



# Drakesville Times

*Discovering our Heritage through the King Store and King House Museums*

Roxburyhistoricttrust@gmail.com

EXTENSION ELEVATION - WEST

EXTENSION ELEVATION - SOUTH

Drawings by John E. Bolt Architects

Semi-annual Newsletter

Issue No. 1 December 2010

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## Message from the Board of Trustees

Welcome to the first issue of Drakesville Times. The Roxbury Historic Trust hopes to use this new publication to involve a wider audience in the ongoing development of the King Store and House museums in the Drakesville Historic District in Roxbury Township, NJ.

At the time of the Trust's Annual Meeting on June 13, 2010 work had finally begun on replacing the King Store slate roof. By September, Schiller and Plevy had finished the roof, its gutters and ornate brackets, down spouts and had donated a gleaming new copper porch roof (see page 3). In July the NJ Historic Trust announced a 2011 grant round and in September RHT submitted a grant application for the rest of the King Store Phase 1 Exterior Restoration using the roof project as fund match. In the last week of October the Trust arranged with Kevin and Justin O'Neill to paint the west gable on the King residence, thereby marking major milestones of restoration progress.

Meanwhile, from May through August the Education and Exhibits Committee worked with Girl Scout, Michelle Ucci, on her Gold Award. Her goal was to promote Roxbury history through publicity, brochure distribution, a banner facing Routes 46 and 10, and design of a program for Junior Girl Scouts to earn their LOCAL LORE badges. Since August, aided by Michelle's mother, Karen, and volunteers, Roz Musmanno, Barbara Pescow, Sue Anderson and Richard Cramond, the Trust has hosted two Girl Scout troops and two Cub Scout packs. More scout visits are scheduled.

In June a dedicated group of Trust members were part way through a series of weekly workshops to develop an Interpretive Plan for the museums and the site, funded by the New Jersey Historical Commission. With the guidance of Linda McTeague, the group's eyes have opened to a future beyond rehabilitation. The December 2010 Interpretive Plan includes the Themes described on page 2.

Focused on a strong future, the Board of Trustees has begun to meet on a monthly basis with weekly planning sessions. The core team came together to put on a highly successful Living History Day in

October (featured on the back page). We have collaborated on a new mission statement and will continue to work on planning during the first quarter of 2011. The Board has agreed that regular openings will resume on the second Sunday in April, in order to use the winter months to focus on preparations for fund raising, exhibits, and events. The team also intends to develop a 5 year strategic plan. At this point it must be stressed that the volunteer pool is small, so if you have interest or knowledge in any of the above areas, the Trust would benefit greatly from your input. Not mentioned above is the desire to collect oral history pertaining especially to Ledgewood and the Kings.

Appreciation and thanks to the team: Charlie Alpaugh, Sue Anderson, Richard Cramond, Bob and Miriam Morris, Roz Musmanno, Marion Murdock, Barbara Pescow, and Maria Sudol. Also on the team is Mary Ann Dudak who joined the RHT Board as the Rotary representative and accepted the office of Secretary in August. The Trust is pleased to continue its close relationships with and support from the Roxbury Rotary Club and the Roxbury Township Historical Society.



As the Roxbury Historic Trust marks the end of its first decade the outlook necessarily begins to broaden beyond the rescue and rehabilitation of the buildings. Although there are still years of careful restoration to go, the Trust is starting to look at what is needed for a strong future in which the King Site becomes a magnet for residents of Roxbury, its neighbors and beyond.

Please distribute the enclosed membership applications to friends, neighbors and /or coworkers who might have an interest.

