

of Salem; Captain Crowell Hatch, a resident of Cambridge; and John Marden Pintard, of the well-known New York house of Lewis Pintard & Co.

These six gentlemen subscribed over \$50,000, dividing the stock into fourteen shares, and purchased the ship *Columbia*; or, as it was after this often called, the *Columbia Rediviva*. She was built in 1773 by James Briggs at Hobart's Land-

Sam Brown

ing, on the once busy little stream known as North River, the natural boundary between Scituate and Marshfield. One who sees it to-day peacefully meandering through quiet meadows and around fertile slopes would hardly believe that over a thousand sea-going vessels have been built upon its banks.

The *Columbia* was a full-rigged ship, 83 feet long, and measured 212 tons. She had two decks, a figure-head, and a square stern, and was mounted with ten guns. A consort was provided for her in the *Washington*—or *Lady Washington* as she was afterward called—a sloop of 90 tons, designed especially to collect furs by cruising among the islands and inlets of the coast in the expected trade with the Indians. These vessels seem ridiculously small to us of the present day, but they were stanchly built and manned by skilful navigators.

As master of the *Columbia*, the owners selected Captain John Kendrick, an experienced officer of about forty-five years of age, who had done considerable privateering in the Revolution, and had since been in charge of several vessels in the merchant service. His home was at Wareham, where he had built a substantial house and reared a family of six children. The venerable homestead may still be seen, shaded by trees which the captain planted. For the command of the sloop, a man was chosen who had been already in the service of two of the owners, Messrs. Brown and Hatch, as master of their ship *Pacific* in the South Carolina trade. This was Captain Robert

Gray, an able seaman, who had also been an officer in the Revolutionary navy, and who was a personal friend of Captain Kendrick. Gray was a native of Tiverton, R. I., and a descendant of one of the early settlers at Plymouth. After his marriage, in 1794, his home was in Boston, on Salem Street, where he had a family of five children. His great grandson, Mr. Clifford Gray Twombly, of Newton, has inherited one of the silver cups inscribed with the initials "R. G." which the captain carried with him around the world. His sea-chest is also in good condition, and is now presented by his granddaughter, Miss Mary E. Bancroft, of Boston, to the Oregon Pioneer and Historical Society for preservation among its relics.

Sea Letters were issued by the federal and state governments for the use of the expedition, and a medal was struck to

John Derby

commemorate its departure. Hundreds of these medals—in bronze and pewter—were put on board for distribution among the people whom the voyagers might meet, together with a much larger number of the new cents and half-cents which the State of Massachusetts had coined that year. Several of these medals and coins have since been found on the track of the vessels, among Indians, Spaniards, and Hawaiians. A few in silver and bronze are preserved in the families of some of the owners.

Neither pains nor expense were spared to give these vessels a complete outfit. The cargo consisted chiefly of the neces-

Crowell Hatch

sary stores and a good supply of hardware—useful tools and utensils—to be exchanged for furs on the coast. There were also numerous trinkets to please the fancy of the natives, such as buttons, toys, beads, and necklaces, jew's-harps,