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United States Department of the Interior National Park Service

# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

	DECUSIER OF HISTORIC PLACES
======================================	NATIONAL PARK SERVICE
historic name: <u>ASHLAND MILL BRIDGE</u>	
other name/site number: N/A	
======================================	
street & number: <u>near Ashland Street, over Pa</u>	
city/town: <u>Griswold</u>	not for publication: N/A vicinity: <u>Jewett City</u>
state: <u>CT</u> county: <u>New London</u> co	ode: <u>011</u> zip code: <u>06351</u>
======================================	
Ownership of Property: <u>public-local</u>	
Category of Property: <u>structure</u>	
Number of Resources within Property:	
Contributing Noncontributing	
buildings sites structures objects 0 Total	
Number of contributing resources previously listegister:0_	sted in the National
Name of related multiple property listing:	N/A

	=======================================		=======================================	=======
	Federal Agency Certification	n ======	:======================================	:=======
As the desorbase of 1966, a request for standards Historic Eset forth	signated authority under the as amended, I hereby certified determination of eligibities for registering properties places and meets the proced in 36 CFR Part 60. In my not meet the National Regi	y that the lity meet in the ural and opinion, ster Cri	this <u>X</u> nomination of the documentation of the National Register of the professional requests of the property <u>X</u>	on on of irements meets
Signature	of certifying official		Date	
	Channahan, Director, Connecticut	Historica	al Commission	
State or E	Federal agency and bureau		A CONTRACT OF THE CONTRACT OF	
In my opir Register (	nion, the property mee criteria See continua	ts tion she	does not meet the	National
Signature	of commenting or other off	icial	Date	
State or E	Federal agency and bureau			
5. National ====== I, hereby enter deter National deter National	al Park Service Certificaticerify that this property red in the National Registe See continuation sheet.  I mined eligible for the lonal Register See continuation sheet.  I mined not eligible for the lonal Register red from the National Register re	on is of	San A. Ba	2 C4. /
			gnature of Keeper	of Action
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Other: lenticular pony truss
Other Description: N/A
Materials: foundation roof other <u>METAL: iron STONE</u>
Describe present and historic physical appearance. $X$ See continuation sheet.
======================================
Certifying official has considered the significance of this property in relation to other properties: <u>state</u>
Applicable National Register Criteria: <u>A,C</u>
Criteria Considerations (Exceptions) : <u>N/A</u>
Areas of Significance: <u>ENGINEERING</u> <u>INDUSTRY</u>
Period(s) of Significance: <u>1878-1900</u>
Significant Dates: <u>1886</u>
Significant Person(s): N/A
Cultural Affiliation: N/A
Architect/Builder: <u>Berlin Iron Bridge Company (fabricator)</u>

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.  $\underline{X}$  See continuation sheet.

======================================	
X See continuation sheet.	
Previous documentation on file (NPS):	
preliminary determination of individual larequested. previously listed in the National Register previously determined eligible by the Natabese designated a National Historic Landmark recorded by Historic American Buildings of the corded by Historic American Engineering	er tional Register Survey #
Primary Location of Additional Data:	
	South Prospect Street rtford, Connecticut 06106
10. Geographical Data	
Acreage of Property: <u>less than one acre</u> UTM References: Zone Easting Northing Zor	ne Easting Northing
A 19 251830 4610050 B C D	
See continuation sheet.	
Verbal Boundary Description: See conti The nominated property includes the br channel stonework that serves as abuth	ridge and the portion of the
Boundary Justification: See continuati The boundary includes only the compone	ents of the bridge itself.
======================================	
======================================	nh, reviewed by John Herzan,
Organization: <u>Historic Resource Consultant</u>	Conn. Hist. Commission ts Date: <u>April 8, 1998</u>
Street & Number: <u>55 Van Dyke Avenue</u>	Telephone: <u>860-547-0268</u>
City or Town:Hartford	State: <u>CT</u> Zip: <u>06106</u>

7-1

NPS Form 10-900-a (8-86)

United States Department of the Interior National Park Service

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Description Ashland Mill Bridge

Jewett City (Griswold), New London County, CT

The Ashland Mill Bridge (Photographs 1-4) is a single-span lenticular pony truss built in 1886 by the Berlin Iron Bridge Company for the Ashland Cotton Company, a textile manufacturer in the Jewett City section of the Town of Griswold, Connecticut. The bridge carries a roadway that leads from Ashland Street into the former millyard of the cotton company, immediately adjacent to a two-story brick building that once served as the mill's offices. The body of water spanned by the bridge is the Pachaug River, which at this point, just below the mill dam, is a stone-sided channel that served as the mill's tailrace. Recently, all the manufacturing buildings, heavily damaged in a fire, were razed, and the area is being improved as a town park. It is anticipated that the bridge, now closed to traffic, will be rehabilitated to serve as a pedestrian way within the park.

