

employed w^{ch} shall be payed by the treasury of the Country or County according to order exprst in y^e Certificatt to which treasurer its property belongs.”* The copartnership of Hudson and Burrage, which, as we have seen, commenced previous to May, 1657, continued until the death of the junior partner in 1685.

At the present time, in view of the vast amount of travel over the two bridges that span the river between the peninsulas, it is difficult to realize that for one hundred and fifty-six years after the first settlement of

* The Massachusetts Colony Records also have the following, under date of Oct. 21, 1663: “In an^r to the petition of Francis Hudson & John Burrage the Court on hearing of the peticoners by their Committee & considering the petition, conceive that there may be just cause of complaint & some abatement may be needful, but the rent of the ferry by this Court is graunted to the Colledge and the peticoners contract being with the sayd Colledge therefore declare y^t this case is not proper for their coguesance.” And Oct. 13, 1675, “Whereas the keeping of Charles Towne ferry is a work of publicke concern this Court doeth grant unto Francis Hudson & John Burridge Sen. ferryemen, that their fower servants employed to manage two boats be freed from being impressed in the Country’s service, i. e. Rich^d Burton, Robert Francis, Ju^r Burridge Jun^r & John Stride provided all posts & messengers employed in publicke service passe freely & speedily.” And under date Oct. 7, 1640, “The ferry between Boston & Charlestowne is granted to the Colledge.”

Frothingham says of this ferry: “It was established in 1631, when the General Court allowed Edward Converse to ‘set up a ferry between Charlton and Boston, for which he is to have 2d. for every single person and 1d. a piece if there be two or more.’ This lease was renewed, Nov. 9, 1637, for three years, for which Mr. Converse agreed to pay forty pounds rent into the Colonial Treasury, and to ‘set up a convenient house on Boston side and keep a boat there.’ He was allowed to exact the above-named fees ‘as well on lecture days as at other times’; and for a horse or cow with the ‘man that goeth with them, 6d.; for a goat 1d.; a swine 2d.; and for passengers after dark or before day-light in the morning, recompense answering to the season, and to his pains and hazard, so it be not excessive.’ In 1640 this ferry was granted to Harvard Colledge, which in 1639 had received £50 from it.”