northerly into Truro, but it is not much used at the present day (1890) as the county road, laid out to Truro from the village of Wellfleet. The old road was used as the stage route from Eastham to Provincetown, and was the continuation of the county road of two centuries ago, as laid along the Cape in the early settlement of the town.<sup>143</sup>

It should be noted that it is not claimed that the highway was always called the "King's Highway", but that the present and previous generations called the old road by that name.

One twentieth century Cape Cod writer gives this sensible account of the legend and the highway.

The King's Highway - At a meeting of the Pamet Proprietors, on April 26, 1715, it was voted to make application: - "For a highway to and through the Province Lands as the law directs." This, following Indian trails and town roads, was a continuation of the "King's Highway" connecting Plymouth with the Cape villages it had spawned. Why the name no one knows; certainly no king ever travelled over it; but over it the King's business was done as long as the King had business here, and to this, probably the name traces....Our eastern highway did not follow the course of the present Route 6. It struck out by

142. Deyo, Barnstable County, pp. 927.

143. Ibid., p.792.

Wellfleet Ponds, around the Head of Pamet, thence to and cross Long Nook to the Highland and from there over the hills and dunes between East Harbor and the sea to Provincetown.<sup>144</sup>

He, too, seems to follow the 1794 Town Plans in setting out his route. His explanation of the name is good, but does not make it clear that the title "King's Highway" was the one in current use in the 18th century.

Pratt, in his discussion of early highways, notes that a number of roads were erroneously called the "King's Highway" - portions of the "Massachusetts Path"<sup>145</sup> and the "County Way" at Scituate,<sup>146</sup> among others.

...(T)he only King's Highway of the Pilgrims was that which in Plymouth extended to Barnstable and Yarmouth on the south and Namaskeeset (Middleborough) on the northwest.<sup>147</sup>

*eminate especially*

Here, then, is the basis for the legend of the "King's Highway" on Cape Cod. The early road laid out to Yarmouth was evidently labelled officially the "King's Highway". It has already been shown that that title was applied to a road laid out through Plymouth in the late 17th century.<sup>148</sup> The entry of 19 December 1698 reads:

*by whom*

144. Hatch, Mellen C., The Log of Provincetown and Truro on Cape Cod, Provincetown, Mass., 1939, pp.22-23.

145. Pratt, Harvey W., Three Highways of the Colonies: A Paper Read Before the Scituate Historical Society at a Meeting Held at Scituate, February 22, 1918, n.p., 1918, p.4.

146. Ibid., p.16.

147. Ibid., p.17.

148. Ibid., p.20.

We whose names are under written being chosen by the Town of Plymouth and sworn in the year of our Lord 1684 to lay out the King's Highway through-out our township have laid them out as followeth: (ending)...then to a pine tree marked on the westerly side of the way and so bounded by the cliffs and salt-water to the southerly end of Plymouth bounds.<sup>149</sup>

Thus any extensions of this original road simply took the name of this initial effort, not necessarily with further royal impetus. *note*

In 1721 the King's Highway reached Eastham.<sup>150</sup>

...and at said meeting the Town made choice of Mr. Samuel Doane and Mr. Joseph Cole to serve on the Jury of Trials at the next Inferior Court of Common Pleas and General Sessions of the Peace to be holden at Barnstable on the first Tuesday in July at the above said town meeting; viz: June the 19th 1721 it was voted and granted and allowed by the town then ment, that the way which now goes through said Town of Eastham from the bounds of Harwich by Liet. Nicolas Snows to the bound of Truro on the north part of the Town of Eastham a little to the northward of the house of Ebenezer Freeman is and shall be allowed to be King's Highway and common road through the Town of Eastham....this aid way to be forty feet wide the whole length through the Town from the south to the north.<sup>151</sup> ✓

Here, clearly, the laying out of the King's Highway was a matter of setting aside existing roads as a permanent common road. In 1652, the Plymouth government ordered a jury to

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149. Plymouth Town Records, Vol. I, pp. 177-180. The discrepancy in date between entry and swearing-in may be slowness on the part of the Pilgrim Fathers or an error in transcription.

150. See above, p. 22.

151. Eastham, Town Meetings 1706-1762, p. 2, included in the Appendix of this Report and also indicated on the attached annotated map.

be impanelled "...to lay out as conveniently as they can a country road -- unless the town of Barnstable will themselves allow it for a highway."<sup>152</sup> This suggests that the town had the option of allowing the way over existing roads, rather than go to the difficulty of having a new way put through, an option probably taken. No new roads were added nor were any changes made in the old ones. The width may or may not have been changed. The forty foot width was not unusual in Eastham so the introduction of the "King's Highway" may not have even effected this change. The laying out of the road appears to be a routine response to a County order for a common way through Eastham. The phrase "to be King's Highway" gives an official status to the road, defined immediately by the phrase "and common road." While the name could originate with the extension of a road already called the "King's Highway," here it would appear to have the force of designating the official thoroughfare, the equivalent of a "state road." This appellation is not the immutable label of a particular road, but rather a designation of function. Civil Defense highways are a current example of an over-riding function being attached to existing local roads. In the case of a settlement with limited road resources there is likely to be only one road which can serve as the official thoroughfare and that road takes its name from its function. The road was not laid out as the king's road, but took the name in 1721 when the charge of car-

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152. Freeman, Cape Cod, Vol. I, pp. 204-5.

rying the king's business was assigned to it. Thus, if the functions were assigned elsewhere, the title should switch with them. However, so great is the strength of tradition, that even in an area richer in highways it would not necessarily do so.

The "King's Highway" is mentioned next at Wellfleet, 29 August 1763, pointed out when the new bridge across Duck Creek was built to bring a road from the "King's Highway" to the town.<sup>153</sup> The new road followed an existing cart-way from "...the King's highway a little to the eastward of the N. E. arm of Duck Creek...."<sup>154</sup> On 14 February 1766 certain of the selectmen of Truro met some of the selectmen of Wellfleet at the home of Reuben Rich, one of the latter, to "run the range," i. e., check the boundary, between the two towns. Their description of their efforts reads in part

...thence in said range we went marking anew several trees till we came to the common road or highway or King's road where we marked a tree on each side of said highway with "T" on the north side for Truro with "W" on the south side for Wellfleet thence marking and ranging till we came to the back side to the ancient bound...<sup>155</sup>

Here the title "King's road" indicates not only geographic distance from the traditional "King's Highway" but a diminution

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153. See above, p. 38.

154. Freeman, Cape Cod, Vol. II, p. 661. This point of departure is indicated on the annotated map accompanying this Report.

155. Truro, Town Records, Vol. 2, p. 23 (original) included in Appendix to this Report.)

of importance. The title is not only less imposing, but ranked third among a choice of titles of which "common road" was first choice. Either a growth of republican sentiments or simply the weakness of this tradition has caused the royal title to fall into disuetude. This is the furthest north that the label "King's Highway (Road)" appeared and the only mention seen in the Truro Records.<sup>156</sup>

Eastham, in a welter of incredible spelling and syntax, altered the highway that ran through town. The selections from the Eastham records are quoted in their original pungency of spelling.

14 March 1768 "...to chuse an agent to petition to the Session in the Town('s) behalf that the King's Roade that Leads from Mr. Nataniel Atwoods to the North meeting house may be Turned where the town shal think Best.... Then the vote was called wether they wold Except of the Committys Report for turning the Kings Rode that Lead from Nathaniel Atwood To Loghuer Knowles and the vot past in the Negitive. they voted that the Kings Rode that Run throw the grate fields to the Northward of Nathaniel Atwood Should be turned North Easterly from sd wood tree By Joshua Knowlys so northward into the Kings Rode a gane at the Eastern End of the Long Pond the proprietors of the grat field to the norward of Noathaniel Atwood allowing a way through sd field By gate or Barrs whare the way now is..."<sup>157</sup>

24 March 1768 "At a town meeting in Eastham leagully worned and held at the South meeting house in Eastham on Thursday the 24 day of March 1768 To turn the Kings Rode that Leads from Mr. Richerd Pains to Mr. Jeremiah Smith throw Rockhewber gap so caled to the northward of the Cederswamp on from thence to the Kings Rode by Joseph Smith Jr and to Charge and impower an axgent in the towns Behalfe to Petition to the Quarter Sessions to turn sd way and the

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156. The reference is too vague to locate on the map, but is probably at the point where the 1795 "Country Road" crosses the Herring River.

157. Eastham/Orleans, Town Records, 1764-1822, p. 19

vot was Caled and it past in the farmitive...<sup>158</sup>

18 April 1768 "At a town meeting at the north meeting house in Eastham on April the 18 Day 1768 leagully worned and hild Ebenezer Higgins moderator to see if the town would Reconceder the vote that was past at the ajurnment of our March meeting the twenty forth Day of March Last that vot that was then past to turn the Kings Rode that Leads from Nathaneil Atwood trees through the gineral field shold Be turned NorthEasterly By Joshua Knowlyses and so into the Kings Rode at the Easterly End of the Long Pond and the vote was Called by the moderator whuther the town would Reconsider that vote and the vote past in the fermitive.<sup>159</sup>

Geographically the places mentioned are impossible to locate,<sup>160</sup> but this peculiar and indecisive exchange<sup>161</sup> does throw some light on the nature of the "King's Rode" at that time. First, the name "King's Highway" has fallen into abeyance and the more modest "King's Road" has taken its place. Secondly, the control of the King's Road is clearly in the hands of the central colonial government, as permission was to be sought at the Quarter Sessions for the change of highway at the March 24 meeting at the south meeting house. On the other hand, a problem is raised by the possibility that the references to "the Kings Rode" do not necessarily mean a unique and central way but refer to different ways, each somehow under royal jurisdiction. For instance, "the Kings Rode that Lead

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158. Orleans/Eastham Town Records, 1764-1822, p. 21.

159. Ibid., p. 21.

160. "Long Pond" could refer to the pond of that name in the Wellfleet Quadrangle, but no road goes to the east of it or apparently did at the time.

161. Apparently the April meeting in the North Meeting house cancelled out the March decision.

from Nathaniel Atwood to Loghuer Knowles" may be an entirely different road than "the Kings Rode that Run throw the grate fields," both mentioned in the 14 March meeting.<sup>162</sup>

The Eastham records mention the Kings Road twice more, in connection with other ways, in 1772 and 1773.<sup>163</sup> In three years the King's Highway was no longer his.

In sum the King's Highway certainly existed and was called such (or some variant) in the late 18th century. It was a road that was under the jurisdiction of the colonial government and not the towns, though the latter could select the route or assign existing roads in the township to the king's use. The name designated a function or jurisdiction and could apply to any road. On Cape Cod, the King's Highway apparently was the main road shown on the late 18th century maps of Massachusetts and the diversely labelled roads on the Town Plans of 1794.

In terms of the current U. S. G. S. quadrangles the "King's Highway" is found in the Orleans and the Wellfleet sections. (only) It did not run at all in the Chatham quadrangle, and there is no justification for a road by that name in either the Truro or Provincetown maps. Before 1835 there were no roads communicating with the Cape within Provincetown, the sea and the beach being

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162. A woman, who did not introduce herself, was doing research at the Sturgis Library on roads in the Barnstable area. She told me that she had tried unsuccessfully to reconcile references to the King's Highway on some deeds until she gave up and plotted them separately. One was the main road through Barnstable, the other was an obscure road elsewhere in the town. It is possible that the same situation existed in Eastham.

163. Orleans/Eastham Town Records, 1764-1822, p. 36 (9 March 1772), p. 36 (3 June 1773).

the usual means of travel. The access to Provincetown by land was the north beach of Eastern Harbor and there is no mention of it being laid out. No justification was found for the labelling of roads in the North Truro Quadrangle "Old King's Highway". No such references ~~to that~~ were found in the Truro records. On the North Truro U.S.G.S. map the "Old King's Highway" is shown in two places— from the Highlands north to the west shore of Eastern Harbor Meadow (Salt Meadow on the present map) and from the Highlands south to the Longnook Road. The Tashmuit Highway may have occupied part of this road,<sup>164</sup> but the main road on the 1794 Town Plan goes well to the west, connecting the main Truro villages then around the east side of the Salt Meadow. The ford which justifies the road on the west side was first probably <sup>Kendall's</sup> return route from Provincetown<sup>165</sup> and doesn't appear on a map till the 1848 U.S. Coast Survey "Map of the Extremity of Cape Cod." This ford appears to be a late 18th century or early 19th century development and not part of the colonial road. The westerly extension of the road now labelled the "Old King's Highway" does not appear on the 1831 Town Plan of Truro or on the 1848 Coast Survey Map "Cape Cod Light to Mausett Lt."<sup>166</sup> The main road on

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164. The Tashmuit Road may be the road north of the Highland Light on the 1831 Town Plan of Truro.

