

ADAMS

1. George Adams was born in England and died 10 October 1696 at Cambridge, MA, killed by a falling rock. He married Frances Taylor, daughter of Richard Taylor in Watertown, MA. George settled in Watertown, MA as early as 1645. He was proprietor of Nashaway or Lancaster in 1647 and he sold land in Watertown, 4 November 1664 and moved to Cambridge. He was a glover by trade. He fought in King Phillip's War. He got into serious trouble for illicit trade with the Indians, involving two guns and "strong water". He was whipped and released. CHILDREN: John, George, Daniel, Joseph, Benjamin, and Mary.

2. Daniel Adams, son of George and Frances (Taylor) Adams, was born about 1652 and died 7 November 1713/6. He married 20 September 1677, Mary Phelps. Daniel was a founder of Simsbury, CT. CHILDREN: Daniel, Benjamin, Sarah, Thomas, Mary, Thankful, Ephraim, Samuel, and perhaps two others.

3. Captain Benjamin Adams, son of Daniel and Mary (Phelps) Adams, was born 1680 or 1695 and died 3 October 1770 of cancer at Simsbury, CT. He married first 25/29 Mar/May 1712/13 Rachel Case. He married second 29 Mar/May 1734 Lois Griswold. The only known child of Benjamin Adams is Timothy by his first wife.

4. Timothy Adams, son of Benjamin and Rachel (Case) Adams, was born 1716 at Simsbury, CT. He married Hannah Chase and lived in Hartford County, CT. They had five sons and one daughter. The following names are known: Timothy, Benjamin, and Timothy.

5. 2Lt Benjamin Adams, son of Timothy and Hannah (Chase) Adams, was born 2 January 1737 at Simsbury, CT and died 3 January 1816 at Addison, VT. He is buried on the north side of Eaton Cemetery in Addison. The cemetery is just north of Lake View Cemetery. He married Hannah Dyer. Benjamin was an early settler in Vermont. He served in the Revolution in Captain Zebadiah Dewey's Co in 1781. He also served in the Captain Mill's Co, Colonel Roger Eno's Regiment (DAR Records). He came to Addison County, Vermont after his son, Friend (spelled Frank in some records). Benjamin was commissioned 2Lt by Governor Hancock in 1776. The original commission was destroyed in a house fire while in the possession of his grandson, Edrick Adams. CHILDREN: Hannah, Benjamin, Friend, Celia, Sterling, and Rhoda Baker.

6. Friend Adams, son of Benjamin and Hannah (Dyer) Adams, was born 16 November 1770 in CT and died 19 August 1837/9 at Panton, VT. He and his wives are buried in a private family plot on what was the old Adams' estate on the Lake Road in Panton, VT. There are other stones in the cemetery, but they are unidentifiable. Friend married first on 17 August 1801 Elizabeth "Betsy" Stagg. He married second Arethusa Willard. Deeds found in the records of Panton, VT reflect that Friend Adams at one time on Arnold's Bay owned the ferry, wharf, storehouse, store, a large farm, ferry boats and kept a hotel. He was one of the largest landowners in the vicinity. The landing became known as Adams's Ferry. Extract from Vermont Gazetteer, Vol. 1: "A ferry across Lake Champlain was recognized as a necessity at an early day, and has long been kept up from Arnold's Bay (Panton, VT) to Westport (NY) - at first by Ferris - in 1796, by Kingman, but for many years has been owned by the family of Friend Adams (a prominent and

wealthy citizen of the place, who died here in 1837) and was widely known as Adams' Ferry. At one time travel to a large part of northern New York passed by this ferry, and a wharf, store, and storehouses were needed to transact business that centered there; but the opening of new routes of travel, and the change of business centers has affected this place, in common with many others." From 'Two Centuries of Ferry Boating on Lake Champlain': "The most fateful cargo ever carried across the lake was a single casket. It came from Harper's Ferry, Virginia and arrived in Vergennes (VT) on 4 December 1859, but since the *NONPAREIL*, the steamer to Westport, has been laid up for the season a wagon continues the mournful journey to the wharf and settlement at Adams' Landing (Arnold's Bay) in Panton (VT). The casket was loaded and the boat set sail in grey weather for Barber's Point (NY). From there, accompanied by his widow and by Wendel Phillips, the anti-slavery orator, John Brown, continued homeward to a grave in the snow at North Elba (NY). In this quiet place the guns of Fort Sumter could not be heard, but the blue regiments lining the rails of the steamers not long thereafter passed southward into the fury of war. Daniel Adams, the ferry man (Friend's son), did not survive it. He and his sailboat were lost in a vicious squall in 1865."

CHILDREN by wife 1: Syrena, Edrick, Hiram, Daniel, Harry and John.

