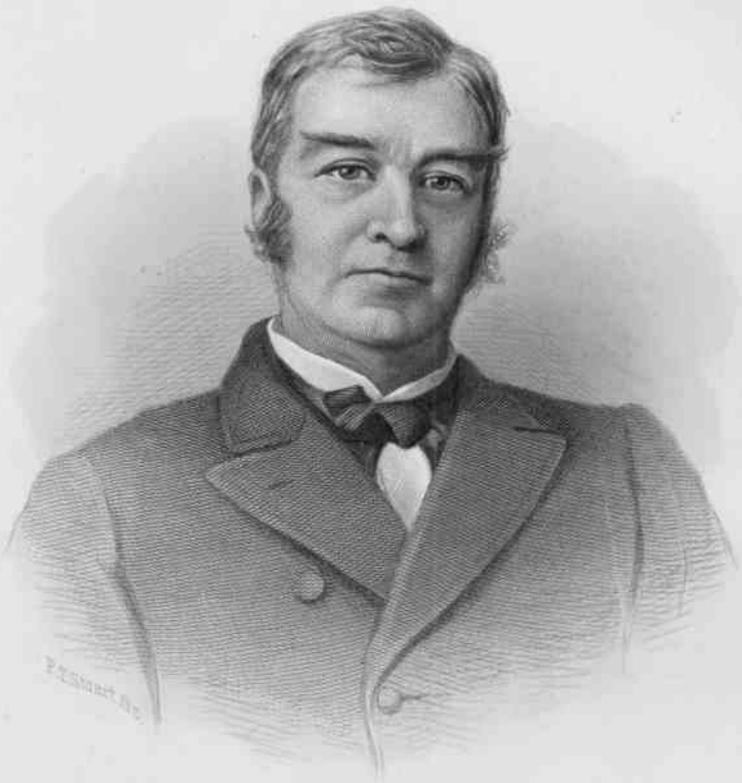


**John Farwell Anderson.**







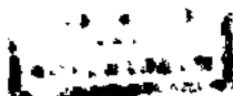
John F. Anderson

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JOHN FARWELL ANDERSON.

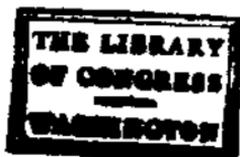


BY

REV. GEORGE M<sup>rs</sup> BODGE, A.M.

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## JOHN FARWELL ANDERSON.

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THE Anderson name has been represented by numerous branches in various parts of America since the first settlement. The numbers seem to have been added to by successive emigrations, and especially in the first quarter of the eighteenth century when so many of the Scotch and Scotch-Irish emigrated.

The date of the settlement in America of John' Anderson, the Scotch-Irish immigrant ancestor of the family to which our Mr. Anderson, the subject of this memoir, belonged, is uncertain; he was at Watertown, and married, July 16, 1706, Rebecca Waight. Abraham<sup>2</sup> Anderson was born of these parents August 18, 1708. Very little is known of him until he appears at the new township of New Marblehead, now Windham, Me. He settled in 1740 among the first of the settlers. The farm which he cleared and improved was near the centre of the settlement, and has always been one of the best in the town; it has descended from father to son in the family, always enlarged and improved. At the time of his coming to New Marblehead, Abraham<sup>2</sup> Anderson had a wife, Bathshua, and several children, the oldest being about ten years. Several children were born to them between that and her death in 1751. The second wife was Mrs. Ann Colin Cloutman, who bore him three sons. This settler was a man of great energy and influence in the development of the new town. The records, both of the church and the town, show that he was foremost in all movements for the good of his townspeople. After the incorporation of the town, he was the first Representative to the General Court, 1767 and 1768. He died in 1769, leaving the homestead to his youngest son Abraham,<sup>3</sup> who possessed much of the energy and ability of his father. His thrift and prudence through a long life added much to the family prosperity and honor. He married Lucy, daughter of Rev. Peter

Thacher Smith, and granddaughter of Rev. Thomas Smith, the first minister of Falmouth, now Portland, and they had seven children.