165. See above, p.47.

166. Sheet No. 1, Register No. 290 bis.

the 1794 Town Plan through Truro is approximated on the 1958 North Truro Quadrangle by the roads beginning with the North Road from Head of Pamet <sup>167</sup> going northwest to the Higgins Hollow and Longnook roads then north along the road indicated by the additional blue dash-line on a road evidently superseded by the present Grand Army Highway, then probably on Head of the Meadow Road around the Atlantic end of Eastern Harbor meadow. <sup>168</sup>

On the Wellfleet Quadrangle the blue dash-line indicates the probable route (based again on the 1794 Town Plan) of the "King's Highway" through the township. Here both the location and the name are justified by references in the records to the crossing at Herring Creek and at Duck Creek. <sup>169</sup> The "Old King's Highway", so-labelled, is evidently correct as it is the same route as the "Public County Road" of 1794. In Eastham/Orleans, the King's Highway followed the existing Route 6 and G.A.R. Highway for the most, the detour to the west indicated on the 1794 map contradicted by the fact that the Mayo homestead, reputedly on the King's Highway is now on the G.A.R. Highway.

However close the location, the name was falling out of use in the late colonial period, replaced by "King's Road" or the "Common Road". The establishment of the republic put an end to the title. The revival of the name, applied to any road with

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167. Labelled "Old King's Road" in the Walker, Atlas of Barnstable County, c. 1900.

168. As far as Pond Village this road could be the "Drift Highway".

169. See above pp.55-56.

any claim to antiquity was evidently less a result of strength of tradition than a revival of Tory sentiment on the Cape in the late 19th century.

## 17th and 18th Century Road Management

During the colonial period, road lay-out was the responsibility of the selectmen or the proprietors of the township, depending on whether the road location was on common land or land still in the proprietor's hands or on land sold to private individuals. Generally, as time went on, the role of the proprietors diminished and all the business passed to the town meetings and the selectmen.

The first method of layout was to "impanel a jury" to decide on the location of the road. This was the case in 1652 when the road was to be established between Sandwich and <sup>170</sup>Beenstable and when the road was extended to Yarmouth in 1665. <sup>171</sup> Later, the establishment of town and proprietorial governments allowed decisions on the roads to be a matter of administrative routine, as has been seen in the Truro proprietorial records of the first half of the 18th century. Or, as at Eastham in 1730/1, the selectmen "...upon application made...by several of the neighbors have accordingly laid out a highway." <sup>172</sup> Here the selectment acted on request, as in laying out the King's Highway they had acted on order.

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170. Freeman, Cape Cod, Vol. I, pp.205-4.

171. Plymouth Colony Records, Volume IV, p.98.

172. Eastham, Lands and Ways, 1711-1747, p.159, second numbering.

To make sure that the roads were laid out and maintained as directed each town included on its regular roster of town officers the "Surveyor of Roads". The First Record of Eastham includes this office in the regular elections and the first entry in the Town Record of Truro, 1 August 1709 notes that Thomas Mulford and Joseph Young Sen. were chosen as "Surveyors of Highways".<sup>173</sup> This office continued throughout the 18th century, the Provincetown Record of Meetings, 1784-1826 records the election on 1 March 1797 of Taylor Smaller and J. Cook to this office. These were not professional surveyors in the modern sense, but overseers and inspectors. At Truro there was an equivalent office of fence viewer; that is, one who checks on fence placing and maintenance. The supervisory force of the word is demonstrated by the Provincetown election noted above where in addition to the surveyor of highways, Alan Hinkley was elected surveyor of lumber and Reuben Orkett, surveyor of pickled fish.

When a highway was laid out through the great tracts, frequently the land-holders involved were compensated by land in other parts of the township.

At a town meeting the 12th day of February 1673, it is agreed by the town, that Jonathan Sparrow shall have the highway to his dwelling

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173. Rich, Truro--Cape Cod, p.116.

house as it now runs, the town allowing Mr. Doane and John Doane as much ground as it takes away from them at the other corner of the land.<sup>174</sup>

Again:

Whereas the committee that laid out the land in the town of Eastham in the years 1711 and 1712 did at the first laying out of the plain lot of Nathaniel Mayo, Senior: lay it so near the Highway that it did impair this Highway and not leave it sufficient whereby there was anecessity for him to fence said lot within his first recorded bounds so that considerable of his said lot was taken of for the repairing of (uncertain)...said Committee laid him out another small parcel of land lying on the easterly side of the highway near his house and on the westerly side of a swamp...<sup>175</sup>

Sometimes cash settlement was made. In 1709 in Harwich the old highway was sold for £ 10 and the money used to defray the costs of laying out a new highway and purchasing the necessary land.<sup>176</sup>

Even in the 17th century, assessments were made for improvements and town expenses, and probably road costs were covered.

14 August 1683 - The town hath chosen...rate-makers to make the county rate and other town charges, for deputies and grand Jurymen, and five pounds for (unclear) bridge, and two pounds for Mr. Freeman which he disbursed for the town's use with the Indians, about the land at Haskagagansett, as also to make a rate for Mr. Treat (the miniater)<sup>177</sup>

174. Eastham, First Record, p.33.

175. Eastha, Lands and Ways, p.175, first numbering.

176. Freeman, Cape Cod, Vol. II, p.498 and Paine, A History of Harwich, pp.169-171.

177. Eastham, First Record, p.57.

Highways were sometimes laid out in exchange for some service as the following Eastham Record of 1730/1.

We the subscribers, selectmen of Eastham upon application made to us by several of the neighbours have accordingly laid out a highway... (here follows a description)... provided John Smith at whose request said way chiefly is laid out do from time to time keep the causeway or bridge over the slough in said (unclear) in such good repair as may be sufficient for his own use to pass and repass at his own cost and charge....<sup>178</sup>

The repair of the highways had always been a concern of the townships.

At a town meeting May 15th, 1660 (at Eastham), Mr. John Freeman and Nicholas Snow were chosen surveyors and were to mend to common road way lying at the head of the field, from the mill to the end of their bounds, towards Yarmouth, and Mr. John Doane, Richard Higgins and Thomas Paine, with the surveyors are to appoint what particular highways are to be mended and those that are most concerned in the ways are to mend them by the appointment of the above said for the present year.<sup>179</sup>

Individual effort did not seem to keep up the roads sufficiently and at Chatham, Smith notes the following device for keeping the roads in repair.

At the meeting of February 1696 it was ordered that all the householders of Monomoit should kill twelve blackbirds or three crows and bring the heads to the selectmen on pain of forfeiting six shillings, this to be done by the middle of the next May. Young men who were "at their own keeping" were to kill six blackbirds or two crows; penalty, three shillings in case of failure. <sup>Footnote 31 notes</sup>

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178. Eastham, Lands and Ways, p.139, second numbering.

179. Eastham, First Record, p.19.

that seven men who failed to do this were considered "defective persons" and<sup>7</sup>...ordered on July 1 to clear the way to the mill (the water mill at Santucket, Brewster) and the way to Nauset (Eastham) and the selectmen were to discount out of their fines so much as their labor amounted to.<sup>180</sup>

The policy of making the persons concerned maintain the roads seems to have continued throughout the 18th century, though there was a quickly squelched movement at Eastham to get re-imburement from the town.

Tuesday, 6 March, 1764...the moderator called a vote whether the town would pay those persons that mended the high ways the year past and it passed in the negative. The the narrator called a vote how the town would mend the highways for the future and the two past a vote that the highways should be mended as they had been here before (evidently, by the labor of those concerned)<sup>181</sup>

The main roads were evidently cleared by the towns citizens as well. An early 19th century Truro record notes the division of the road from the Provincetown line to the Wellfleet line in six sections, with a group of Truro citizens assigned to work each section.<sup>182</sup>

The main roads were under the surveillance of the County or colonial governments as has been seen by the fines threatened

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180. Paine, Chatham, p.142, and p.142, ft. 31.

181. Eastham, Town Records, 1764-1822, 6 March 1764.

182. Truro, Town Records, Vol. III, p.296, 1 March 1830.

for insufficient roads or the permission necessary for changes. The responsibility for layout and repair lay with the citizens of the towns, the roads were haphazardly maintained. The main roads were physically, therefore, indistinguishable from the better kept by ways.

### 19th Century Changes

If anything, the roads on Cape Cod deteriorated in the first half of the 19th century. The destruction of the Truro woods had left the plain between the Pamet River and Eastern Harbor as barren as the dunes beyond. Bartlett, an English traveller of the 1850's notes:

We crossed the Pamet river....A ridge of bleak and lofty downs succeed now perfectly bare, but which my companion (Mr. Collins, the stage driver) could well remember as clothed with wood.<sup>183</sup>

He then quotes an unidentified "Penciller by the Way" on the same stretch of road.

Whoever travels between Truro and Provincetown, though he goes up hill and down dale continually, runs his wheels over the virgin sand; for even the stage-coach, that plies daily backward and forward, leaves no track that lasts longer than an hour.... Our driver had 'driven stage' for a year, over the route between Truro and Provincetown, and every day he had picked a new track, finding hills and hollows in new places after losing his way with the blinding of the flying sand, in a high wind, and often obliged to call on his passengers to 'dig out' - a couple of shovels being part of his regular harness.<sup>184</sup>

In 1849, Thoreau had found the road to Orleans bad enough.

The single road, which runs lengthwise to the Cape, now winding over the plain, now through the

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183. Bartlett, W. H., The Pilgrim Fathers or the Founders of New England in the Reign of James the First, London, Arthur Hall, Virtue & Co., 1853. p.190.

184. Bartlett, Pilgrim Fathers, pp.191-192.

shrubbery which scrapes the wheels of the stage, was a mere cart track in the sand, commonly without any fences to confine it, and continually changing from this side to that, to harder ground, or sometimes to avoid the tide.<sup>185</sup>

At Orleans he was warned that walking was better in the road than on the beach, though on the road a horse would sink in up to the fetlocks.<sup>186</sup>

This picture of travel conditions varies not at all from the notice in the Massachusetts Gazette for March, 1830.

A daily stage goes down the Cape as far as Orleans, and from there every other day a wagon proceeds to Provincetown which might convey two or three passengers.<sup>187</sup>

The stagnation of the highway up the Cape was interrupted by the construction of the highway across the mouth of East Harbor.

Provincetown and Truro had both long felt the necessity of this connection. The old road lay around the Head of the Meadow, down by the beach-plum hummocks, and under the bank by Beach Point making, except at high tides, a quite passable, though very tedious drive.

At this time the tide cut out the passable way under the bank, and forced all carriage-travel for miles over sandhills more trackless than the deserts of the Sahara. Passengers were compelled to work their passage not only by walking, but sometimes, like Hercules, putting their shoulders to the wheel. One hour after the stage had passed, during high, dry winds, the deep tracks of the horses and wheels in the soft sand, would be as completely obliterated as if washed by the ocean surf beating in full sight on the beach.

185. Thoreau, Cape Cod, pp.135.

186. Ibid., pp.40-41.

187. Rich, Truro--Cape Cod, p.454.

In 1849, during one of the high tides, the mail stage while crowding the bank capsized, throwing a dozen passengers into the water, which, being quite deep, all were wet to the skin; some of the women were dreadfully frightened, and one was in danger of being drowned.<sup>188</sup>

Thus the elimination of the traditional route had created the situation described by Bartlett and necessitated the new route across the harbor, now too silted up to be of much use. With the completion of the East Harbor Bridge, the colonial system on the northern part of the Cape was superseded while the development of the railroads made it obsolete. Packets competed with the rails, while the roads remained crude and little tended. Wellfleet, by the end of the century had made her roads of shell which made them better than those of Eastham and Truro,<sup>189</sup> but a U.S. Government attempt to reclaim the dunes and build a road on the Province Lands in 1904, well made and stabilized,<sup>190</sup> had been completely effaced by 1949.

In the 19th century the changes were the responsibility of the County and the records are complete from the time of the fire in 1827. Photostats of the major road changes are attached to this report, which may help reconcile present roads with the traces of those of the 18th century. Such an attempt is best left to cartographers and is outside the scope and limits of this Report.

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188. Rich, Truro--Cape Cod, pp.442-3.

189. Bates, Katherine Lee, "Cape Cod Towns from Provincetown to Falmouth," Historic Towns of New England, L. P. Powell, 2nd impression, New York and London, 1898, p.375.

