

sometimes caught fish in the Charles and Mystic Rivers and the harbor, — one of the things that could be easier done at that period than at the present time. It is quite likely that he worked for hire in running the ferry — rowing one of the boats — before he became one of the owners of it. We do not know the date when John Burrage first became a partner with Francis Hudson in the ferry; it was between 1648 and 1657. In the Massachusetts Colony Records, under date of Oct. 27, 1648, Francis Hudson and James Hayden are referred to as “farmours of Charlestown ferry.” In the same volume, under date of May 6, 1657, is the following: “In ans^r to the petition of Francis Hudson & John Burrage in reference to regulation of payments of y^o fferry at Charlestown the Court declares that for sure payment the law already in force dated anno 1648 provides sufficiently for y^o case & orders that in case of change of money this Country Coyne being not in smaller pieces than six pence & three pence it shall not be lawful for any passenger to refuse to receive one penny or two pence in good peage* to make their change more easy and ready; that constables in all cases shall pay for their own passage, and for such as are or shall be employed in public service by authority they shall bring with them a certifficatt under the hands of them by whom they are

* Wampum peague, Indian money, current then and above one hundred years later among the English. To the time of the Revolution, 1775, a peage or peague was of the value of the sixth of a penny.