The bridge's key measurements are as follows: it consists of four panels approximately 16 feet long for a total length of 65 feet; the roadway is 10 feet in width; the truss is 6 1/2 feet deep at its widest point; and the bridge crosses the river, typically 8 feet below, at a skew angle of 28 degrees.

The truss has wrought-iron members; joints are pinned except for the endposts' lower-chord nut connections, a feature distinctive to the Berlin Iron Bridge Company (Photographs 5 and 6). The end posts and curved upper chord are box girders, measuring 6 1/2 inches by 12 inches, that are built-up of plates, angles and, on the undersides, a single set of lacing bars. The lower chord (which is curved in the opposite direction, providing the truss's distinctive lens-shaped profile) consists of a double chain of 3-inch eye-bars. The middle panels have  $1 \frac{1}{2}$ -inch tension rods as cross-bracing. Uprights (other than the end posts) are lattice girders that diminish in width as they rise to meet the upper Tapered plate-girder floor beams carry wooden stringers, on top of which thick planking is laid across the width of the bridge. floor beams are suspended from the lower-joint pins by means of long threaded U-bolts or "hairpins" that pass through the beam's flanges and are secured by means of a plate and nuts. The floor beams are braced with crossed tension rods beneath the roadway and with rods running longitudinally between the lower panel points. The bridge retains its original railing, which consists of two 5/8-inch rods bolted to the inside of the trusses.

Although the decking is deteriorated, the bridge appears to be in relatively good condition for its age. There is some surface rusting, and little remains of any paint. An old colored postcard view (c.1905) depicts the bridge in the same red color as the brick mill buildings.

8-1

United States Department of the Interior National Park Service

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Significance Ashland Mill Bridge
Jewett City (Griswold), New London County, CT

Summary

The Ashland Mill Bridge has statewide significance as a representative example of late 19th-century bridge engineering (Criterion C) and as a product of the Berlin Iron Bridge Company, a major manufacturing concern and Connecticut's only large 19th-century bridge fabricator (Criterion A). It also has local historical significance (Criterion A) as one of few remaining historic resources associated with the Ashland Cotton Company, once a major employer in Jewett City. Now that the burned hulks of the company's 19th and early 20th-century brick mills have been cleared away, only the dam, office building, and this bridge remain to recall the company's importance in the economic development of Jewett City as a textile manufacturing center. The bridge's significance is heightened because it has experienced neither subsequent modifications nor excessive deterioration.

Although the Berlin Iron Bridge Company built hundreds of bridges throughout the Northeast, relatively few have survived to the present; the Ashland Mill Bridge is one of only 19 remaining road bridges in the company's home state of Connecticut, of which two face imminent demolition. Many features of the Ashland Mill Bridge are typical of the early years of metal-truss engineering, including the use of wrought iron as the principal material, pinned connections, and an unusual patented truss pattern. By 1900, all of these characteristics had virtually disappeared from American bridge building. In their place, a standardized design emerged for bridges based on the use of steel members, riveted connections, and variations on one of only two major truss patterns, the Warren and the Pratt trusses. The Ashland Mill Bridge thus represents a rare survivor of the era before standardized design prevailed.

### Engineering Significance

The Ashland Mill Bridge's lenticular truss was one of a myriad of patented designs that characterized the American bridge industry in its formative stage. In part, such designs were an attempt to improve the technology of bridge building, but they also served to distinguish the products of one fabricator from another. The Berlin Iron Bridge Company's design, which it termed a "parabolic truss," appears to have offered some savings of material over a comparably sized Pratt truss, though the savings must have been largely offset by the greater complexity in fabricating the curved top chord's multiple angles.

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Significance Ashland Mill Bridge 8-2

Jewett City (Griswold), New London County, CT

Nevertheless, the design's unique profile provided something distinctive that Berlin salespeople could point to when trying to convince local highway officials or mill agents of their product's superiority.