190. Paine, Cape Cod Sketches, pp.129-30

## SUMMARY

The road system on the part of Cape Cod included in the proposed Park area were crude, unpaved, casually maintained, and colloquially laid out. Basically a collection of cart tracks and right of ways, the roads were throughout the colonial period a secondary means of transportation to travel by boat. The important functions of the roads were to permit access to watering places, commons, and the meeting house through large land-holdings. Without industrial, economic, or administrative importance, they remained a haphazardly performed township responsibility, deteriorating with use and pedological decay.

Many of the roads described in the town records are virtually impossible to trace at the present time. Until an accurate map of land-holdings at different periods is developed even the approximate locations must remain in doubt. Even then uncertainties as to landmarks and placenames will make definite placement impossible. Never surfaced, roads would have been shifted as the cover was punctured until the entire right-of-way was simply abed of sand. Changes in land-holdings or local interest could cause road use to be limited by bars or terminated altogether. The ease of running a road through the scrub meant the development of many informal roads which became the basis for later official descriptions. Control by the County of the roads does not become common until the 19th century, and central direction during the colonial period was limited to the order

that roads be set aside as the "King's Highway" but these could be and often were existing towns roads simply assigned to that function. No improvement in lay-out or maintenance can be inferred from this development, as local roads in prosperous areas were, on occasion, better kept.

The maintenance of the roads was left to the townships who in turn assigned the responsibility to those persons who lived along the roads, a system which must have necessarily lead to uneven results. The main roads between the townships were evidently kept up by a casual corvée of the citizenry, augmented by efforts of the post-rider, the stage driver and his passengers.

The poverty of the area meant that not only was there little surplus in manpower and money to devote to the roads, but that there was little use for them, the orientation of the area being to the sea. The destruction of soil increased the poverty of the area as well as the difficulty of road maintenance and definition. As the sand swallowed up more and more of the wooded areas and the maintenance of the highways became more feeble, the roads from Truro north became paths on the dunes, the very fences marking the roads disappearing.

Eastham/Orleans remained even into the 19th century the terminus of stage, the northward journey possible by cart or horse-back, and heavy going either way. The distance and poverty of Provincetown and its exclusively maritime and totally precarious economy made its connection with the rest of the Cape spasmodic and tenuous.

Except for large scale Federal projects, <sup>and</sup> the bridge over East Harbour from Truro to Provincetown, no major planned changes have interfered with the evolvement of the colonial road system. The very poverty of the region have kept the <sup>d</sup>king of build-up and development which could have changed the appearance of the landscape. The coming of macadamized roads has diverted traffic from the old ways which are disappearing now that holding plants have been successfully introduced in some areas. Some of these ways can be traced, but their ancestry and relation to the colonial period is questionable, and traditional lore, often the product of Victorian royalism, not always to be trusted.

## HISTORIC SITES

Historic sites along the King's Highway are as indefinite as the highway itself. The most obvious structures are the taverns and the meeting houses. The meeting houses were important loci of the original highways, but unfortunately being wooden, many have disappeared, the taverns, which were established along the highway were late 18th or early 19th century developments and many of these have also been destroyed. Occasionally homesteads and other structures are referred to as being on the "King's Highway" (a dubious datum point). The listing below is by no means exhaustive, conclusive, or thorough, but represents the information on sites discovered while researching the roads.

Before turning to the meeting houses, taverns, and miscellaneous structures, in that order, what information was available about the Governor Prence house will be given. The sources were letters from Mr. Frank S. Collins and Mr. Albert E. Snow in response to a letter of inquiry from me.

Mr. Collins - 'No plans for restoration of Gov. Prince House, located present information booth (Eastham) on Route 6' 191

Mr. Snow - 'Gov. Prence house was taken down in the 1840's. It stood to the East of where the Eastham Info. booth now is located - about 300 feet away. Some of its interior doors were used in the John Fulcher house. I recognized them. [? wdh] The house is now owned by Clayton Horton...

The Pence house was located but a short distance away from the Doane/Chase house. In the 1880's the cellar hole of the Pence House was dug into and many brass spoons were found - similar to those brought out here in the earliest time. I have several. I bought them from Mr. Abelino Doane, in 1929-30. He showed me where the old cellar hole to the Pence house was.<sup>192</sup>

Meeting Houses - As the focal point of town life in the colonial period serving both religious and civic purposes, the main roads of the townships necessarily went to these structures.

#### Orleans/Eastham -

The first meetinghouse, twenty feet square, was built near the Town Cove soon after the first commer came. A second, for Mr. Treat, replaced it on the same site in 1676. This second meetinghouse was enlarged and repaired in 1700, and served to 1720, when a third meetinghouse, on Bridge road, a little nearer the center of the town, was finished. At the same time, a meetinghouse for the south parish - later to be Orleans - was built. Of the third Eastham meetinghouse Heman (sic) Doane wrote some quotable verses... But this house went the way of all mortal things... It was replaced by a fourth and last meetinghouse, situated on the main road a mile and a half north of the third; its site is still marked by the Congregational Cemetery.<sup>193</sup>

Rich says that the church in Mr. Doane's poem was the one  
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which replaced the first meeting house.

The South Meeting house which appears on the 1795 Town Plan does not agree with Trayser's description and seems to justify Rich. However, if Doane is correct and the South Meeting House

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192. Snow to Hershey, 20 June 1962.

193. Trayser, Eastham, pp.35-36.

194. Rich, Truro--Cape Cod, pp.79.

faced east on the "King's Highway" it is on wrong side of the road on the map. Thus further investigation both historical and archaeological would be necessary to trace down this immortalized building and its antecedents.

The North Meeting House is shown on the 1795 Town Plan but was probably wiped out when the railroad was put in. There was no mention of its remains in the Eastham Tercentenary book.

Truro - The location of the first meeting house in Truro has already been discussed in connection with the Tashmuit highway, and has been indicated on the annotated map. Another meeting house is shown near Pond Village on the 1795 Town Plan. Rich described the famous meeting house that stood on the "Hill of Storms" as standing near the southwest corner of the present graveyard <sup>195</sup> but which cemetery this is I did not have time to investigate.

TAVERNS - A list of taverns in 1808 on the pertinent portion of the Cape is included in Appendix III - Miscellaneous Notes.

Eastham: Myrick's Tavern is shown on the 1795 map as a "M Tavern". Two taverns reputed to be on the King's Highway still exists in remnants.

Higgin's Hotel: "Capt. Simeon Higgin's Stage Coach Hotel (he did not call it a Tavern) was located on what is now Rte 6A, on the West side of that way, or on your right, as you leave Orleans, heading toward East Brewster. It is one-half mile from the intersection of Orleans's Main Street and Rte 6A to where the structure, built in 1828-9 once stood, until burned in February 1942. Cause - overflowing of an oil-burning heater, at night.

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195. Rich, Truro-Cape Cod, p.144.

Where its stable and barn once stood is now the locus of Cumming's SUNOCO gas-station and garage.

The Hotel had 2 wings - 2½ story hipped roof affairs, whilst the original part was pigched roofed - 2½ stories.

The one remaining wing, was moved across the road becoming the home of McKay, who used to drive the stage from Yarmouth into Orleans. When Capt. Higgins (who gave up his Orleans-Boston Packet to engage in the Stage Coach Hotel business in 1829) died, 1861, the Hotel etc. was sold out to James Chandler, who formerly ran the Atlantic Hotel in Provincetown (it is still standing and looks ever so like the Higgins Hotel used to; Atlantic Hotel is still in business).

It was in Chandler's ownership from 1861-c-1880. About 1870 Chandler detached both wings, moving the existing one across the road, directly opposite the old Hotel to become the home of McKay. The other wing was moved up to Main St., near the junction of Rte 6A where it stood on the North side of Main St. and attached to Mauset Inn. <sup>196</sup>

<sup>197</sup>  
Cobb's Tavern: "Now Salt Pond Motel. After the Cobbs the place was a Tannery, in the days they cured cowhides for shoe-leather. I used to go there when Mr. George Moore lived in it. Large, 2½ story house. Mrs. Walter Watson, told me it was part of her Cobb family - Elisha." <sup>198</sup>

Truro - Evidently no traces of taverns in this area were to be found by the late 19th century as Deyo says there were no taverns extant on the stage route through Truro Village in his day. <sup>199</sup>

#### MISCELLANEOUS STRUCTURES

Listed alphabetically are structures either cited in the Eastham Tercentenary Book or in letters from Messrs. Collins and Snow, as being on or near the King's Highway.

196. Snow to Hershey, 20 June 1962

197. Cited as on King's Highway in Eastham Tercentenary Book, p.129.

198. Snow to Hershey, 20 June 1962

199. Deyo, Barnstable County, p.943.

Doane House: The house that stands to the East of the Info Booth was the long-time home of Capt. Ezekiel Doane, later his son, Abelino Ezekiel Doane (1857-1941). I never heard that the Doane house was in any way a remainder of the Prence house, nor any part of it built from remnants of the Prence house. The house is now owned by a Mr. Chase. If that house is the one they plan to restore its a phony.<sup>200</sup>

Peter Higgins House: (Mr. Snow) From Rte 6, as now runs, the Old Kings Highway went to the West of it. The Peter Higgins House still stands, and is 500 feet north of the Burial Grounds, in what would be North Eastham.

(Mr. Collins) still standing on bypass on Old route 6, now Massasoit Rd., owned by Ray Higgins. (This would imply Old King's Highway was the Massasoit Road, which does not agree with main roads on 18th century maps or Town Plans.)<sup>201</sup>

Knowles Store: The home and store of Elijah Knowles at the corner of King's Highway and Samoset Road in the 1870's.<sup>202</sup> (Mr. Snow) "located 100' north of Samoset Road, on the west side of Rte 6A, as presently runs. E Knowles Store is shown on Walker's Atlas, page 70. (Mr. Collins) building gone, presently occupied by Coffee Shop, owned by Garin.

Old Mayo Homestead: in Eastham, occupied after 1884 by Captain Joseph Freeman Mayo.<sup>203</sup> (Mr. Snow) "Capt. Joseph Freeman Mayo, grandfather of present occupant of the house, Mrs. Herman E. Mahoney (nee Stella Mayo) told me it is here 2½ story house built in 1870. This white painted structure is on the West side of Rte 6, just North (about 500' from Prence Road) and opp where Hemenway Road leads off to the East - to the Nauset Bay, as it goes into Salt Pond Eastham."

No. 2 Schoolhouse: The number two school house on the main road near Micah Paine's across the road

200. Snow to Hershey, 20 June 1962.

201. Cited in Eastham tercentenary Book, p.145, as on King's Highway.

202. Ibid., p.133.

203. Ibid., p.123.

from old houses occupied by the Sparrow brothers and by Thomas Snow.<sup>204</sup> (Mr. Snow) 100' North of Micah Paine's house, on West side of Rte 6A, site of present Mrs. Hoffman's. Across on the East side of Rte 6 were the houses of the bachelor bros Sparrow, and Thomas Snow. Micah Paine was a blacksmith, and had his shop at his house. (Mr. Collins) #2 School House building gone, site occupied by Warrenton Williams, Real Estate.

#### IN PROVINCETOWN

East School House: The place where the County Road took off to Truro from Provincetown was the East Schoolhouse, which is still standing as the American Legion, Morris Light Post No. 71, at the corner of Commercial and Howland Streets.

#### HISTORIC SITES IN THE HIGHLANDS, OR TASHMUIT

Rich gives the following account of historic sites extent in 1883 at the Tashmuit settlement. These should certainly be investigated archeologically.

From most any elevation in Truro, the Highland—the ancient Tashmuit—and Highland Lighthouse may be seen. The little hamlet, composed of spacious and comfortable looking Highland houses, the dismantled old grist-mill, which for more than a century did honest work, and the few neighboring houses, may also be seen near by. North of the Highland house a short distance, once stood the house of Josias Cook...A few rods further north was the substantial two-story parsonage of Mr. Avery, before mentioned. Here was a considerable neighborhood. On the left still stands the house of the late Mrs. Paine...Houses once stood on both sides of the road to the Head-of-the-Meadow. The widow ~~A~~ <sup>A</sup> ~~Ar~~ <sup>A</sup> ~~is~~ and the Job Avery houses have been removed almost within the present generation. The house of Mr. Bowley...stood near the present Life Saving station. It was while smoking his pipe at the cool of the day,...that the cannon balls from the English man-of-war, disturbed the old gentleman's meditations....<sup>205</sup>

204. Cited as on King's Highway in Eastham Tercentenary Book, p.136.

205. Rich, Truro--Cape Cod, pp.207-208.

## RECOMMENDATIONS

While it is presumptuous to ask another researcher to correct the deficiencies of this report, certain leads might be followed up, particularly the possibility of a map of land-holdings at the Mayflower Society in Boston, and the interviews with the elder citizens to whom I was referred, but which time did not permit. It is possible that all of the references are not as obscure to the residents of the Cape as they are to the researcher.