Hon. John<sup>4</sup> Anderson, the third son of Abraham<sup>3</sup> and Lucy, was born July 29, 1792. He graduated at Bowdoin College in the class of 1813; studied law in the office of Stephen Longfellow, in Portland; was admitted to the Cumberland bar in 1816, and at once entered upon a prosperous practice. He became actively engaged in politics, and in 1824 was elected Representative to Congress, holding the seat by repeated elections until 1833; then, until 1836, he was U. S. District Attorney, Collector of Portland in 1836, and reappointed by President Tyler. He declined the appointment of Secretary of the Navy upon the retirement of Mr. Bancroft from that office in 1846. He was twice Mayor of Portland, and was very influential in securing the construction of the Atlantic and St. Lawrence Railroad. Active, earnest and positive in the line of his convictions, he never forgot the genial courtesy and true dignity of the gentleman in the storms of party strife. His unblemished integrity and high ability, combined with his other qualities, placed him in the front rank of our Maine statesmen. He married, September 23, 1822, Ann Williams Jameson, daughter of Capt. Samuel Jameson, of Freeport, Me., and Anne Hichborne, of Boston. Mrs. Anderson was a woman of rare beauty and intellect, whose brilliant social qualities and wide benevolence added greatly to her husband's success in life, and to the happiness of all who knew her.

JOHN FARWELL<sup>5</sup> ANDERSON, eldest son of the above parents, was born July 22, 1823, in Portland, Me., in the house on Congress Street opposite the head of Park Street, now numbered 633; but when he was about two years old his father bought the house on Free Street, which, since that time, when in Portland, has always been his home.

Mr. Anderson's first attendance at school was at the old Portland Academy, then in charge of Principal Bezaleel Cushman. When about nine years of age he, with his brother Samuel J., was sent to a private home-school, at Cape Elizabeth, under the charge of Rev. D. Millet. Afterwards he attended school under the instruction of Master Francis G. Clark, in Portland. In 1838 and 1839 he attended Gorham Academy, under the tuition of Principal Amos Brown. While here, he lived in the family of his father's sister,

Mrs. Ann, wife of Dr. John Waterman. Gorham Academy was at that time one of the most notable schools in the State, and secured the patronage of many of Maine's best families. Among Mr. Anderson's schoolmates here, were many since highly distinguished men; besides his brother Gen. Samuel J. Anderson, were Chief Justice John A. Peters, Hon. Samuel F. Perley, Rev. George M. Adams, D.D., Hon. John A. Waterman, and Ex-Governor Robie. One of these old schoolmates, writing of him in answer to inquiry, says :

I remember him as a rather round-faced boy, with a good deal of color in his cheeks, having dark brown hair, and a bright, animated and pleasing expression. He was a very active lad, full of fun and mischief; always gentlemanly in his manner, but fearless, impulsive and quick to resent any affront, either to a friend or to himself; but at the same time affectionate, tender-hearted, and as sorry for any rash act of his own, as he had been impetuous in doing it. He was, as a boy, honorable, chivalrous, and true to his friends; he did not like to have enemies, yet if he had any he was never afraid of them; and nearly always, by his honest, open-hearted ways, won them as friends. He was one of the most popular boys in the school, and his popularity was by no means confined to the *boys*.

After leaving Gorham Academy, in 1839, he soon began to study civil engineering, at Portland, with an Englishman by the name of William Anson. He afterwards continued his study of engineering at Tyngsboro', Mass., under the direction of Capt. Green of the regular army.

In 1843 he was appointed assistant engineer upon the Commission of the "North Eastern Boundary Survey," established by the so-called "Webster and Ashburton Treaty," to trace the boundary line, some seven hundred miles in all, between the American and British possessions. Hon. Albert Smith was the American Commissioner, and Col. J. B. Estcourt, of the Royal Engineers, was the British Commissioner. Col. James D. Graham was Chief of the Scientific Corps, on the part of the United States, and several accomplished officers of the Ordnance Corps of England served on the British Commission. Mr. Anderson was immediately attached, as first assistant, to the section under the direction of Mr. Folliot Thornton Lally, with headquarters at Houlton, Maine. The next year he was assigned, as first assistant, to the party under Mr.

Alexander W. Longfellow, whose brother Stephen was also of the party. Their section of the line to be laid out was along "Hall's Stream." The work here lay through an unbroken wilderness, and a very large party of wood-choppers had to go forward and cut a rangeway for the lines. The line was marked with mile posts of cast iron. The base of supplies and headquarters was Canaan, Vt. From thence all supplies had to be carried into the woods on the backs of men, employed for the purpose, called "Sackers." This wild freedom of the woods was in harmony with the broad, free nature of the young man, and doubtless confirmed him in the pursuit of the arduous profession of engineer. The only inhabitants they met, after leaving Canaan, were the wild beasts that came at night within the circle of their camp-fire's light. Each day they moved the line along the river, and each night pitched their shed tent upon a new spot, and slept upon liberal beds of the boughs of fragrant fir and hemlock. This large free life seems to have left something of its impress in the genial, open-hearted freedom of his manner. His friend and comrade in this work, Mr. Alexander W. Longfellow, writes of him :

In this work Mr. Anderson was a most efficient, prompt and able assistant; his youthful vigor and enthusiasm aided not only in the advancement of the work, but contributed much to our enjoyment, as a good comrade. I always recall him to mind with much pleasure, he was so noble-hearted, generous and impulsive, and so ready to help any one in need.