In other respects, the truss is similar to the vast majority of its contemporaries. Steel had not yet replaced wrought iron for structural forms, so most bridges of the 1880s and early 1890s were built with wrought-iron members; although it was substantially stronger, steel took some time to become cost-competitive. Similarly, pinned connections were only beginning to give way to riveted joints in that period. Pinned connections were popular because they simplified the erection of the bridge, requiring only large wrenches to join prefabricated members instead of the more demanding technique of field riveting. Many engineers also claimed that pinned joints allowed load forces to be transferred less ambiguously, though all agreed that riveted bridges were more rigid. A final characteristic of the period evident in the Ashland Mill Bridge is the use of unusual details, such as the tapered uprights and floor beams, both of which achieved a minor savings in material at the cost of greater fabrication complexity. Like the lenticular truss itself, such idiosyncratic details soon gave way to simpler, more standard forms.

### Berlin Iron Bridge Company

Unlike most American bridge firms, which were closely tied to iron and steel makers, Connecticut's leading manufacturer of bridges began as an offshoot of the tinware industry. Roys and Wilcox, an East Berlin maker of tinner's tools and other metal-forming machines, set up a company in 1868 to market sheet-iron products made with its rolling machines. The Corrugated Metal Company, as it became known, produced roofing material and metal-clad firedoors and shutters; the company soon found itself involved in structural iron work when it began to provide roof trusses as well as the exterior material. The company was not particularly successful until a new investor in 1877, S. C. Wilcox, realized that the plant had the capacity to manufacture highway The following year, the Corrugated Metal Company purchased rights to William Douglas's patented parabolic truss and produced the first of the lenticular bridges that would soon dot the landscape of the Northeast. Douglas, educated in engineering at West Point, joined the company as treasurer and executive manager and continued to refine

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Significance Ashland Mill Bridge 8-3

Jewett City (Griswold), New London County, CT

his design; he was awarded a second patent in 1885, by which time the company had changed its name to the Berlin Iron Bridge Company.

The late 19th century was a good time to be in the bridge business. As the industry developed, the price of iron trusses steadily dropped until they were competitive with wooden spans, especially when their superior durability was figured in (wooden bridges had an average lifetime of 20-25 years). The only other alternative, for shorter spans only, was building in stone, which remained very expensive. Throughout America, local highway officials opted to replace their wooden bridges with iron, and firms such as the Berlin Iron Bridge Company were happy to oblige. Similarly, the country's manufacturing enterprises frequently needed small bridges over their waterpower channels for the convenient movement of employees and materials, and they were increasingly built of the more durable iron rather than wood.

At its height, the Berlin Iron Bridge Company was probably the largest structural fabricator in New England. Some 400 workers were employed at its East Berlin plant, with additional large numbers of construction workers in the field during the erection season. There is no definitive count of the company's bridges, though at least 600 are known to have been completed during its first ten years. Most were in the Northeast, where the company claimed to have provided 90 percent of the region's highway bridges. The company shipped bridges as far away as Hawaii, and even today Berlin trusses survive in Texas. Although the lenticular design accounted for the bulk of its output, the company also built bridges along more conventional lines and furnished structural iron for buildings and specialized industrial structures.

The Berlin Iron Bridge Company was absorbed in 1900 by the American Bridge Company, a largely successful attempt by J. P. Morgan to monopolize the country's structural fabricating capacity. The American Bridge Company made only marginal use of its East Berlin plant, and in 1917 it was demolished entirely. By that time, a firm started by former Berlin Iron Bridge employees, the Berlin Construction Company, had regained much of its predecessor's share of the New England bridge market, though with conventional riveted trusses rather than lenticular spans. The company remains in business today and is known as Berlin Steel.

Of the hundreds of bridges known to have been built in Connecticut by the Berlin Iron Bridge Company, no more than 15 lenticular trusses survive. The Ashland Mill Bridge is thus one of a shrinking number of

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Significance Ashland Mill Bridge 8-4

Jewett City (Griswold), New London County, CT

heritage resources left to illustrate an important chapter in Connecticut industrial history.

### Historical Background

When the Ashland Cotton Company was formed in 1863, Jewett City was already a thriving textile village. A small cotton factory had been established in 1812 at this waterpower privilege, and a larger mill was operated by the textile-pioneering Slater family just downstream. The Ashland Company immediately undertook to improve its mill privilege, constructing a new 4 1/2-story brick mill that dwarfed the earlier structure and raising the dam so as to create a two-mile-long pond for its waterpower.