In spite of the poverty of the road system and the inconclusive nature of this survey, the history of Cape Cod presents unique opportunities for study. Because of its isolation and size, the proprietor system and the emergence of private holdings can be studied here with especial clarity, affording an excellent opportunity for the interpretation of this little known but very important facet of colonial history. The continued importance of "meeting-house democracy" in the government of this rugged outpost makes it a particularly excellent example of this aspect of the American democratic tradition. The contrasts of the 19th century - the vicissitudes of the fishing and trading activities of the Cape Cod dwellers, the struggles of the fishermen and the glamor of the clipper ship - are part of Cape Cod and of American tradition. The history of the Cape exemplifies those virtues of tenacity and hard work which mean "Yankee" to the rest of America and to the world.

**APPENDIX I - MISCELLANEOUS TOWN RECORDS**

Extracts from the Town Records, arranged by date, regardless of town. These are referred to in the Report from time to time. The spelling reflects the spelling in the original documents. In the Report I have spared the reader that difficulty.

Eastham (Orleans)  
First Record

1668, Dec. 14th Highway to Santucket (Brewster) 1648-

p. 29

"The men that are of the jury that were impaneled to lay out a highway, from the town of Eastham to Santucket Brook, have agreed upon is as follows: Beginning at bridge by Nicholas Snow's house, up along the lane and so over the swamp, and by a saw pit, which is there, and so into the old road on the northerly side of the burying place, and from thence along the old way to the foot of the steep hill, a little beyond the further swamp, and then turning on the right hand as the trees are marked, till it comes into the old way again, and from thence a little past the head of Mamskaket, and so turning the left hand at the marked trees, and so along as the trees are marked, above the dry swamp which is at the head of John Doane's X, until it come to the old way again; and so along the old way till it comes to marked trees on the easterly side of the first old Indian field, and from those marked trees along in a hollow, into the afore said old Indian field, and so along the old way which is in the Indian field, and from thence along the old way to marked trees on the easterly side of Robin's field, and so keeping the old way till it comes near the Indian trail, and then turning a little to the right hand, where there was a way formerly, and then coming into the old way again, at the corner of the swamp which is in the field, and from thence along the old way until it is through the second trail, and then turn to the right hand ~~X~~ a bottom and so straight until it comes near the mill house, and then along by the bridge which is over the gutter, and so between two marked stumps in the middle of the

1668, Dec. 14th Highway to Santuokett (Brewster) (p. 2)

brook. this 14th of December 1668. Daniel Cole, Nicholas Snow,  
Richard Higgins, William Myrick, John Mayo, William Walker, John  
Smalley, Benaiah Dunham, Robert Wixham, Ralph Smith, Henry  
Atkins, Johnathan Higgins, Per me Mark Snow Clerk.

Eastham(Orleans)  
First Record  
1648-

1681, Feb. 8th Eastham, Highway  
surveyors

p. 53 par "The town have chosen Capt. Sparrow and Robert Wixam and Mark Snow to settle persons bound marks of their lands in the town where they cannot be found, and the public records of the town gives no light where such bounds are, or where bound marks are decayed to repair them according to record and where highways or the commons are intrinched upon by any person to rectify the same, and to be satisfied for their pains by those persons interested in such land, where the bounds are settled or repairs, or by the town when trespass is done upon the commons or highways and the town request Mr. Freeman's help, with the three men before mentioned, as the cas may be more difficult.

"At the same meeting the town have granted to Daniel Doane, Thomas Bills, Thomas Mayo, Nathaniel Mayo and Samuel Mayo the Great Dry Swamp on Pocket, lying on the northerly side of the highway which goes to Capt. Sparrows, provided they clear it so that the bush is killed within six years after date hereof.

.....

"At the same meeting the town have granted to Samuel Paine ten or twelve acres of land near a fresh water pond that lies by the highway going from the head of the Town Cove to Potonumquit to be laid out by Capt. Sparrow and Robert Wixam and Mark Snow, provided it be judged not too prejudicial to the neighbors, who are desired to there present (p. 54) when it was to be laid out."

1693, May 5th Eastham, Pochet, Land Division

p. 81 ..par "At the same meeting the town has granted to John Cole Jr. of the land lying between the land that was formerly granted by the town to Mark Snow, lying at a place commonly called the Stage Neck, at Pochet, and a parcel of land which was formerly granted by the town to Joseph Rogers Jr lying upon the easterly side of Pochet, over against Slate's Brush. All the above said pieces of Common Land lying between these two parcels of land as above said, more or less, bounded next to (p. 82) the water side by the bank, and to run up-wards from the bank side to Timoth Cole's bound, being two rock or stones marked T, which are bound marks of a little addition of land Timothy Cole had granted until him by the town, and set out o....

par "Granted to Joseph Young a small piece of land for convenience, to set a house on and for water, and a place for a yard etc., where he now lives at Pocket, between his other land and the Cove, not to damnify the highway to be set out to him by Capt. Sparrow and William Twining Sen.....

par "At the same meeting granted to Samuel Knowles liberty to exchange a little piece of ground, viz., that the said Knowles is to lay down some out of the land that was John Knowles' at that end next to Samuel Knowles' to enlarge the highway that is between Samuel Knowles' and that, and to have allowance for it at the other end of that which was John Knowles'."

p. 120 1702 February 11th par "At the same meeting, the

p. 120 1702 February 11th Eastham, Pochet, Land Division (p.2)

town voted that Thomas Rich might have two acres of upland laid out, on the southerly side of the little cedar swamp, that lyeth at the south side of (par. 121) the highway that goeth from the head of the Town Cove to Harwich."

1700 Highway in Truro, near Eastern Harbor. (in copied section, p. 11)  
October 30th, 1700. It was agreed upon and voted by the proprietors of Pamet land that there should be an open highway allowed at the Southern end of the lots of upland on the North Side of the pond next Eastern Harbor from the sea up into the woods which is to say for a open common Highway from time to time and at all times hereafter forever which highway is bounded viz: On the Northern side by the bounds of the Southerly ends of sd lots of upland and said high way is bounded on the Southerly Side beginning next the Sea by the Westerly end of the pond and so up Easterly along by the Northerly Side of the pond and Swamp until it cometh against the Easterly Corner of the Sixth lot of upland there (which is bounded by a White oak tree) and from thence the highway is allowed to be three poles in breadth from the Southerly bounds of the seventh and eighth lots.

Attest Tho: Paine, Clerk of Sd Proprietors.

Truro  
 PR  
 Pamet 1696-1707  
 Truro 1708-1800

1711 Highways at Truro

p. 13 "A meeting of ye proprietors of Truroe held at Truroe August 7 1711 ordered by sd proprietors that there should be a highway laid out from the head of pamet to ye Herring brook where it may be most convenient and also another highway laid out from the highway or Comon Road by Johnathan Pains Field over the hill where it is already alowed through ye lots Down to ye wading place at Squopinick and from thence over ye river and so along by Jedidiah Lumbers seniors where he now liveth and so along from thence where it may be most convenient to ye head of Thomas Mulfords neck where he now liveth and also one other way from ye neighbourhood at ye pond to Eastern Harbour medow to go along on ye easterly side of Hezekiah Penningtons land where he now liveth and so along by the westerly end of William Dyers house where he now liveth and so Down to Eastern Harbour medow where it may be most convenient and also one other way to go from ye meeting house strait through ye wood where it may be most convenient to ye Southerly end of ye highway that is already laid out through ye lots at Tashmuit all ye above sd highways to be laid out and bounded by the Selectmen of Truroe: Voted Tho: Paine Clerk.

1711/12 Truro, Roads, general layout

pp. 10-11 "February the 12 and 13 1711/12 Then pursuant to ye directions from ye proprietors: to us: as per record may appear: we have laid out several highways to lay for ever Common roads for ye use of both ye Town and proprietors of sd Town and all Travellers--of both y

viz: We began at ye gate at the head of Pamit and laid over a highway of three rods wide over ye beach and up by ye Southeast corner of shore by a great white oak: thence turning we (unclear) three rods wide as ye path now goeth and as we marked trees along by South Side of Mulfords land - called savages lot and to ye South Ward of Collingses swamp as we have (unclear) trees along ye side of ye hills and thence more southward as ye path now goes to ye old path called Mulfords path and a cross that old path as we marked trees still Southward to ye dividing line between Eastham and Truro at or near Herring brook...

viz: We laid out a way that turneth out of the Common Road by South east corner of Jonathan Paines field to go up ye valley as the trees are marked and to extend three rod wide over to ye way that Jonathan Paine made to saw his wood and as that way goeth taking ye best advantage as we marked trees up ye great hill and then to go as people generally go a long by the house of (Gross lives into?) go to the eastward of the house and the swamp extending three wide down to ye River Squappinick between the great pine trees marked and over the river as people generally go and up the valley as marked trees

1711/12 Truro, Roads, general layout (p. 2)

nearing ye old path goeth a long by Jedidiah Luberts senior: as we have marked trees near as ye old path goeth to ye Dividing line between Eastham and Truroe: at or near the Herring brook --

And we have laid out a way to turn out of this last laid way near Sr Lumberts as we marked trees to go neer as ye old path goes to Mulfords...

viz: We have laid out a high way beginning at the head of ye point swamp where ye ancient Survey stopt and to as ye way now goeth between youngs and (Stephens perhaps ?) houses: and so northward long by ye west ward side of ye widow smalles field to ye northern corner of sd field and there lets off westward to ye southwest corner of purringtons land as we marked trees and along by the west ward side of William Dyers land: and from ye northerward corner of Dyers land as we marked trees as ye path goeth that Dyer lately lately cleared neer northwest to the cross paths between Smiths and Atkins a forked stump marked and from thence ye same course to ye ditchfence at ye old field and from thence northerly to Eastern-harbour mouth at ye place called Lumberts hog-yard the way to extend three rods in breadth from end to end.

viz: we have laid out another highway which turns out of the last sd way by ye northwest corner of Dyers farm it goeth near north at ye marked trees till it comes in to ye old path that goeth from Dyers to ye marsh and then as the

old path goeth from to Eastern Harbour mouth at ye  
place called freemans hay yard this way to extend three rods  
in Breadth from end to end---

viz: We have laid out another way to go from and to watering  
place below Atkinse: we began at sd watering place and laid  
out a way to by three rods wide and to go eastwards along  
by Atkinse fences between ye fences and ye marsh till it  
comes to the valley and turnes up along ye valley by Atkinse  
well and so along before his Dore: and then falleth off  
Eastward as their is a way but to the last said way that  
leads from (p. 11) Dyers northwest corner to Freeman's hay  
yard.

viz: We laid out a way from ye northeast corner of ye  
meeginghouse to go near north east through ye woods and to  
come into ye road that leads through Tashmutt neighbourhood:  
where the Reverend Mr. Avery with the advice of Mr. Cooke  
and other gentlemen of the neighbourhood shall think is  
most convenient.

Tho Paine Clerk, Jedidiah Lumbert, Eben-  
ezor Doane, Tho: Mulford, selectmen.

Truro  
TR, Vol. I

1717/18 Truro, Roads near Squobbamick 1709-1758

p. 20 A high way laid out in the Town of Truroe on the Sixth day of March in the year 1717/18 begining at the high way that goeth from Mr. Tho: Mulfords in sd Truroe to Squobbamick by ye head of the marsh to the northward of sd Mulfords Dwelling house and running a long by the southerly side of sd Mulfords little field at ye head of sd marsh and from thence runing a long by trees marked untill it comes into the highway that comes from ye herring river round the head of pamet; this way is allowed to be three poles wide on the Southerly side of sd rang trees and little field ---

another way (high crossed out) laid out in sd Truroe on the same day above mentioned be inning at sd Mulford bars that let out into ye highway to the eastward of sd Mulfords house and so runing up the hill a bout southeast as the way no goeth and so a long to old way untill it comes in to ye highway that goes from the herring river unto Squobenick. this way is allowed to be three poles wide on ye north side of the range trees that we have marked.