Mr. Anderson held this position until the spring of 1847. In this time he spent the two winters (1846 and 1847) in Washington, D. C., where he was engaged in the offices of the Commission. The whole year of 1846 was spent at the Washington offices. Mr. Anderson had many very pleasant memories of these winters at the Capital, where he was favored by the many acquaintances and friends who had known his father while he was in Congress. Among these were Mr. Pleasonton, for many years Auditor of the Treasury, and his lady, at whose home he was welcomed, and there introduced to the highest social circles of the nation. He also enjoyed the personal friendship of President Polk, who had been a warm friend of his father while they were in Congress together, and was thus a frequent guest at the White House, and was

cordially received by Mrs. Polk, an intimate friend of his mother, to the inner circle of her household and acquaintance. He had many pleasant reminiscences of the occasions and the people which this favor of his parents' old friends had made accessible to him; but all who have known him can readily understand, that, once introduced, his own sterling worth and genial courtesy would make him welcome anywhere. He had a fund of anecdote concerning the distinguished personages of the time whom he met there. Much of the grand formality of the former generation, at that time, still pervaded Washington society; and the matrons of the White House, Cabinet and Congress, still held rigidly to the standards of the "Old School." Mr. Anderson used to speak laughingly of one occasion, when he enjoyed the eminent privilege of escorting Mrs. Alexander Hamilton to the supper room, at a White House reception; and of another occasion, when he was introduced to Mrs. Madison, who immediately presented her snuff-box, from which he had the honor of "taking a pinch" with the great lady, in accordance with the custom of that time. No one would ever learn from himself the favor and friendship which he enjoyed in this society, except as facts here and there inadvertently cropped out; and this natural modesty became deeply sensitive whenever praises were bestowed upon his achievements in the line of his profession.

He was a close observer of human nature, and a very keen, though always kindly, critic of people of odd speech and eccentric ways and characters; and having had such opportunities of observation in the national capital during the stirring times embracing the war with Mexico, he recalled vividly his impressions of the great men and the issues with which they were then contending: Webster, Calhoun, Tyler, Marcy, Polk, Toucey, Bancroft and Van Buren; these and many others of our famous men were there in the stir and tumult of the times, as well as in the stately old social circles, where their courtly dames led the national fashions and manners, as the first ladies of the land.

It is plain, that to a young man of his quality and promise, with his genial temperament and popular ways, with many warm influential friends, a tempting career was open to his ambition. But then, as always, he was greatly attached to his home and his native city and people; and besides, the one of all others in whom his hopes

and ambitions centred, lived here; and so, early in March, 1847, having accepted a position as assistant engineer upon the Androscoggin and Kennebec Railroad, he came home from Washington. On March 30, 1847, he married Miss Marcia Winter, daughter of Capt. Samuel Winter, of Portland, and adopted daughter of Dr. John Merrill, of Portland. He entered at once with energy upon his professional duties. In 1850 the Portland and Kennebec Junction Railroad was built under his direction, and the same year he was appointed assistant engineer of the York and Cumberland Railroad; and was chief engineer and acting superintendent of the same road from 1851 to 1853. In 1852 he was appointed city engineer of Portland.

In August, 1853, his father died, leaving to him the old homestead which the family had held from the settlement of the town, one hundred and thirteen years. The farm was one of the best in Cumberland County, and Mr. Anderson at once began with enthusiasm to further enlarge and improve it. His neighborly relations with the farming people about him were always kindly and helpful; and many who had known the bounty of the father and grandfather, felt in more ways and in larger measure the continuance of the bounty by the son. The family had always been popular in the town, and their prosperity was enjoyed by none more than their old neighbors.

There were quaint characteristic criticisms made by some of the shrewd old farmers, when new methods were adopted and improvements introduced, especially when the end seemed to be to add only to the grace, comfort or convenience of living. But when the ornamental trees grew more and more beautiful from year to year, and the handsome cemented stone wall stood the test of several winters; when the improved buildings, barns, stables, dry cellars and warmer houses all proved in the end a saving of time, labor and money, besides greatly increasing the value of the property, they no longer looked upon the innovations as "Mr. Anderson's notions," but as real wisdom and foresight.