In February 1886, unusually heavy rains swelled rivers and streams throughout Rhode Island and eastern Connecticut, and on February 13, the Ashland dam gave way, damaging numerous mill buildings and carrying off all the downstream bridges across the Pachaug River. Some 700 employees of the Ashland and Slater mills were put out of work, and the property damage, estimated at \$150,000, took two years to repair.

The Ashland Company turned to the Berlin Iron Bridge Company to replace its millyard bridge, which connected the older mill and company office on the west side of the Pachaug River with the newer mill building on the east side. At the same time, the mill bought a larger Berlin lenticular truss for the Ashland Street crossing, and the Slater mill just downstream bought a 33-foot version for its millyard (both have since been demolished). The mill owners may have been influenced in their choice by the fact that the Town of Griswold had bought a Berlin bridge in 1879 and had found it to be very satisfactory. Moreover, one of the Ashland Company's principals, Moses Pierce of Norwich, was also a principal in the Norwich Bleaching and Calendaring Company, which had two Berlin bridges across the canal that supplied it with water.

Praising the qualities of the two Berlin bridges purchased by the Ashland Cotton Company, J. O. Sweet, the company's agent and treasurer, wrote:

The two bridges made by you, of iron, are in place. . . . I am very much pleased with them, and am satisfied that they are constructed on the right principle and are destined to be

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Significance Ashland Mill Bridge 8-5

Jewett City (Griswold), New London County, CT

the bridge of the future. (Berlin Iron Bridge Company, Catalog, 1889, p. 115).

Throughout Connecticut, the small Berlin lenticular truss became the bridge of choice for millyards. Of the dozens that were built for various manufacturers, and the four millyard bridges that existed at the time of the 1981 inventory of Connecticut industrial and engineering structures, the Ashland Mill Bridge is the better-preserved of only two that are known to have survived.

The Ashland Cotton Company employed about 200 men and women at the time of the 1886 flood. Around 1900, expansion of the company's business required an increase in the work force, and three additional manufacturing buildings were added to the site. As late as the 1980s, the Ashland mill remained in operation, though by that time it had been converted to the manufacture of synthetic textiles such as rayon.

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

- Bibliography Ashland Mill Bridge 9-1
  Jewett City (Griswold), New London County, CT
- Berlin Iron Bridge Company. Catalog, 1889.
- Burleigh, L. R. *Jewett City, Connecticut*. Bird's-eye view. Troy, N.Y., 1889.
- Darnell, Victor. "Lenticular Bridges from East Berlin, Connecticut," Industrial Archeology 5 (1979): 19-32.
- Phillips, Daniel L. *Griswold -- A History*. New Haven: Tuttle, Morehouse, and Taylor Co., 1929.
- Roth, Matthew. Connecticut: An Inventory of Historic Engineering and Industrial Sites. Washington, D.C.: Society for Industrial Archeology, 1981.
- "The Plant of the Berlin Iron Bridge Company," *Engineering News* 26 (October 3, 1891): 87-91.

NPS Form 10-900-a (8-86)

United States Department of the Interior National Park Service

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Photographs Ashland Mill Bridge Photos-1
Jewett City (Griswold), New London County, CT

### All photographs:

- 1. Ashland Mill Bridge
- 2. Jewett City (Griswold), Windham County, CT
- 4. April, 1998
- 5. Negative filed with Connecticut Historical Commission Hartford, CT

### Captions:

East end of bridge, camera facing west Photograph 1 of 6

West end of bridge, camera facing north Photograph 2 of 6

South elevation of bridge, Ashland Mill office at left, camera facing northwest Photograph 3 of 6

North elevation of bridge, camera facing southeast Photograph 4 of 6

Detail of pinned joints, south elevation, camera facing northeast Photograph 5 of 6

Detail of nuts securing lower chord at end post, east end, camera facing north Photograph 6 of 6  $\,$ 

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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OBJECT	PUBLIC ACQUISITIONIN PROCESS	ACCESSIBLE YES: RESTRICTED	ENTERTAINMENTGOVERNMENT	RELIGIOUS SCIENTIFIC
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#### CONDITION