Constant Freeman, Ths Paine, Junior, Selectmen

John Snow Towne Clerke

Eastham  
Lands and Ways  
1711-1747

1732/3 Eastham, Laying out of ways

p. 142 Ways brought in to Town meeting In Eastham Marsh

Town Meeting March the 19th 1732/3 by a journeyment from the 12th of March to make choyce of Town officers then the Selectmen of sd Town gave in the six ways following which was considered & voated to be Recorded given in thus under the hands of the Selectmen of sd Town February 23, 1732/3 an account of severall by ways laid out by the Selectmen of Eastham for the benifit of sd Town voated to be Recorded & Recorded by me Joseph Doane Town Clerk

Firstly We began at the northwesterly corner of Daniel Atwoods land so northeasterly as the way goes or now is which lades to Silver Spring Harbour a long by David Browns & so along Mr Israel higgins to over the brook then turning more westerly so runing as the path now is on the south side of Mr William Walkers medow to the edge of the upland & so all along thirty feet wide which sd way is laid out on the land left by the propriators commitee for that use voated to be recorded & recorded X me Joseph Doane Town Clark

Secondly A way laid out begining at the souhwest corner of Joseph Snows land at the common Road at the Common Roade where the cartway turns out easterly to Mr Samuel Doanes gate on the proriators land left for a way & went four fett wide Recorded pr me Joseph Doane Town Clark

1732/3 Eastham, Laying out of ways (p. 2)

Thirdly A way laid out begining at the way leads to Samuel Doanes gate at the corner of Samuel Doans & Samuel Higgins his fence so runing down to the gutter - as the fence now stands on both sides of sd way so by the pond on the east side & Samuel Higgins his fence on the west side & so runing southerly as the fence now stands on both sides to Edward Knowls his barn & so runing westerly as the fence now stand on both side to the Common Road by the long pond on the land left by the propriators commitee for that use no ways to take in or intrench upon any perticuler persons land voated to be Recorded & Recorded X me Joseph Doane Town Clerk

Fourthly At the Request of severall of the neighbourhood at the halfway ponds so called we have been & viewd a place left by the commitee for a way to a watering place at Benjamin Snows pond so called find it very needful for that use we laid out the same begining at the southeast corner bound of Israel Atwoods land by the Common Road so runing westerly by sd Atwood land to the pond then southwesterly by the side of the pond to Benjamin Snows bounds then southerly in sd snows range to the cart way then easterly as the cart way now goes rounding northerly to the first specified bound to be a way to sd pond for a watering place voated to be recorded & is Recorded pr me Joseph Doane Town Clark.

Fifthly A way laid out begining at the northwest corner of Samuel Freeman junr his land where the cart way goes a cross the publick roade so runing southwesterly by the southerly side of the windmill as the cartway now goes down

1732/3 Eastham, Laying out of ways (p. 3)

to the harbours mouth on the land left for that use by the proprietors committee voated to be Recorded and is Recorded pr me Joseph Doane Town Clerk

Sixthly A way laid out begining where the way turns out of the publick road on the westery side of the cover & runing northwesterly by the land of Joshua higgins to the house of Joseph Smith as the cart way goes from thence between the lots only by the concession of John Smith to turn out of the old way at the slow & so to go over the slough over a little corner of sd Smiths land on consideration that he sd Smith (p. 145) hath taken the sd way within his fence thence over to the harbour by the corner of Smiths medow all the sd way thirty foot wide on the land left by the proprietors committee voated to be Record & is Recorded me Joseph Doane Town Clerk.

Eastham  
Lands & Ways  
1711 on

p. 143 At March town Meeting 14: 1738/9 voated that the way laid out by the selectmen be recorded which sd way begins at the southeast corner of the bound of the ministerial lot neer Samll Browns wind mill & so running forty feet wide by the southerly side of sd & still fourty feet wide over the herring brook & on the sautherly of Josiah Harding Dwelling house as the way now runs down to the corner of Elsiha Cobbs land on the westerly end of sd Cobbs Dwelling house & then between David Boanes land & the sd Cobbs land bounded as may appear by a Deed from David Doan Benjamin Cook & Prince Collens to the town of Eastham for an open was for the use of the above sd Town & runing still northerly in the way called Smalles way forty feet wide where the Towns land left for a way will alow & not to entrench upon the lots untill untill it comes to the Dwelling house of David Brown being laid out for an open way for the use of the Inhabitants of the Town of Eastham to pass & repass from tme to time as they shall have action voated & entred by me Joseph Doane Town Clerk

## APPENDIX II - THE KING'S HIGHWAY

This section contains the longer extracts from Town and County records which referred to the King's Highway. These too are arranged by date without regard to location of records.

1721 Kings Highway to Eastham

p. 65 At a Town meeting in Eastham on the nineteenth day of June annodomini 1721 (unclear - "orderly was nod and mot and notice in and by sd warning") given that it was to Chuse two good and lawful men to (Serve?) on the Jury of Tryalls at the next Inferior Court of common pleas and General Sessions of the (?) to be holden at Barnstable on the first tuos day in July and to consider and do what may be proppor in order to (unclear) laying out a high-way through sd Town to Truro bounds from the head of Nanskakott and also to do what may be proppor relating to Billingsgate pottition for to be Lett off for a (precint) and sd meet in the Town made choice of Joseph Doane for moderator for sd meeting --

and att sd meeting the Town made choice of mr Samuel Doane and my Joseph Cole to Serve on the Jury of tryalls att the next inferior Court of common pleas and general Sessions of the peace to be holden at Barnstable on the first tuesday in July att the above sd town meeting; viz: June ye 19th 1721 it was voted granted and alowed by the town then met, that the way which now goes through sd Town of Eastham from the bounds of Harwich by Lieutt. Nicolas Snows to the bound of Truro on the north part the Town of Eastham a little to the northward of the house of Evenezor Freeman is and shall be alowd to be the Kings High-way and common Road through the Town of Eastham which sd way begins at Harwich Bounds near the house of Nicholas Snow (unclear) laid so from thence along the common traveling way northward along by the house of mr Samuel Knowls Junr and so in the common Known way passing by

Town of Eastham  
Meetings Town of Eastham  
1706  
South Precinct of Eastham  
1731-1762

1721 Kings Highway to Eastham (p. 2)

the House of Ensign Joseph Morrick so along the common-Road turning the left hand a little noar the land and house of Joseph Atwood passing along by the house of Samuol Frooman (Junr?) and so by the (How,Kow) meeting house and so along in the common known roadway to the head of Black fish erick there running a little to the left hand passing along by the house of Elisha Eldrig Junr and so along to the Herring river or brook and so over the brook and along in the which leads to Truro (and goes round the head of Pamet River) untill it comes to the bound of the Town of Truro this sd way to be fourty foot wide the whole lenth through the Town from ye sauth to ye north.

Eastham  
Lands and Ways  
1711-1747

1738 Eastham, Kings Road

p. 147    "Whereas there being an errorr committed by the committee in Laying one James Brown wood lot in the second Division of laying out land in the town of Eastham sd plot being cut off partly by the way and partly by other grand now to Rectifie sd Errorre for amendment of sd lot, laid one to sd James Brown these parcels of land laying and bing in sd Easthas, viz, the sixth pice or parcel of land lying a little to the southeron of John Withertls house beginng at a pine tree marked standing on the southerly side of the way that lades down to the dedow that was formerly Mr. Samuel Paines Deceased which bound being the east-erly corner bond. of a wood lot formerly granted to the heirs of the above sd. Paine from thence southensterly by sd way thirty four pole to a pine tree marked standing neer where the way comes into the King Roade on the westerly side of sd Road from thence westerly to the most southerly bound of the above sd. Paines lot which being a pine tree mark from thence in the range of sd lot northeasterly fourty four pole to the first specified bound, the second pice or parcel of land lys on the westerly side of the Kings Road at the head of the Indian Brook beginning at the head of sd brook & from thence (from thence repeated) running southerly on the southerly side of sd brook & so taking in all the land between sd. brook & sd Roade untill it come to the land that was formerly granted to George Brown Deceased being half an acre be it more or less the thin pice or parcell of land lys in a (goar?) on the westerly side of the Roade that lades to blackfish creek and ajoyning to or on the

1738 Eastham, Kings Road (p. 2)

northerly side of the way that lades from sd Road down to Silvenis Snows & so taking in all the land between sd Road & sd way northerly untill it meets with the above sd James Brown his other land provide that none of the Town of Easthams by vote the subscribers agents for sd Town. Dated May 3rdth 1738 ordered and voated by sd Town to be Recorded and is (? ) Recorded as it is Returned subscribed by sd oemmittee & negative men, by me Joseph Doane Town Clerk David Doane, Ralph Smith, Nathaniel Mayo, agents & negative men.

Town of Truro  
Town Records  
Vol. 2, 1758-1784

1766 Truro-Wellfleet Boundary and King's Highway

p. 23 (original)

"On the fourteenth day of february Anno Domini 1766 we Isaiah Atkins (Zacheus?) Rich and Job Avery select men of Truro and Reuben Rich select man of Well Fleet of the county of Barnstable and such as one of the select men of Well Fleet did appoint met at the house of sd Reuben Rich in Wellfleet orderly appointed and warned to run the line or range between the said Town of Truro and sd district of Well fleet did on sd Day above sd proceed to run said line or Range Did preambulate the ancient bound on the hill at Bound Brook Island and thence proceed Eastward to Run said line or Range we now marked several trees in said ancient Range till we came to a white Oak Tree on the Eastern port or point of said Bound Brook Island marked E on the southern side and with T on the northern side from thence to the Biggist Island in the meadow formerly Mr. Thos Mulford's meadow where we marked a Tree on four sides from thence to the Easterly Side of sd meadow to a pine stump with Two Stone by It which Tree when Standing was marked four side with E on the South side and with T on the northern side at the Root of which stump we placed several stone to the Two afore sd from thence in sd Range we went marking a new Several Trees till we came to the common Road of highway or Kings Road where we marked a Tree on Each side of sd highway with T on the north side for Truro with W on the South Side for Well fleet thence marking and Ranging till

1766 Truro-Wellfleet Boundary (p. 2)

we came to the Back Side to the ancient Bound there  
where we erected a maple stick in the ground amongst the  
heap of stone there and marked it four side with T on  
the north and W on the South the date above sd we have  
here unto set our hands as witness there of."

APPENDIX III - MISCELLANEOUS NOTES

This section contains notes which might be of use or were of especial interest and some material there was not time to incorporate in the report.

Paine, Josiah, A History of Harwich, Barnstable County, Massachusetts: 1600-1800, Including The Early History of that Part now Brewster. (Rutland, Vermont: The Tuttle Publishing Company, Inc., 1937)

The Queen's Highway, Harwich (this road is not in the proposed park area)

1678 p. 66 par "The highway alluded to (in a quoted deed, wdh) is now sometimes called "Queen Ann's Road." It was for a great number of years the only public road from Monomoy to Yarmouth. It is the oldest road through Harwich. In early times it was often called "the old Monomoy road." It is probable it was an Indian trail, and when Monomoy was settled it became a road. It would seem it was a "highway" as early as 1678. In 1691, when the Plymouth Court enlarged the "village of Monomoy" by taking a portion of the reservation between Muddy Cove and the Herring River, this road "or cartway" as the record has it, was the northern boundary. In 1694 when the reservation was incorporated as Harwich, this part of Monomoy was included in the new town and the old highway was no longer a boundary."

1694 p. 88 par "The 'cart-way' that is mentioned as the northern boundary of the constablewick of Monomoy from Muddy Cove to Herring River is the same now leading through the north part of Harwich over the bridge at North Harwich, and known

Paine, Harwich, cont.

as 'Queen Ann's Road.' It was for years after the settlement of the south side of the town the only public way from Yarmouth to Chatham. From this period to the incorporation of Harwich in 1694, it was the southern boundary of jurisdiction of Eastham while the Herring River and Sauquatucket River were the western limits."

1713

pp. 203-4 par "The selectmen, Kenelm Winslow, Nataniel Myrick, and Edward Now, this year (1713), October 13, laid out the public way from Namecoyick Neck to the highway on the north side of the town called the Queen's Way, opposite the dwelling house of Eleazar Crosby. The following is the report of the selectmen as appears upon record:

par 'The way first begins at the head of the way that comes from Mamecoit, and so northerly across Jeremiah Ralph's land as the way now lieth unto John Smith's land; and then something more easterly as the way now lieth until it comes near two bushes standing near Sipson's line; and then between sd bushes, and then westerly as the old way now lieth unto the Queen's road at a pine tree marked by a rock; and then in said way about ten rods; and then in the old way westerly as the old way now lieth near a mile, then leaving the old way on the northward; and then as the trees are marked till it comes

Paine, Harwich, cont.

against the westerly end of the Cliff pond; then turning more northerly as the trees are marked to the southwest corner bound of Dean's lot; and then northerly as the way was allowed down to a cartway that goeth from a cedar swamp to Eleazar Crosby; and so in said way until it comes to the addition; then as the trees are marked down unto the Queen's road against Eleazar Crosby."