No such impulse to stock-breeding had ever been given in town or county as that of Mr. Anderson's introduction of his handsome Devonshire cattle; and in a few years he had the finest herd in New England. But it was not his nature to have, and not wish to share. He encouraged his neighbors in many ways to improve their farms,

and gave them ready assistance. Many of the farms in town began to improve in appearance and productiveness; and many can remember something of the enthusiasm which was imparted in those years by his example and kindly sympathy. And his sympathy was so impartial and real, and his judgment was felt to be so true, that not only there and then, but throughout his life, he was constantly called to be referee or arbiter between towns, corporations and individuals, to adjust differences, settle disputes and make peace; and doubtless many bitter and ruinous law-suits have been saved by his judgment, candor and friendly advice. In many important cases, involving great interests, he was thus associated with his life-long friends, Chief Justice Peters and Judge Danforth.

In 1858 Mr. Anderson was chosen a member of the State Board of Agriculture for the County of Cumberland for three years, and the last year, 1860, was made vice-president of the Board. The next year, largely through Mr. Anderson's persuasion, his life-long friend, Hon. Samuel F. Perley, of Naples, accepted the place, as member of the Board from Cumberland County for the next three years, and was chosen president. Again, at the end of Mr. Perley's term, Mr. Anderson was persuaded to take the position, and was annually chosen president of the Board for 1864, '65 and '66. The secretary of the Board was S. L. Goodale, the chemist, with whom all his relations were the happiest possible. To any who knew him, it will seem needless to add, that upon the Board of Agriculture, as everywhere else, he was a faithful and efficient worker. He had no private ambitions to gratify, no partisan henchman to reward, no selfish interests to serve; he could, therefore, give himself, as he did, to the highest interests of the cause he represented.

In 1867 the increasing energy that began to be shown in railroad enterprises claimed Mr. Anderson's ability and experience. He was offered the position of chief engineer of the Portland and Rochester Railroad in that year, and was thus withdrawn from the farm to take up again his profession in the larger field. But always, in the midst of his busy years thereafter, it was a delight to him to make flying visits to his farm; and especially to spend a portion of the summer vacation there with his children and grandchildren; the last being the sixth generation of the family, which has lived upon the old homestead.

In 1869 he was appointed chief engineer of the Portland and Ogdensburg Railroad, and in that office, which he held at the time of his death, he found the great work of his life. A very intimate friend of Mr. Anderson, Prof. George L. Vose, who could well appreciate the difficulty of the problem presented at the passage through the White Mountains, and the ability shown in its solution, has given his testimony, which we shall append to this memoir, together with that of others, who can best judge its value. In the work Mr. Anderson held frequent consultations with his intimate friend, the eminent engineer, Benjamin H. Latrobe, of Baltimore, whose approval of the great work was full and cordial. In 1873 he was appointed by the Governor, Railroad Commissioner of Maine, and retained the office during life. In 1886 the extension of the Bangor and Piscataquis Railroad to Moosehead Lake was built under his direction, as chief engineer. In April, 1884, President Nickerson of the California Southern R. R. Company engaged Mr. Anderson as special engineer to examine the road and estimate the damage caused by recent floods. In his letter of appointment, President Nickerson says :

“You are to commence your examination of the road at San Bernardino, and follow it down to National City. The parties largely interested in this road have directed me to send out an engineer of known ability and experience to make a thorough examination of the road.”

He was absent one month, travelling night and day, did his work to the satisfaction of all, adding valuable suggestions for guarding against future floods. The incident simply shows the estimate which was placed upon his skill and judgment by railroad men in the whole country.

Mr. Anderson had a genius for friendship, as well as for the work of his profession; and this element in his nature prevailed in all relations. In his tastes and pursuits, outside his vocation, he had great pleasure in antiquarian and historical studies. He was a diligent collector of genealogical data and facts, records and relics of local history. He was an active member of the Maine Historical Society, and took a deep interest in all its enterprises. He was also a member of the New England Historic Genealogical Society for many years, and a frequent welcome guest at the Society's Rooms. He was active in the formation of the Maine Genealogical

Society, was the first President, and with his friend Mr. S. M. Watson as Editor and Publisher was instrumental in establishing the Maine Genealogical Recorder, and mainly furnished several articles and much valuable miscellaneous matter for it.