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X\_\_ALTERED

#### CHECK ONE

XORIGINAL SITE

\_\_MOVED DATE\_\_\_\_\_

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Joshua Ferkins House, a late 18th-century, 2-story, central-hall, frame farmhouse with a pitched roof and end gable overhang, sits in the fork of Fotash Hill and Water Roads, approximately 2 miles south of the Hanover Green. Set back on a lawn with several old trees, the Georgian Ferkins House occupies an impressive site. The facade faces south and is dominated by a projecting pavilion topped with a broken-base pediment; a dentilled cornice molding surrounds the building. A 1-and-a-1-story kitchen ell to the rear, dating earlier than the main house, with a 1-story storage shed behind, completes the structure. The site includes 26 acres of pastureland to the rear of the house, and a large dairy barn, built after the Hurricane of 1938 destroyed an earlier barn. Sparsely wooded land surrounds the house, but, a half mile to the south, stands a paperboard factory. Below the factory, Route 138 is heavily trafficked, but Fotash Hill Road is only lightly travelled.

Both the ell and the main house are set on fieldstone foundations faced with dressedstone. The two brick chimneys of the main house, decoratively corbelled at the top, are original though the chimney in the ell is a smaller, 19th-century replacement. A stone chimney, added in the 20th century for the furnace, is centered against the east wall. Unfortunately, most of the windows are now set with 19th-century 2-over-2 sash. Only in the two attic windows of each gable end do smaller paned sash survive. These are 12-over-6. Also, in the attic of the ell, several small, 6-pane windows remain.

Two flat Doric pilasters flank the 5-bay facade. Two more pilasters set off the central bay and support the broken-base pediment. Though the original door has been removed, replaced with a 19th-century door with two arched windows, the remainder of the late 18th-century detail survives. Two flat pilasters support the broken-base pediment over the door, which is topped with an elaborate 20-pane fanlight. The entrance with its broken-base pediment and supporting pilasters echoes the treatment of the entire bay.

The interior of the Terkins House contains a considerable amount of panelling and molding. The wide central hall is finished with panelled wainscot below the chair rail, forward of the stairwell, while simple flush boarding finishes the rear portion of the hall. The staircase, rising along the left of the hall, is treated simply with sunken panel wainscot to the height of the hand rail; a curving bracket molding ornaments the staircase below the treads. The balusters, two to a tread, are simple square posts.

In the east front room, a dentilled cornice molding and a molded chair rail, with runners for inside shutters (which survive but are no longer in place), circle the room. There is no panelling in this room, but,

Form No. 10-300a (Hev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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CONTINUATION SHEEToshua Ferkins ITEM NUMBER 6 PAGE 1

State Register of Historic Flaces 1979 State Connecticut Historical Commission 59 South Prospect Street Hartford CT

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# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET Joshua Perkins ITEM NUMBER 7 PAGE
House

when in place, the shutters would have created a similar effect. The mantel in this room is handsomely finished and surmounted with a pulvinated frieze and a course of dentils. The woodwork in the west front room is simpler. A molded cornice surrounds the room, which also has a chair rail with shutter runners, but the mantel is molded only with a dentil course. In the west rear room, the fireplace wall is completely panelled; directly over the fireplace, is one huge panel from a single piece of wood. The rest of the room is wainscotted below the chair rail. The east rear room has been divided into two small rooms; these were not seen, but one is a bathroom. Upstairs, the east front room has a molded chair rail and cased flared posts, but no fireplace, while, in the west front room, similarly treated, there is a fireplace with a mantel identical to the one in the room directly below. The fireplace opening into the east rear room has a simply molded mantel, while the room to the rear on the west was not seen.

The roof of the Perkins House is framed with sawn collar beams pegged into the hewn rafters. In the right (east) chimney stack is a brick smoke oven; both stacks are angled in in the attic so that they emerge symmetrically above the roof. Similar skillful masonry can be seen in the cellar, where several niches are set into the stone walls of the foundation; presumably these were intended for the cool storage of foods.