Deyo, Simeon L., ed., History of Barnstable County, Massachusetts, Boston, H. W. Blake and Co., 1890.

The Post and the Pamet River Bridge

1820-1847 p. 124 "Mr. Mayo used to take his mail to the Pamet River, Truro, on horseback. Crossing the footbridge, he took another horse on the opposite side and proceeded to Provincetown, returning by the same route. By this plan he saved three miles each way through a sandy road. A daily mail was established prior to 1847. Mr. Mayo was the first to place a covered carriage on the route as far as Wellfleet in 1838.

Kendall, Edward A., Travel Through the Northern Parts of the United States, in the Years 1807 and 1808. New York: I. Riley, 1809.

A list of salt works

1807 pp. 135-6 Kendall gives a list of salt works and their extent as well as their owners.

Brigham, Albert Perry, Cape Cod and the Old Colony, New York and London: G. P. Putnam's Sons, 1920.

18th Century Roads

18th C. p. 227 "About 1720 a country road was laid out forty feet wide from Harwich down the Cape to Truro. This could not have been a good or permanent highway, for Freeman records an effort in 1796 to secure a post road to the end of the Cape.

"About fifteen years later President Dwight describesthe road from Truro to Provincetown as

Brigham, Cape Cod..., cont.

as heavy with sand, but good on the beach at low tide. Thoreau, apparently on his first visit in 1849, reached the terminus of the railroad at Sandwich and took the stage, which seemed to him almost obsolete. He was told all Cape roads were heavy, and he nowhere denies he found them so. He describes the road going down the lower part of the Cape as a mere cart track, deep in sand and so narrow the wheels often brushed the shrubbery. No searching is needed to find scores of miles of such roads, if one even now departs from main lines.

Travellers account of road from  
Truro to Provincetown

Freeman, Frederick, The  
History of Cape Cod, in 2  
vols., Vol. II: The Annals  
of the Thirteen Towns of  
Barnstable County, Boston,  
printed for the author, 1858.

1853 pp. 538-9 par "We must quote yet another: Bartlett, 1853, says in his Pilgrim Father, pub. Lond. 1854<sup>■</sup>: 'We had now reached the narrowest part of the Cape, here dwindled into a narrow ridge of sand. The coachman steered his horses down upon the sandy shores of East Harbor - the tide at that time being out and admitting of his driving on the beach. During the blinding gales and snow storms of the winter, it requires no small skill and intrepidity to pilot a four-horse team, where road is none, over this intermixture of hill, sand, swamp, and seaweed. The waves sometimes break fairly over the narrow ridge, threatening to make a clear breach through, carry coach and all out to sea and suddenly convert the extremity of the Cape into an island. After driving some distance along the wet shore, we were constrained to strike up into the head of the Cape, which here widens out a little, and consists simply of vast sand-hills, incessantly shifting their shape by the action of storms. There is here no sort of road, and the driver has to work his team through the yielding substance as he is best able."

\*This is W. H. Bartlett, The Pilgrim Fathers or the Founders of New England in the Reign of James the First, London, Arthur Hall, Virtue and Company, 1853, p. 190.

Index  
Co. Comm. Rec.  
Roads  
1827-1886

TOWN	PET. NO.	DATE	BK & PAGE	DESCRIPTION OF ROAD
Eastham	10	April 1829	Bk 1, p. 70	"Highway from drain leading from Alman Rogers swamp to house of Elisha Mayo."
	58	Dec. 1838	Bk 1, p. 427	"Alteration of road between houses of Polly Smith & Barnabas F. Knowles."
	428	Dec. 1870	Bk 4, p. 257	(Petitioner, Cape Cod R. R. Co.) "Pet. concerning certain crossing of highway & town ways in Orleans, Eastham, & Wellfleet."
Orleans	66	Dec. 1839	Bk 2, p. 14	"To widen & straighten from line between Brewster to Orleans to Rock Harbor."
	203	Aug. 1850	Bk 2, p. 462	"To widen, straighten & relocate highway from Guide board South of Senior Higgins on...to orchard of Isaac Bea, Chatham."
Province-town	63	Aug. 1839	Bk 2, p. 7	"Co. road from near house of John Snow to Truro Line"
	99	Sept. 1842	Bk 2, p. 129	"Private Way over lands of Nathan Freeman & Hatsuld Freeman"
	236	May 1854	Bk 3, p. 42	"Co. road from Pond Village in Truro to Co. road in Province-town."
	240	Jan. 1859	Bk 3, p. 349	"Co. Road from Post Office in Truro to Co. Rd. in Province-town."
Truro	94	July 1842	Bk 2, p. 105	"To widen, straighten & relocate Co. Road from Province-town line to Truro line."
Wellfleet	101	Oct. 1842 (dismissed)	Bk 2, p. 136	"Pet for highway from Nehemiah Doane's house in Eastham to the meeting houses in So. Wellfleet."
	132	June 1846 (dismissed)	Bk 2, p. 256	"Petition for Highway from North part of Eastham to South part of Wellfleet."
	138	Aug. 1846	Bk 2, p. 268	"To widen & straighten & relocate highway through Wellfleet from Eastham line to Truro line."
	140	Aug. 1846	Bk 2, p. 276	"To widen, straighten & relocate highway through Wellfleet from Eastham line to Truro line."

Certain of these in photostat are included (under separate cover) in the supporting documents of this report.

**Tavern keepers:**

Orleans - Bascomb's Tavern

Eastham - Myricks Tavern

Collins Tavern

Wellfleet - Brown's Tavern

Holbrooks Tavern (still in existence according  
to Mr. Snow)

Truro - Collins Tavern

Provincetown - Smalley's Tavern

**Distances:**

Boston to Plymouth - 35 miles

Plymouth to Provincetown - 115 miles

Harwich to Orleans - 5 miles

Orleans to Eastham - 1 mile

Eastham to Wellfleet - 8 miles

Wellfleet to Truro - 8 miles

Truro to Plymouth - 9 miles

#### APPENDIX IV - PLACE NAMES & VARIANTS

As an effort, largely unsuccessful, to check out the places referred to on the deeds, I assembled a card file of changes in place names. This list is the result. The dates refer to a map of that date: otherwise the reference, short title, is included with the name.

LIST OF PLACE NAMES

- Abel Hill - 1833-'35, PQ, west of Provincetown.  
Anthony's Bottom - 1703; see Moon Pond Meadow.  
Arey's Pond - 1937, OQ, near Pilgrim Lake I.  
Potonumaket salt water pond - 1682, Paine, Harwich, p. 165.  
Salt water Pond - 17 c., Paine, Harwich, p. 37.  
Ayers Pond - 1868.  
Ayers Pond - 1868; see Arey's Pond.  
Bakers Pond (U.S.G.S.), OQ, near Namskaket R.  
Poponesst - 17 c., Paine, Harwich, p. 165.  
Bay Rocks - 1848, WQ, near Great Beach Hill in Wellfleet Hbr.  
Buoy Rocks (U.S.G.S.)  
Beach Point - 1833, PQ, on Pilgrim Lake II.  
Point of the Beach - 1831  
Bennett Pond (U.S.G.S.); see Webbers Pond.  
Billingsgate - 1848, WQ, seaway between Billingsgate Is.  
and Jeremy Point.  
Billingsgate Light House - built 1858, WQ, on Jeremy Point.  
Billingsgate Point Light House - 1848, WQ, on Billingsgate  
Island.  
Bound Brook (U.S.G.S.), WQ, tributary of Herring River.  
Sapoanist - 1670, Rich, p. 83.  
Nickerson's Creek - 1848  
Buoy Rocks (U.S.G.S.), see Bay Rocks.  
Bush Rocks - 1831, OQ, off Nauset Heights.  
Cahoon Hollow U.S.L.S. Sta. No. 10, 2nd Dist. - 1848, WQ,  
on Cahoon Hollow Beach  
Cambria - 1848, WQ, hill south of Pamet River on Atlantic  
Ocean.  
Pamet (U.S.G.S.)  
Cape Cod Light House - 1833-'35, NTQ.  
Highland Light (U.S.G.S.)  
Chaqueset Neck - 17 c., Paine, Harwich, p. 37, CQ, at  
northern border of Pleasant Bay.  
Chatham Harbor - 1851-53, CQ, body of water between town  
of Chatham and Nauset Beach.  
Chatham Light House (U.S.G.S.), CQ.  
Chatham North Light } 1851-53  
Chatham South Light }

- Chatham North Light - 1851-53; see Chatham Light House.
- Chatham South Light - 1851-53; see Chatham Light House.
- Chatham U.S.L.S. Sta. No. 12 - 1868, CQ, near southern tip  
of Nauset Beach.
- Chequeset Island - 1695, CQ, see Sipson(s) Island.
- Cider Swamp - 1831, PQ, northeast of Provincetown.
- The Clay Pounds - 1833-'35, NTQ, see The Highlands.
- Cohog Pond - 1831, WQ, on Blackfish Creek.  
Mill Pond - 1795  
Drummer Cove (U.S.G.S.)
- Col. Pond - 1795, OQ, near East Orleans.  
Uncle Harvey Pond (U.S.G.S.)
- Coles Creek - 17 c., Paine, Harwich, OQ, extends across  
Sampson Island.
- Coles Pond - 1795, OQ.  
Higgins Pond - 1868  
Pilgrim Lake I (U.S.G.S.)
- Cong. Spire Eastham - 1851, OQ, near Eastham.
- Cong. Spire Truro - 1848, WQ.
- Corn Hill (U.S.G.S.), NTQ, heights near mouth of Little Pamet  
River.  
Pamet - 1848
- Covels River - 1795, CQ, a stream running north into Bassing  
Harbor  
Stepstone Creek - 1868
- Creek Round Hill - 1833-'35, PQ, west of Provincetown.
- Crooked Pond - 1848, WQ, near Wellfleet.  
Turtle Pond (U.S.G.S.)
- Crowell's Bay - 1795, CQ, near Bassing Harbor.  
Gowells Pond - 17 c.  
Crows Pond (U.S.G.S.)
- Crows Pond (U.S.G.S.); see Crowell's Bay.
- Crystal Lake (U.S.G.S.), OQ, south of Town Cove.  
Fresh Pond - 1856 & 1795

- Deer Neck - 1721, WQ, southerly side of Little Pamet River.  
also Lumbert's Neck - 1721, Rich, p. 224.
- Depot Pond (U.S.G.S.), OQ, near Eastham  
L. Pond - 1795
- Done's Run - 1848, WQ, tributary of Herring River.  
E Elbreak - 1795
- Drummer Cove (U.S.G.S.); see Cohog Pond.
- Duck Creek Harbor - 1795, WQ, mouth of Duck Creek (Wellfleet)
- Dyer Pond (U.S.G.S.), WQ, east of Wellfleet.  
Grafe (?) Pond - 1795  
Hopkins Pond - 1848
- Dyer's Pond - 1831, PQ, north of Provincetown.  
Grafs Ponds - 1831
- Easnaus (Esnews) Island - pre 1695, CQ, see Sipson(s) Island.
- Eastern Harbor or Potonumecatit Harbor - 17 c., CQ, Paine, Har-  
Pleasant Bay (U.S.G.S.) wich, p. 37.
- East Harbor - 1848, PQ, NTQ.  
Pilgrim Lake II (U.S.G.S.)
- East Harbor Creek - 1848, NTQ, northeast corner of Pilgrim Lake II
- E Elbreak - 1795; see Done's Run.
- Eldridge Cove - 1795, CQ.  
Ryder Cove (U.S.G.S.)
- Esnew (Easmaus) Island - 17 c.; see Sipson(s) Island.
- ~~St.~~ Pond (Flax Pond) - 1795, OQ, at head of Herring River.  
Herring Pond (U.S.G.S.)
- Ford at low water - 1848, NTQ, northeast corner of Pilgrim Lake II
- Fresh Pond - 1856 & 1795; see Crystal Lake.
- Gowells Pond - 17 c.; see Crowell's Bay. (Paine, Harwich, p. 37)
- Grafe (?) Pond - 1795; see Dyer Pond.
- Grafs Ponds - 1831; see Dyer's Pond.  
Grassy Pond (U.S.G.S.); see Seedy Pond.
- Great Hollow - 1796, NTQ, north and east of Bound Brook Island  
and south of the Pamet River in the Tablelands.

Great Meadow River - 1795, OQ.  
Herring River (U.S.G.S.)

Green Head - 1833-'35, NTQ, heights above Pilgrim Lake.