In addition to his taste for local and family history, Mr. Anderson was a diligent collector of genuine relics of former times; of these I recall the old musket with which the Indian chief Polin was killed by Stephen Manchester. He had secured affidavits and all available testimony to prove its claim to the distinction. I have a fine copy of an interleaved Almanac for 1764 kept by Rev. Peter Thacher Smith, of which Mr. Anderson had the original, and made this copy for me with his own hand, as he did of many other original papers, including an extensive correspondence of Gov. Andrew with Charles Sumner, Ellis Ames and others, concerning the history of the old "Spinnet," which was in the family of Rev. Peter Thacher Smith, and is now owned by Hon. J. A. Waterman, of Gorham, Me. Many other valuable documents and records were given him by Mr. Isaac Watson Andrew, brother of Gov. Andrew, pertaining to the old Church in Windham.

I think the historical matter that most deeply interested him was the history of his ancestral town of Windham; and it was to this interest that I, personally, owe my opportunity of acquaintance and friendship with him. Material had been diligently gathered by me for the history, for years, but no way was presented for its publication. Mr. Anderson, upon learning the fact of the preparation and the material, at once became warmly interested in the plan, and by his cordial encouragement, practical suggestion and personal influence, soon opened the way for its publication. He was unceasing in his helpful coöperation, and spared no pains in gathering matter, copying records, investigating problems of local tradition, and in manifold ways aiding and giving inspiration to the work. And like help has been given to other publications where his name does not appear, but where his pains-taking hand and warm heart have been chief factors in production. He was greatly interested in the genealogy of the old Windham families, and was always gathering whatever he could find about their history. Many also who knew of his interest in antiquarian matters, were constantly asking his assistance in solving questions relating to family history and tradition, of no

personal interest to him, but which never failed to receive his kindly help. And his interest did not cease when he knew that he was likely to be called away at a moment's warning. The last meeting which I had with him was by his appointment, at the Historic Genealogical Society's rooms in Boston, and at that time, after giving me various papers and records, and especially the genealogy of the Anderson family, which he had prepared, in manuscript, for insertion in the history of Windham, he took up the question which had been frequently discussed between us, the Semi-Centennial Anniversary of Windham; and then told me of the uncertainty of his living until that time, but urging that my interest should not be affected in that or the more important matter of the history. And through all the surprise and pain of the time, I remember the cheery, kindly manner in which he spoke of these things. I distinctly remember, too, his last words to me that day: "It is all right; I have seen about all there is to be seen. I have had, I think, the most and the best of this life that one man can have." No man had more to live for than he; for while he loved his profession and enjoyed the studies and pursuits before mentioned, as well as the society of his many friends; all who knew him felt that the happiest part of his life was found in his home with his own family. And it was here, in Portland, on Christmas day, 1887, in the midst of his own, that he passed quietly away. The burial was at Windham, in the old "Smith Cemetery," upon the Anderson estate. There in the family tomb he rests with three generations of ancestors, whose honored name he has honored anew by his upright, honorable and useful life. We realize the prophecy of the boy fulfilled in the quality of the man; and we know that the world has been made brighter, and life better, for all who have felt the touch of the warm heart, always hopeful and helpful, always tender and true.

A few testimonials of the highest authority are here given.

The first is that of Prof. George L. Vose, formerly of Bowdoin College and later of the "Massachusetts Institute of Technology":

It is with very great regret that I have seen in the papers the notice of the death of Chief Engineer, John F. Anderson. Mr. Anderson was a good representative of the older members of the profession in this country. His views were broad, his experience wide, and his judgment always to be relied upon. He belonged to a class of engineers that in the present

breaking up of the profession into specialties is rapidly disappearing; men who were trained in the best of all schools, actual practice; and who in their various labors stood upon the solid foundation of experience. I doubt if even his fellow townsmen fully appreciate the professional skill shown by Mr. Anderson in the location and construction of the Ogdensburg railroad through the Crawford Notch. This work has marked him as one of the best railroad engineers, not only in this country but in the world. The plans and reports of that work have become a regular part of the course of instruction in the best European technical schools. It was my good fortune to examine the problem of carrying a railroad through the White Mountains with Mr. Anderson in the earliest stages of the work. The careful and patient manner in which he attacked the question was beyond all praise. I have endeavored for many years in teaching classes in civil engineering to place them as nearly as I could in Mr. Anderson's position, and to make them follow closely his method of studying an important engineering question. There are many places on the road through the Crawford Notch where an error of a dozen feet in the position of the line would easily have quadrupled the cost. Now that the road is done it seems impossible that it should have been placed anywhere else. The genius of the engineer consists in seeing, in his mind's eye, the completed work before the money is expended. I well remember at a gathering of engineers at the Crawford House, when the remark was made that the location through the Notch was a stroke of genius, Mr. Anderson's reply, that there was no genius whatever about it; but only a careful attention to the details of the work; and he added, that any engineer who had the work to do would have found the same location.