The 1-and-a-½-story ell to the rear, older than the main house, probably dates from the second quarter of the 18th century. The ell has been renovated, obscuring some of its detailing. A modern door in the center of the east wall was said, by the present owner, to be in the original location of the ell's entrance. Opposite this door, a tiny staircase with winding treads leads to the attic. The door to the staircase is of considerable age and constructed of two boards, one narrow and one wider. The room to the right (north) of the door is now the kitchen. A hewn summer beam is visible and flared cased posts are discernible, but the room has been much altered by the addition of modern cabinets and wall covering. The southern room also has a hewn summer beam and the flared posts retain their traditional casing. Under its current wall-paper, the north wall, with a now covered over fireplace, appears to be panelled. The attic above is open and finished with beaded boarding, vertically applied. The pitched roof is framed with hewn rafters. The ell thus appears to have been a simple, 2-room, central-chinney structure.

### 8 SIGNIFICANCE

**PERIOD** 

### AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
X_1700-1799	ART	ENGINEERING	MUSIC	THEATER
X1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	TRANSPORTATION
X_1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)
		INVENTION		

Criteria: B,C

specific dates
c. 1790 with c.1740 ell BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

The Joshua Terkins House, once known as Ashlawn for the ancient ash trees (now gone) which stood before it, is significant as an expression of rural Georgian architecture and for its associations with the Terkins family, particularly influential in the settlement of the Hanover section of Sprague. Despite a 19th-century change to 2-over-2 sash, the facade retains a good measure of its countrified elegance, with its pedimented central bay and corner pilasters. The Terkins House is one of the finest of its type in the surrounding area, an unpretentious but nonetheless stylish 18th-century farrhouse built for a prominent and prosperous farmer.

Joshua Terkins, the original owner of the house, was the eldest son of Saptain Latthew Terkins of the Manover Society, then a part of Lisbon and now incorporated in the town of Spraque. Batthew's father, Joseph, and his uncle, Jacob, settled in the area, Jurchasing 800 or 1200 acres of land between the Quinebaug and Dhetucket Rivers (today comprising Lisbon) in 1695. Juickly, the renkinses asserted themselves in local affairs. Bevent, the original name for lisbon, is believed to have been so called because the renkinses were from a place of that name in Gloudestershire, Ingland. Contain Latthew, a founder of the Vanover Society in 1761, held extansive lands, approximately 1000 acres, in Manover and kept 3 slaves. Batthew Perkins probably lived just north of the Panover Orden on Salt Lock houd. Batthew died in 1773. Fis ornate tombstone, a symbol of his prestige and wealth, stands in a cemetery a mile and a half north on lotash Mill Road. Joshua, too, is buried there. Eike his father, Joshua lerkins was a fermer, no doubt inhariting much of his father's land. He would deed 400 acres to his son, Charles, in 1825. Born in 1740, Joshua died in 1833 at the age of 93; in 1786 and 1787, he served as a selectman and, in 1789 and 1801, he went to the legislature. Whether or not be kept slaves, as others in his family did, is not known. Though there are no slaves listed in the inventory of his estate, his family background suggests he may have owned slaves.

Architecturally, the house is characterized by a design, which, while it is not elaborate, is fairly sophist cated for a rural community. It is one of few central hall structures in the area and the facade, with the motif of the broken-base pediment stated at the roof and again above the door, is handled sensitively. In addition, the quality of the masonry

See Footnotes, Item 8	3, page 2			
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THEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

TEST:

MACHINE DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

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MACHINE DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

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TEST:

MACHINE DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

THE MACHINE DIRECTOR DIRECTOR

UNITED STATES DEPARTMENT OF THE INTERIOR HERITAGE CONSERVATION AND RECREATION SERVICE

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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continuation sheet Joshua lerkins item number 8 page 1

House

is quite good. The foundations are faced with dressed stone; the storage niches in the cellar, angled chimney stacks and their exterior corbelling all indicate the skill of the mason. The interior woodwork, while simple, is nonetheless skillfully treated. The house was clearly built by a capable joiner, with a good eye for decorative detailing and a skilled hand at masonry.

The acreage on which the house now stands is only a portion of that 400 acres Joshua Ferkins deeded to his son, Rights to drainage ditches which Joshua acquired indicate that he was knowledgeable farmer. Up until 1862, the land wascultivated that point, W.S. Breed, ancestor of the present owner, purchased the farm for a dairy farm, which it remained into the 20th century.

- 1. Perkins, George A., THE FAMILY OF JOHN FERKINS OF IPSWICH, MASSACHUSETTS, PART III, Privately published by Author, Salem, 1889. P. 12.
- 2. D. Hamilton Hurd, HISTORY OF NIW LONDON COUNTY, Philadelphia, J.W. Lewis and Company, 1882. P. 537.