CHILDREN by wife 2: Elizabeth, Charles, John Quincy, Inez and Anson.

7. Edrick Adams, son of Friend and Elizabeth (Stagg) Adams, was born 10 November 1810 at Panton, VT and died 3 April 1882 at Panton. He is buried in Lakeview Cemetery on Lake Road in Addison. He married Marion Helen Murray in 1837. Edrick and his wife are buried in Lake View Cemetery, Lake Road, Addison, VT. Edrick was a farmer in Vergennes and Addison, VT. In 1811, he was an Agent for White and Haven Marble Works, Rutland, VT. He was Panton Lister

and Auditor in 1901, and Moderator and School Director in 191_. He served in the Civil War. CHILDREN: John Quincy, Isadore, Ella, Edrick, Emma, Andrew Murray, Winfred Scott, Casper Willie, and Minnehaha.

8. Casper "Will" Adams, son of Edrick and Marion (Murray) Adams, was born 9 December 1852 at Panton, VT and died 1 June 1931 at Addison, VT. He is buried in Lakeview Cemetary on Lake Road in Addison. "Will" married Jessie Mary Norton. Casper and Jessie are buried in Lakeview Cemetery, Addison, VT. CHILDREN: Geneva Murray, Hasea Willard, George, Ralph, Inez Eugenia, John Wesley and Robert Lee.

9. John Wesley Adams, son of Casper and Jessie (Norton) Adams, was born 2 August 1900 at Panton, VT and died 11 January 1986 at Colchester, VT. He is buried in Lake View Cemetary on Lake Road in Addison. He married 19 December 1925 at Burlington, VT, Mildred Holcomb. In researching this genealogy, I have discovered that John and Mildred were eighth cousins, Joshua Holcomb being their common grandfather. John was the product of a farm life. As a young man he collected milk in a horse drawn wagon to be taken to the creamery. He told me of carrying his sandwich in the breast pocket of his coat in the wintertime, and having it freeze solid. In 1923, John went to work for the Champlain Transportation Company, Shelburne, VT as a fireman on the excursion steam sidewheeler CHATEAGUAY. In an interview in 1978, John said, "It was May first I signed on at 23 years of age. I was a fireman, one of four who stoked the firebox. Two of us would work in the morning and the other two the second half of the day." John was hired off the farm, lured by better wages, good food, pleasant living conditions, and adventure. What he found was low grade coal that

meant back-breaking labor to keep a fire going. "Let me tell you, it was the toughest thing I ever did," he said. "I'd been shoveling something besides coal, if you know what I mean, and I was pretty strong. But the other men were all quitting." Eventually, the normal buck-wheat coal was available again, and being a fireman became a decent job once more. "We'd keep a fire about a foot deep. That stuff was small and easy to shovel - just like snow." Still it wasn't all that easy. "They didn't know what overtime was in those days. We got up at 5 o'clock to get up steam. We got paid \$50.00 a month plus a \$10.00 bonus." John continued to work as a fireman for the next three years on the TICONDEROGA, then got his engineers license. After another year on the "TI", he switched to the CHATEAUGUAY, where he worked as Assistant Chief Engineer. John's career abruptly ended in 1933 when the Champlain Transportation Company was unable to continue doing business because of the Depression. "When I started working for the company, the VERMONT was booked solid for the 160 mile round trip from Plattsburgh (NY) to Montcalm (NY) and back. When I quit, there were only some ten passengers. It was pathetic." John subsequently worked a series of jobs, in the Vermont Spool and Bobbin Shop, then for Standard Oil, the Fletcher Free Library, and Bell Aircraft during World War II. He wound up working maintenance at the Mary Fletcher Hospital in Burlington, VT, retiring from there in 1969. After his retirement, John and his wife Mildred, worked for the State of Vermont, as custodians of the Barnes Estate located at Chimney Point on the Vermont side of the Crown Point Bridge in Addison, VT. In 1972, glaucoma claimed John's vision to the point that he no longer could continue as custodian at Chimney Point. He was a proud man and a hard man to keep down, and tried to continue working as a Guide on the TICONDEROGA, which had been permanently dry-docked at the Shelburne Museum, Shelburne, VT in 1953/4, and was later designated a National

Historic Landmark, 'the last coal-fired, steam operated, walking beam sidewheeler to ply the waters of Lake Champlain.' John loved "The Boat", but his failing sight and hearing precluded continued work at the Museum. When he died in 1986, John was the last living licensed engineer of the Lake Champlain sidewheeler era. John was a member of the First Methodist Church of Burlington, Washington Lodge 3, F&AM, the Scottish Rite Bodies, Mount Sinai Temple of Montpelier, the Green Mountain Shrine Club of Burlington and Temple Chapter 75 OES. CHILDREN: Barbara Janet and John Richard.