No engineer would have done the work as Mr. Anderson did it without Mr. Anderson's patience, skill and admirable judgment. We have many roads in the country, the prosperity of which has been forever ruined by injudicious location and extravagant construction; roads where millions have been wasted from a lack of the very qualities which shine so conspicuously in this last work of Mr. Anderson. No man surpassed him in what we may term the pre-eminently American engineering faculty of making a dollar go the greatest distance. Any engineer can make a railroad over the Andes or over the Alps if he is allowed to spend an unlimited amount of money; but the man who stands deservedly in the front rank of the profession is he who, overcoming the obstacles of nature, never forgets that the money of the stockholders is a sacred trust, and is to be invested and not squandered. I recollect coming down through the Notch with a noted European engineer, who, after reaching Conway, said: "Well! I expected to see some great engineering works; but this engineer has made no monument to himself at all." I replied to him that the very lack of these things was Mr. Anderson's greatest monument.

Mr. Anderson was extremely conscientious in the discussion of difficult engineering problems. He had the faculty of being able to see both sides of a question. He would not give his judgment till all the evidence was in. This caused him to appear to some to be slow; but he was sure, and when the decision came it was felt to be right.

Always devoted to his profession, tireless in carrying out the details of his work, when the time came for rest he was the most genial of companions. Fond of a good story, and eminently able to tell one, he has been the life of many an engineering party around the camp fire and has beguiled many an hour on the stage-top with his unbounded cheerfulness. For myself, I feel that I have lost one whose opinion upon professional matters has never failed me, and one of my best and oldest friends.

Prof. Vose's letter was published in the *Eastern Argus*, Portland, immediately after Mr. Anderson's death, and reprinted in many other papers throughout the State.

The following is an extract from a letter of Mr. D. R. Hastings, an eminent lawyer and life-long friend of Mr. Anderson, asking the editor of the *Oxford County Record* to republish the above letter from the *Argus*, which was done in that paper of Jan. 7, 1888 :

The letter of Prof. Vose is a just tribute to the high attainments and genius of the lamented John F. Anderson as a railroad engineer. The successful location and construction of the Portland & Ogdensburg Railroad from Portland through the White Mountains will always remain a monument to the memory of his high professional skill, good judgment and laborious, painstaking devotion to that great undertaking.

Besides all this, his integrity and purity of character, his amiable disposition, his kindness of heart, and gentlemanly deportment to all, won the love and respect of all who knew him. No man ever passed away from us so universally mourned throughout the towns on the line of his great work, as he whom we delighted to talk about as "The Chief."

Hon. William L. Putnam, of Portland, pays the following loyal tribute, which may well voice the heartfelt friendship of many others. This appeared in the *Portland Advertiser* of December 31, 1887 :

It is seldom our city parts with a better man or one more truly distinguished than Mr. John F. Anderson; although his manners were so unobtrusive, and he was so willingly engaged in the ordinary duties of life, that the public reputation he had justly earned has not always engaged our attention as it otherwise might have done.

It has been the good fortune of the writer to meet Mr. Anderson in many

relations of life, wherein he had seen him so thoroughly tested and had become so regardful of him, that he cannot fail to put on record this testimonial to his sturdy honesty of character and to his capacity for dealing with the matters which came to him, as well as to the kindliness of his nature.

In the construction of the great work through the Notch of the White Mountains he made no attempt to display brilliancy or inventive powers; but at every step he exhibited what was better—foresight, sound judgment, wisdom in selection where it was difficult to select, and ability to avail himself of circumstances both great and small. The result was a road which has been operated with safety and economy beyond anything imagined before its construction.

In whatever tends to benefit his fellow citizens, Mr. Anderson was great, his example to all engaging in the same profession was most beneficent, and his memory should be kept green in Portland so long as the rail connects Casco bay and Lake Champlain.

Mr. John Ward Dean, editor of the REGISTER, contributes the following reminiscences :

I first made the acquaintance of Mr. Anderson in 1876, when he became a member of the New England Historic Genealogical Society. As he was a native of Portland, where I had spent my youth, our love for that city and our pride in its history naturally drew us together. It required only a brief acquaintance to show me that he was a many-sided man, of sterling worth and marked individuality of character. He had a clear head and wide knowledge of human nature. His store of information derived from books and observation was remarkable. Though he held many important positions, the duties of which were arduous and exacting, yet he found time to engage in historical studies. Every moment he could spare was turned to account. He delighted in the history of New England—particularly in its family history, in which he made himself very proficient.