Gull Hill - 1833-'35, PQ, south of Provincetown.

Hamblin's Mound - 1848, WQ, near Wellfleet.

Hering Pond - 1795, CQ.  
Stillwater Pond (U.S.G.S.)

Herring Brook - "early times," OQ, rivulet into Quanset Pond, Paine, Harwich, pl 167.

Herring Pond (U.S.G.S.); see ~~J~~ Pond (Flax Pond).

Herring River (U.S.G.S.), OQ.  
Great Meadow River - 1795.

Heskagogansett - 17th c., Orleans Assessors, OQ.  
Kescayo Gansett Pond (U.S.G.S.)

Higgins Pond - 1848, WQ, north of Wellfleet.  
Ryder Pond (U.S.G.S.)

Higgins Pond - 1868; see Coles Pond.

Higgins or Portanumecutt R. - 17 c., Paine, Harwich, OQ,  
northwest tributary of Little Pleasant Bay.

High Cedar Island - 1833-'35, NTQ, heights at Eastern end  
of Pilgrim Lake II.

High Hill - 1833-'35, PQ, Provincetown.  
Pilgrim Monument (U.S.G.S.)

Highland - 1848, NTQ, height near the Highlands.

The Highlands (U.S.G.S.), NTQ

Tashmuit - 1710; "Tashmuit, alis Clay Grounds" Rich, Truro,  
p. 152. "Mr. Avery's house was at Tashmuit, Highland,"  
Rich, p. 154.

The Clay Pounds - 1833-'35

Hills Swamp - 1831, PQ, northeast of Provincetown.

Hopkins Island (U.S.G.S.), OQ, in Town Cove.  
Stoney Island - 1831

Hopkin's Islands - 1848, WQ, on Herring R.

Hopkins' Pond - 1847; see Dyer Pond.

Horse Island - 1831, WQ, in Wellfleet Harbor.  
Lieutenant Island (U.S.G.S.)

Horseleech Pond (U.S.G.S.), WQ, Northeast of Wellfleet.  
Long Pond - 1848

Horseshoe Harbor - 1831, WQ, between Billingsgate Island and  
Jeremy Point.

House of Worship - 1795, NTQ, in North Truro.

House Point Island - 1848, PQ, no longer exists: on Long Point.

Humane House, station for life boat - 1856, OQ, on Nauset  
Beach north of entrance to Nauset Harbor.

Icehouse Pond (U.S.G.S.), OQ, near Tonset.  
Snow's Pond - 1795

Indian Brook - 1831, WQ, part boundary between Wellfleet and  
Eastham Twps.  
Hatches Creek (U.S.G.S.) *James Spring*

James Head - 1795, CQ.

Jeremiah Smith's Gutter - 1717, Trayser, "Eastham," p. 39,  
OQ, Boat Meadow Creek to Town Cove.

Trayser gives as variants:

Jeremiah's Dream

Jeremiah's Drain

Jeremiah's Gutter

Job's Gutter - Mr. A. E. Snow

Junky's Harbor - 1833-'35, PQ, no longer exists: near May-  
flower Heights

Kescayo Gansett Pond (U.S.G.S.), OQ, south of East Orleans.  
Salt Water Pond - 1868

Heskagogansett - 17th c., Orleans Assessors Office.

L. Pond - 1795, OQ, near Eastham.

Depot Pond (U.S.G.S.)

Lancy's Harbor - 1833-'35, PQ, no longer exists: west of  
Provincetown.

Lieutenant Island (U.S.G.S.); see Horse Island.

Littel Beach - 1795, CQ.

Little Beach Fill - 1848, WQ, near Great Beach Hill

Little Harbor - 1831, WQ, between Jeremy Point and Great  
Beach Hill

## Place names, p. 6

- Little Island - 1848, WQ, on Herring River
- Little Namskaket R. (U.S.G.S.), OQ.  
 Little Soaket River - 1795
- Little Pamet River (U.S.G.S.); see North Branch.
- Little Soaket River - 1795; see Little Namskaket River.
- Little Tom's Island - 17 c., Paine, Harwich, p. 37;  
 1693, Paine, p. 77, CQ, in northern part of Pleasant Bay.  
 see Sipson(s) Island.
- Lobster Plain - 1833-'35, PQ, cove on Long Point.
- Lombard Head - 1847, WQ, near Wellfleet by the Sea.
- Long Point Light (U.S.G.S.); see Point Light House.
- Long Pond - 1848; see Horseleech Pond.
- Lovell's Creek - 1670; WQ, also East(ern) Harbor, Rich, p. 83.
- Lumbert's Neck - 1721; see Deer Neck.
- Machapoxit Pond and River - 17 c., p. 37, Paine, Harwich,  
 CQ, south of Chatham.
- Oyster Pond and River, (U.S.G.S.)
- Massachusetts Humane Society - (1852) 1868, OQ, on Nauset  
 Beach near Pochet Island
- Mayor Creek - 1795, WQ, in Wellfleet
- Mill Pond - 1795; see Cohog Pond.
- Mill Ponds - 1831, PQ, west of Provincetown.
- Mills Pond - 1831, WQ, near Truro.
- Monomesett Island - 17 c., Paine, Harwich, CQ, in Pleasant  
 Bay.
- Strong Island (U.S.G.S.)
- Monomesett Neck - 17 c., Paine, Harwich, p. 37, CQ, peninsula  
 into southern Pleasant Bay.
- Nickerson's Neck (U.S.G.S.)
- Moon Pond Meadow - 1833-'35, NTQ, at eastern end of Pilgrim  
 Lake.
- Anthony's Bottom - 1703
- Moonpoon - 1703  
 "Moon poon, alias Anthony's Bottom," Rich, Truro, p. 94.
- Moonpoon - 1703; see Moon Pond Meadow.

## Place names, p. 7

- Morris Cove - 17 c., Paine, Harwich, p. 37, CQ, no longer exists: it was a cove between the town of Chatham and an arm of land that extended out to Tern Island.
- Morris Island - 17 c., Paine, Harwich, p. 37, CQ, south of Chatham.
- Quitnesett - 17 c., Paine, Harwich, p. 37.
- Mud Pond - 1856, OQ, near Eastham.
- Muddy Pond (U.S.G.S.)
- Muddy Pond (U.S.G.S.); see Mud Pond.
- Mulfords Cliffs - 1796, OQ, above First Encounter.
- Nauset Centre Light - 1848, OQ.
- Nauset Beach Lighthouse (U.S.G.S.)
- Nauset U.S.L.S. Sta. No. 11, 2nd Dist. - 1856, OQ, on Nauset Beach near Nauset Bay.
- Negro Head - 1833-'35, PQ, north of Provincetown.
- Newcome's Pond - 1848, WQ, northeast of Wellfleet Slough Pond (U.S.G.S.)
- Nickerson's Creek - 1848; see Bound Brook.
- Nickerson's Neck - 17 c.; see Monomesett Neck.
- North Branch - 1848, NTQ.
- Little Pamet River (U.S.G.S.)
- North Meeting House - 1795, OQ, in Eastham.
- North Wellfleet Cong. Ch. Belfry - 1847, WQ.
- North Wellfleet Meth. Ch. Belfry - 1847, WQ.
- Orleans U.S.L.S. Sta. No. 12, 2nd Dist. - 1868, OQ, near Little Pochet Island.
- Oyster Pond and River (U.S.G.S.); see Machapoxit Pond and River.
- Pamet (U.S.G.S.); see Cambria.
- Pamet - 1848; see Corn Hill.
- Pamet River (U.S.G.S.); see Parmit River.
- Pamet River U.S.L.S. Sta. No. 9, 2nd Dist. - 1848, WQ, at head of Pamet River on Atlantic.

## Place names, p. 8

Parmit River - 1831, WQ  
Pamet River (U.S.G.S.)

Paynes Hill - 1833-'35, PQ, in Provincetown (south).

Peaked Hill Bar U.S.L.S. Station No. 7, 2nd District - 1848,  
PQ, north of Mayflower Heights on Atlantic.

The Peaked Hills - 1833-'35, PQ, north of Provincetown.

Permit Harbor - 1831, WQ, mouth of Pamet River.

Pilgrim Lake (I) (U.S.G.S.); see Coles Pond.

Pilgrim Lake (II) (U.S.G.S.); see East Harbor.

Pilgrim Monument (U.S.G.S.), PQ, Provincetown; see High Hill.

Pim's Island - 1795, CQ.

Pinnis Swamp - 1831, PQ, northeast of Provincetown.

Pleasant Bay (U.S.G.S.); see Eastern Harbor...

Pocha Island - 1795, OQ.

Porchet Island - 17 c., Paine, Harwich, p. 37.

Pochet Island (U.S.G.S.)

Pochet Island (U.S.G.S.); see Pocha Island.

Point Light House - 1831, PQ, on Long Point.  
Long Point Light (U.S.G.S.)

Point of the Beach - 1831; see Beach Point.

Pomonakanet, WQ, Indian name, Dudley, History, p. 150.  
Wellfleet (U.S.G.S.)

Poponesst - 17 c.; see Bakers Pond.

Poppose Pond - 1831, PQ, northwest of Provincetown.

Porchet Island - 17 c.; see Pocha Island.

Portanimic Point - 1868, CQ, at the southwestern end of Little  
Pleasant Bay.

Portanimicut - Indian name, CQ, Orleans Assessors Office.  
Potonamaquit - 1681

Potonamaquit - 1681; see Portanimicut.

## Place names, p. 9

- Potonumuket salt water pond - 1682; see Arey's Pond.
- Publick House - 1795, CQ.
- Quitnesett - 17 c., Paine, Harwich, p. 37; see Morris Island.
- Race Run - 1848, PQ, near Hatches Harbor.
- Rickauper (?) - 1795, CQ.
- Rock Creek - 1851, OQ  
 Rock Harbor Creek (U.S.G.S.)
- Rock Harbor - 1831, OQ, at mouth of Rock Harbor Creek.
- Rock Harbor Creek (U.S.G.S.); see Rock Creek.
- Romp Hole - 1868, CQ, near northern tip of Monomoy Island
- Round Cove (U.S.G.S.), CQ.  
 Short Cove - 1680, Paine, Harwich, p. 41
- Round Hill - 1833-'35, PQ, west of Provincetown.
- Ryder Cove (U.S.G.S.); see Eldridge Cove.
- Ryder Pond (U.S.G.S.); see Higgins Pond.
- Salt Water Pond - 17 c.; see Ayer's Pond.
- Salt Water Pond - 1868; see Kescayo Gansett Pond.
- Sampsons Neck - 17 c., Paine, Harwich, p. 37, OQ, near Pilgrim Lake.
- Sapoanist - 1670; see Bound Brook
- Seedy Pond - 1831, PQ, north of Provincetown.  
 Grassy Pond (U.S.G.S.)
- Short Cove - 1680; see Round Cove.
- Sincombes Pond - 1831, PQ, north of Provincetown.
- Sipson(s) Island (U.S.G.S.), CQ, in northern part of Pleasant Bay.  
 Easnaus (Esnews) Island - pre 1695, Paine, Harwich, p. 77.  
 Little Tom's Island - 1693, Paine, Harwich, p. 77, ftnt. 3.  
 Chequeset - 1695, Paine, p. 77, ftnt. 1.  
 Tom's Island - 1696, Paine, p. 77, ftnt. 2.

## Place names, p. 10

- Slough Pond (U.S.G.S.), WQ, northeast of Wellfleet  
Newcome's Pond - 1848.
- Slut's Bush - 17 c., OQ, in Tonset, Orlean's Assessor's office.  
var. Slate's Bush
- Smallest Bar - 1848, WQ, no longer exists: near Jeremy Point.
- Snow's Pond - 1795; see Icehouse Pond.
- South Branch - 1848, WQ, tributary of Pamet River.
- South Meeting House - 1795, OQ, in Orleans.
- South Point - 1868, CQ, no longer exists: it was the westernmost  
tip of an arm extending from Nauset Beach into Chatham Harbor.
- S. Wellfleet Cong. Ch. Belfry - 1847, WQ.
- Squopenick - 1721, NTQ&WQ, the peninsula between the Great and  
Little Pamet Rivers, Rich, Truro, p. 224.
- Stepstone Creek - 1868; see Covels River.
- Steven's Point - 1833-'35, PQ, south of Provincetown.
- Stillwater Pond (U.S.G.S.); see Hering Pond.
- Stoney Island - 1831; see Hopkins Island.
- Strong Island (U.S.G.S.); see Monomesett Island.
- Swett's Pond - 1848, WQ, northeast of Wellfleet.  
Williams Pond (U.S.G.S.)
- Table Lands - 1796, WQ, lands lying between Eastham and Pamet  
River.
- Tashmuit - 1710; see The Highlands.
- Tom's Island - 1696; see Sipson(s) Island.
- Turtle Pond (U.S.G.S.); see Crooked Pond.
- Uncle Harvey Pond (U.S.G.S.); see Col. Pond.
- U.S.L.S. Sta. No. 8, 2nd District - 1848, NTQ, northwest of  
Highlands at Highland Beach.
- Webbers Pond - 1831, PQ, north of Provincetown.  
Bennett Pond (U.S.G.S.).
- Weesquamsett - 17 c. OQ Paine-Hawthorn p. 37 near Paine-Hawthorn

## Place names, p. 11

Wellfleet (U.S.G.S.); see Pomonakanet.

