

In addition to these were *John Brown*, *Cyrus Butler*, and *Ortus Ives*.

Joel Adams went with his brother to Greenbush, N. Y., where they for several years carried on a country store. They subsequently dissolved partnership, the brother going South and Joel to Providence, R. I., where he was long engaged in mercantile affairs. His wife died June 29, 1835, aged forty-nine; he died Aug. 31, 1841, at Providence. John Brown Adams, the third son of Joel and Azubah (Whitney) Adams, was educated at private school, and prepared for college, but finally decided to adopt a business career, and entered his father's store as clerk, where he acquired a practical business education. Upon reaching his majority he was for two years engaged on the construction of the Stonington (Conn.) Railroad (now the New York, Providence and Boston R. R.), and for four years afterward on the Western and the Norwich and Worcester Railroads with contractors Binne, McManus & Co., until the completion of the roads in 1841. In this capacity Mr. Adams displayed such integrity of character and business ability as to retain the confidence of his employers and command their influence for the future. In 1841, before the road was fully completed, Mr. Adams was appointed conductor on the Western (now the Boston and Albany) Railroad, and ran the first passenger train over the road from Albany to Springfield. He remained in this position, conducting the morning train from Springfield to Albany and return, for thirty-two years, probably the longest time served by any one man in a public position of this kind in the State. During three years the distance traveled was equal to a trip four times around the world; during eighteen months of this period he was on the road continuously without losing a trip. In 1852 Mr. Adams received, as a token of his courtesy, fidelity and kindness to all classes of society, for his sleepless vigilance and assiduous attention to the duties he had in charge, a service of silver plate engraved with the following inscription: "To John B. Adams, Conductor of W. R. Road, for his unflinching kindness, his unremitting attention, and his constant care, this testimonial is presented by a few of his friends, Jan. 1, 1852." On Nov. 26, 1873, Mr. Adams resigned his position as conductor, to take effect on and after Dec. 1st of that year. Having acquired a competence, he settled down at his home in Springfield, where he had erected a large and commodious residence, beautifully located, in the suburbs of Springfield, to which he has since added many attractions, affording not only a delightful home for his children, but enabling him to dispense that hospitality to his numerous friends for which he has always been noted. During his service as conductor on the Boston & Albany R. R. he was also interested in the construction of the Pittsfield and North Adams R. R. It is a fact worthy of note that his position as conductor brought him in contact with many of the most prominent men of the country, who took occasion to express by letter their deep appreciation of his uniform kindness and attention, and among these, which is highly treasured by him, is one from Henry Clay. Mr. Adams has never taken any active part in politics. He was identified with the old Whig party until that ceased to exist, since which time he has given his support to whichever party in his opinion represented the highest and best interests of the nation. Mr. Adams married, in 1838, Alice Arnold Holmes Cook, daughter of Capt. John Cook of Tiverton, R. I. Her grandfather, William Arnold, was a man of great wealth and prominence, and a descendant of the colonial Governor Benedict Arnold. The issue of this mar-