He was a warm friend, and was ever ready to assist a worthy object. He was upright, fearless and outspoken. I never before met with one like him who could oppose a man to his face when he was convinced that the man was wrong, and yet so often retain the good will of that person. His honesty and disinterestedness were so apparent that no sensible man took offence. He was an agreeable companion and loved to entertain his friends. I have a pleasant recollection of a trip with him from Portland to the White Mountains over the road which he himself had constructed and which bore many evidences of his professional skill. He was assiduous in his endeavors to make the trip agreeable to my wife and myself. He was familiar with the country through which we passed, and was careful to point

out the places of historic interest and to draw our attention to the beauties of the scenery, so that the time passed delightfully. I recur with pleasure also to the hospitality received from him and his wife at his fine ancestral home at Windham. Other kindnesses will long be remembered.

The following extract from an article in the *Boston Post*, while containing some repetitions of former matter, presents such a true picture of the man that it is given here in addition to the above :

As a man, Mr. Anderson was simple, fearless and courteous. His business characteristics were his strong common sense and his integrity. Thoroughly independent and possessed of a strong individuality, he was yet above all else a very fair man. These qualities, joined to his never-failing courtesy, made him a frequent arbiter both in private and public matters. Unlike his father, Mr. Anderson never entered active politics. He was a strong and life-long Democrat, and an earnest believer in President Cleveland and his administration. Almost all his life, however, he held some official position, to which he was constantly appointed by his political opponents. His recreation lay in history, biography and agriculture. He had been president of the Maine Agricultural Society, and at one time owned at the well-known Anderson farm in Windham the finest Devon cattle in this country. Among his friends he was loved for his genial nature and entire unselfishness. His courtesy and thoughtfulness extended to all men, and he was always watching for the opportunity to do a kindness. He never made an enemy. Through almost fifty years of married life he was a most devoted husband and father. He will be mourned by all who knew him, and he died leaving the world the better for his having lived in it. He leaves a widow, three daughters and an only brother, General S. J. Anderson, collector of the port of Portland. The *Portland Argus* says editorially, "By the death of John F. Anderson the State loses an excellent citizen and faithful official, the city of Portland one of its most esteemed citizens, and his friends and acquaintances a man endeared to them by his kindness of heart, his cheerfulness of disposition, his honesty, his unfailing courtesy and the other qualities that go to make up the perfect gentleman."

Many other testimonials have been received, all expressing warm appreciation of the high qualities of the man, and strong attachment to the friend. Among these are Hon. S. L. Goodale, Dr. William B. Lapham, of Augusta, Hon. F. M. Ray, S. M. Watson, Esq., and Alexander Wadsworth Longfellow, Esq., of Portland.

The following official testimonial of the corporation with which he was most closely identified, appropriately closes the list, selected from many, as covering his career in various directions :

*Resolutions in respect to the Memory of John Farwell Anderson, died at Portland, Me., December 25, 1887.*

The Directors of the Portland & Ogdensburg Railway, sharing in the general sorrow at the death of John F. Anderson, the Chief Engineer of this Railroad from its commencement until his death, desire to place upon the records of the Board their acknowledgment of his faithful services and their admiration of his character.

*Resolved*, that the enduring gratitude of the Corporation is due to him who for twenty years, animated with enthusiastic faith in the undertaking and guided by high professional judgment and skill, rendered this Railroad the most intelligent and devoted service. His work on its location and construction through the White Mountains has illustrated his character and ability as an Engineer. All that patience, study and thought could do to obtain the best results for the Railroad and the public, he gave in unstinted measure. The traveller, as he enters among the impressive scenery of the mountains made easy to his view by the genius of the Chief Engineer, will exclaim, as he wonders at the skill which surmounted such obstacles, that our Railroad is his best monument.

*Resolved*, that any expression of the feelings of this Board in admiration of his labors as Chief Engineer would be inadequate without leaving upon our records a token of our esteem for him as a man. A modest, kind and courteous gentleman, a citizen without fear and without reproach, no one could come in contact with him in the transaction of public business and not be struck by his singleness of purpose, his uprightness of mind, and his devotion to his duties. And all these were adorned by an urbanity of demeanor which conciliated opposition and won assent to his views. His official papers have left a faithful record of the difficulties encountered and the triumphs secured in the building of the road. His example and his life have left to every one connected with this Company a lesson of performance of duty not less valuable than the skill he exhibited in its construction. Let us indulge the hope that this work of his genius may long survive to perpetuate his memory and to bring honor and strength to his native city.