Wequasset - 17 c., CQ, land at western border of Pleasant Bay,  
Paine, Harwich, p. 37. Var. Wequassett, Paine, Harwich, p. 41,  
ftnote 4.

Wicksons Swamps - 1831, PQ, west of Provincetown.

Williams Pond (U.S.G.S.); see Swett's Pond.

- 1690 Philip Lea Map of Cape Cod "A New Map of New England, New York, New Iarsey, Pensilvania, Maryland and Virginia. By Philip Lea in Cheapside, 1690 and later editions cited in Agres, Great Trails, pp. p.37.

Shows path Boston to Hartford (Connecticut Path) a double line, Boston to Springfield, single line, No lines to Cape at all, though Minomoy, Eastham, East Harbor, and Capt Cod (Providencetown) are labelled.

- 1717 Southack, Cyprian, "The Sea of New England," 1717, British Admiralty

Map shows no roads, but does show structures. Mr. Snow got his copy from the Woods Hole records, says will reproduce if I want copy.

- 1729 Postal Map

1729 postal map lists towns but shows no roads. in Agres, Great Trail, app. p.421.

- 1779 Des Barres, Jos. F. W., "Chart of Coast of Massachusetts from Cape Cod to Narraganset Bay," (1779) (also editing 1781) in Charts of the Coast and Harbors of New England from Surveys taken by Saml Holland, ESq. Surv. Genl. of Lands, for the Northern District of North America...For Use of the Royal Navy of Great Britain, MDCCLXIX

Shows no roads on Cape at all except a very straight road on south shore of Eastern Harbor. Cape Cod is only a small part of this map. "Clay Banks" to "Moon poon swamp".

- 1791 Map of Cape Cod, Massachusetts Magazine, Vol. III, No. I (January, 1791) opposite p.25.

No roads indicated, show "Cape Cod" (Provincetown) as almost separated from rest of Cape.

- 1794 Maps on File in Massachusetts Archives, Chapter 101, Passed June 26, 1794

Under this resolve, accurate plans of towns and districts, upon a scale of 200 rods to an inch, were made and appear in Town Plans, 1794, Volumes 1 to 16, with the exception of Chelsea.

1830 Maps on File in Massachusetts Archives, Chapter 50, Passed March 1, 1830.

Under this resolve, accurate plans of Boston and the several towns and districts, upon a scale of 100 rods to an inch, were made and appear in Town Plans, 1830, Volumes 1 to 16, with the exception of Carver, Chelseas, Littleton, New Bedford and Plympton.

1833-5 A Map of the Extremity of Cape Cod Including the Townships of Provincetown & Truro: with a chart of their sea coasts and of Cape Cod Harbour. State of Massachusetts. Executed under the direction of Major J. D. Graham U.S. Top. Engs. During portions of the years 1833, '34 & '35. Scale: 6 inches to 1 mile or 1/10560. Engraved by order of the House of Representatives of the U. States under the direction of the Bureau of Topographical Engineers, to Accompany Doc. 121, 25th Congress, 2d Session. T645

Including: Chart of tides in Cape Cod Harbor for months of June 1835 and October 1833. Map is in 4 sections.

Provincetown Section: 5 roads lead from Provincetown to crest of Cape and peter out. A road along shore in town does not connect to all these, and does not run toward Provincetown-Truro line. No roads connect with a road off the Cape.

Truro Section shows a single road from High Head to Pond Village. It could be that roads to East are not indicated, as roads are shown leading a very short distance east of P.O. at Pond Village.

1834 Mitchell, Samuel Augustus, pub., Map of Massachusetts, Connecticut and Rhode Island. Constructed From the Latest Authorities, Philadelphia, S. Augustus Mitchell, 1834, Scale 1" equals 10 mi.

A very inaccurate map. Provincetown at Race Point, Wellfleet in center of cape; road runs on Atlantic side of Eastern Harbor & right straight up center of the Cape.

1848 Cape Cod from Cape Cod Light to Nausett Lt., U.S. Coast Survey, A. D. Bache Supt., Topographical Survey made during part of July, August, September and October 1848, Scale: 1/10000, by Henry L. Whiting and Sam'l L. Gilbert. Register No. 260 vis. Duplicated in two sheets. This is sheet no. 1.

Gull Pond to Highland Light shows an absolute confusion of roads in pond area. There is a definite road at Atlantic side of Pamet river, looping around the end (as in 1802 description). Another main road runs up west side of cape inland over North Branch. Also a main road runs due east of North Branch (Longnook). The road north forks, one branch east to Highland Light, (Tash-muit Highway?) one fork west to Pond Village. The "Old King's Highway" on G.S. map not on this map. There is no road on east side of cape just west of Highland Light.

Scale 1/10000, Register No. 2 (see sheet #1 for title)

- 1848 Map, Cape Cod, U.S. Coast Survey, "Map of the Extreimity of Cape Cod including Provincetown and part of Truro, U.S. Coast Survey, A. D. Bache, Supt., Topographical Survey made between the 1st of September and 24th of October 1848, Scale 1/10000, Resurvey of highwater line made during part of November 1857, by Henry L. Whiting, Assistant. See tracings with No. 1932 for revision of this sheet. Note: The resurvey of 1857 is represented by the red line. Register no. 616.

Shows East Harbor bridge and a road along Provincetown Harbor. Also shows road along East Harbor in the East side, with a ford at low water allowing a road to west of Salt Meadows running south to Truro woods, as well as road exactly on west shore of Salt Meadows. Another road on east side of Salt Meadows goes just west of Highland Light. A main road runs east-west Highland Light to Truro.

- 1848 Map of Cape Cod from Billingsgate to <sup>Pan</sup> Darnet River, U.S. Coast Survey, A. D. Bache, Supt., Topographical Survey made during part of July and August 1848, Scale 1/10000. Henry L. Whiting, Register No. 259.

Section one: no road Little Beach to Herring River.

Section two: Billingsgate to Pamet shows only scattered secondary roads. Great Island north to Pamet River.

- 185- "Map of the Counties of Barnstable, Dukes and Nantucket, Massachusetts. Based upon the trigonometrical Survey of the State, the Details from Actual Surveys under the Direction of Henry F. Walling, Supt. of the State, May, 185-; Engraved, Printed, Colored and Mounted at H. F. Wallings Map Establishment, No. 90 Fulton St. New York Published by D. R. Smith and Co. 106 Washington St., Boston and 90 Fulton St., New York (scales not given)

Has insets of Truro, Orleans, & Provincetown. The main map gives property owners, as do insets. Roads are not named but two roads are shown to Provincetown, one across East Harbour, the other on Atlantic side.

- 1851 U.S. Coast Survey, A. D. Bache Superintendent, Wellfleet Harbor Cape Cod, Massachusetts, Surveyed by J. B. Gluck 1851, Scale 1/10000, Register No. 368.

Show a main road east of Cedar Pond & Boat Meadow, crosses Herring River. Area runs E to blank area of map. Another road is shown west of Herring Pond & Great Pond running north.

- 1851-3 U.S. Coast Survey, A. D. Bache, Superintendent, Southern Extremity of Cape Cod, Massachusetts, Surveyed by J. B. Gluck, 1851-53, Scale 1/10000, Register No. 441.

Mostly coastal detail with no definite roads. None shown on Great Beach.

- 1853 Section I, U.S. Coast Survey, A. D. Bache, Supt., Monomy Island, Massachusetts, T-424, Surveyed in September 1853 by S. A. Gilbert Assist., Scale 1/20000. Re-survey of shoreline (in red) July 1856 by C. T. Jardella, Sub-assist.

No roads at all.

- 1856 U.S. Coast Survey, A. D. Bache, Supt., Part of Nansett Harbor, Massachusetts, Topography by C. T. Jardella, Sub-Assist. USCS, Scale 1/10000, 1856, Register No. 579. For revision of this sheet see tracing with No. 1077.

Shows a main road west of town cove running west of Salt Pond, then veers to left into blank area of the map. North of town roads diverge in all directions.

- 1868 U.S. Coast Survey, Benj. Peirce, Supt., Eastern Shore of Cape Cod from Pleasant Bay to Nansett Harbor, Surveyed in the months of September October and part of November 1868 by the party of Asst. N. Adams, Section 1, Scale 1/10000, Register No. 1077.

Shows a road up west side of Pleasant Bay, west of Round Pond & Deep Pond, titled "Road from Chatham to Orleans". Map is blank west of Salt Water Pond, but many roads, (close to present system) go to Nansett Harbor.

- 1868 U.S. Coast Survey, Benjamin Peirce, Supdt., Monomy Point, Mass., Scale 1/20,000, Surveyed in November 1868 by Preston C. F. West, Asst. U.S. Coast Survey, Register No. 1090.

Shows a trace of road from west shore of point to Monomy Light and Life Boat Station.

- 1868 U.S. Coast Survey, Benjamin Peirce, Supdt., Section 1, Topography of East Shore of Cape Cod Bay Massachusetts, from Pleasant Bay to Monomy Island by Assistant C. N. Boyd, October 1st to 15th, 1868, Scale 1/10,000, Register No. 1085<sup>6</sup>.

- 1868 U.S. Coast Survey, Benjamin Peirce, Supt., Section 1, Southern Extremity of Cape Cod Including the Village of Chatham Surveyed under the direction of Sub-Asstst. C. H. Boyd in September and October 1868, Scale 1/10,000, by H. Wood-Bache, Sub-Assistant, Register No. 1085<sup>a</sup>.

No roads applicable to project main road on east side of Oyster Pond, and a fork of this north of Mill Pond.

- c.1900 Atlas of Barnstable County, Massachusetts, Walker Lithograph and Publishing Co., Boston, Mass., n.d., c. 1900.

Shows county road through townships & also gives names of ones in late 19th c.

- 1960 "Cape Cod, Uncontrolled Mosaic, Date of Photography, 28 Feb 60, Flown and Compiled by 363rd Tac Recon W G, Reproduced by 4444th Tech Sq., Approximate Scale 1:10,000 6 square"

On this can be traced road called "Old King's Highway" in G.S. maps. The new Route 6 has not completely obliterated the old road system.

MAP ADDENDA

- 177- A Plan of Seat Coast from Boston Bay to the Light House of Rhode Island Reduced from Large Survey to a Scale of four Statute miles to one-inch (From an anonymous manuscript in the Library of Congress, 177-?)

Shows place names of the period but no roads on the Cape, except within Eastham (Orleans)

- 1796 Massachusetts endworfen von D. F. Stozmann. Hamburg bey Carl Ernst Bohn. Erklarung der Zeichen.

Shows two roads to the extremity of Cape; fork is at Yarmouth. One south to Harwich and Chatham; one north through Dennis to Orleans. A single road goes north to Eastham meeting house around the Atlantic side of Blackfish creek (n.n.) to Wellfleet meeting house through the Great Hollow, across the middle of the Pamet River, straight across Clay Pounds to the Atlantic side of Eastern Harbor to the boundary of Provincetown. Bodies of water inland not accurately shown.

- 1798 An Accurate Map of the Commonwealth of Massachusetts Exclusive of the District of Maine Compiled purfuant to an ACT of the GENERAL COURT, From Actual Surveys of the Several Towns, etc. Taken by Their Order. Exhibiting the boundary Lines of the Commonwealth, the Counties and Towns, the principal Roads, Rivers, Mountains, Mines, Islands, Rocks, Shoals, Channels, Lakes, Ponds, Falls, Mills, Manufactures & Public Buildings, with the True Latitudes & Longitudes, etc. By Osgood Carleton. Boston. Published and Sold by O. Carleton and 1 Norman No. 75 Newbury Street.

Shows complexes of roads on Cape; shows, however, only one road north of Orleans. Road goes west of Town Cove and east of Eastham meeting house, directly north to Wellfleet, passing west of South Wellfleet meeting house. There is a fork to the west into