## ANDERSON PEDIGREE.

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THE genealogy of that branch of the Anderson family to which Mr. Anderson himself belonged, has been for many years a matter of diligent investigation with him. I give the account of the family as he gave it to me some time before his death. Only his direct line is given here.

JOHN<sup>1</sup> ANDERSON, the Scotch-Irish immigrant, settled first in Watertown, Mass., and there married as first wife, July 16, 1706, Rebecca Waight, born in 1680; died 1714. They lived in Watertown and Newton until after 1715, when they removed to Groton. They had children:

Hannah,<sup>2</sup> b. August 13, 1707.  
 ABRAHAM,<sup>2</sup> b. August 18, 1708.  
 Rebecca,<sup>2</sup> b. March 29, 1710.  
 Mary,<sup>2</sup> b. August 29, 1711.

By second wife, Mary Applin:

Richard,<sup>2</sup>  
 John.<sup>2</sup>

ABRAHAM<sup>2</sup> ANDERSON, married 1st, Bathshua Farr (Farrow).

Richard,<sup>3</sup>  
 Bathshua,<sup>3</sup> b. 1732; d. in New Marblehead, Nov. 13, 1743, aged 13 yrs.  
 Hannah,<sup>3</sup> bapt. Oct. 18, 1743, in New Marblehead.  
 Abraham,<sup>3</sup> } b. 22d Nov.; bapt. 23, 1746. { Isaac d. March 7, 1747.  
 Isaac,<sup>3</sup> } } Abraham d. Oct. 22, 1748.

The 1st wife, Bathshua, died July 4, 1751, and he married 2d, Mrs. Ann (Colin) Cloutman, widow of Edward, of Gorham, captured by the Indians there in 1746, and died in captivity. She was the daughter of Timothy and Sarah Colin of Philadelphia, at which place she was born January 16, 1716. She died in Windham, Dec. 1, 1801. Children by the second marriage:

Edward,<sup>3</sup> b. May 10, 1753; m. August, 1774, Mary Mayberry.  
 John,<sup>3</sup> b. Nov. 7, 1755; m. Nov. 20, 1777, Ann Woodman.  
 Abraham,<sup>3</sup> as below.

ABRAHAM<sup>3</sup> ANDERSON, born June 18, 1758, in the Old Fort at New Marblehead, now Windham, Me. He married, April 13, 1788, Lucy, daughter of Rev. Peter Thacher Smith. She was born August 24, 1769, and died April 17, 1864. They had seven children :

Peter Smith,<sup>4</sup> b. May 12, 1789; m. Sept. 10, 1810, Susanna Bodge.

John,<sup>4</sup> b. 1791; d. 1791.

JOHN,<sup>4</sup> b. July 29, 1792; m. 1st, Lucy Farwell of Tyngsboro', Mass.

She died soon; m. 2d, Anne Williams Jameson, Sept. 23, 1822.

Elizabeth Wendell,<sup>4</sup> b. July 28, 1795; m. June 6, 1810, John Farwell of Tyngsboro'.

Ann,<sup>4</sup> b. Nov. 5, 1797; m. July, 1822, Dr. John Waterman of Gorham.

Abraham W.,<sup>4</sup> b. Oct. 30, 1801; m. Joanna Tillson Waterman. Edward,<sup>4</sup> b. Oct. 30, 1803; m. Oct. 18, 1830, Louisa Berry of Gorham.

Hon. JOHN<sup>4</sup> ANDERSON married Anne Williams<sup>6</sup> Jameson as above. She was born October 14, 1804, at Freeport, Me., and was the daughter of Capt. Samuel<sup>4</sup> Jameson and Anne (Hichborne) Jameson. She was descended in the fifth generation from William Jameson, the Scotch-Irish immigrant (Samuel,<sup>4</sup> Martyn,<sup>3</sup> James,<sup>2</sup> William<sup>1</sup>). Of John and Anne was born :

JOHN FARWELL<sup>5</sup> ANDERSON, m. March 30, 1847, Marcia Bowman Winter, and their children are: Anne Hichborn,<sup>5</sup> m. Charles W. Lord. Marcia Winter,<sup>5</sup> m. 1st, F. J. Edmands; 2d, E. G. Spring. Isabel Merrill,<sup>5</sup> d. in infancy. Frances Perley,<sup>5</sup> m. Charles Thornton Davis.