### Officers and Board of Trustees

Miriam Morris *President*; Richard Cramond *Vice President, Treasurer and Roxbury Historical Society representative*; Mary Ann Dudak *Secretary and Rotary representative*; Charles Alpaugh, Sue Anderson, Clint Drymon, Robert Morris, Marion Murdock, and Barbara Pescow, Andre Verge *Trustees*

### Committees

**Buildings and Grounds** Charles Alpaugh, Richard Cramond, Robert Morris; **Education and Exhibits** Miriam Morris, Rosalind Musmanno, Barbara Pescow; **Bylaws** Clint Drymon, Maria Sudol, Robert Morris; **Publicity** Barbara Pescow, Mottel Balston; **Membership** Sue Anderson, Emily Wien; **Newsletter** Charlie Alpaugh, Mary Ann Dudak, Miriam Morris, Robert Morris, Maria Sudol

### 2011 Preliminary Calendar

Friday afternoons	Events and Exhibits planning
April 10	Museums Open 1 - 4 PM
May 8	Museums Open 1 - 4 PM
June 12	Museums Open 1 - 4 PM Annual Meeting
July 10	Museums Open 1 - 4 PM
August 14	Museums Open 1 - 4 PM
September 11	Museums Open 1 - 4 PM
October 9	Living History Day
November 13	Museums Open 1 - 4 PM
December 2	Victorian Christmas
December 11	Museums Open 1 - 4 PM
Museum visitors are welcome year round by appointment; call 973 927-7603 or 973 584-1457	

Current exhibits include "Planes, Plates and Perspectives," featuring early photographs of the Morris Canal, "Main Street Maples" and "Celebrate Preservation 2010."

Learn more about the Trust and Roxbury history online at <http://www.roxburynewjersey.com/>

### RHT Mission

*The Roxbury Historic Trust, Inc. provides unique opportunities for discovery of our shared heritage through interpretation of the King Store and King House Museums. Visitors explore the roles of the King and Riggs families in the development of the Morris Canal, the Roxbury community and the region, from the 1820s through the 1940s, a time of tremendous growth and innovation in our nation.*

In 2005 RHT received grant funding from the Morris County Historic Preservation Trust (MCHPT) for the preparation of the Conditions Assessment portion of what is known as the Historic Structures Report (HSR) for the King Site in Ledgewood. In 2006 additional funding for completion of the Historic Structures Report was obtained from the New Jersey Historic Trust using the MCHPT grant as the fund match. The HSR master plan for the King site, which is a prerequisite for Construction grants, was completed in September 2009 by Dennis Bertland Associates. The HSR includes historical research, archeology, architectural, engineering and vision and interpretive components. Work outlined in the HSR, including construction and non-construction tasks, is divided into three phases as outlined in the Roadmap on page 6 of this Newsletter.

The Interpretive Plan, prepared by Linda McTeague working with a subcommittee of the Trust members under a Grant from the New Jersey Historical Commission in December 2010 can be seen as the keystone of the overall plan since it is the interpretation which drives the utilization of the site and buildings. The following seven Themes are based on the Interpretive Plan and will provide the framework for the design of Museum Exhibits and programs.

**1. The general store: a vital rural institution and a linchpin of the rural economy** The King Store, like other general stores, met an economic need in a rural community. Stocked with a wide variety of merchandise including all kinds of products and household goods, as well as the produce of local farmers, it was a principal venue for area farmers and villagers to purchase the goods needed for their sustenance. The store also provided postal service, credit, and a venue for elections, as well as a community social center where people could meet, catch up on the news and get advice. Because of his important role in the rural community, the proprietor was usually one of the community's most valued members.

**2. The King Store: a contributing feature of the Morris Canal** The operation of the Morris Canal was dependent on a series of locks and inclined planes; however, the general stores along the canal were also important to its operation. It seems likely that the anticipated construction of the Morris Canal played a role in the construction of the Woodruff and Crane/King Store in 1826, though the store also fronted on

the Morris-Sussex Turnpike, chartered in 1801, the first in a series of 19<sup>th</sup> century turnpikes which streamlined transportation in post-revolutionary New Jersey. From 1831 or earlier to the 1880s, when canal traffic declined due to the construction of the railroad, business transactions between the store and canal boatmen and their families were a common occurrence. Although canal traffic declined in later years, the store was there to serve canal boats until closure of the canal in 1925.

**3. Theodore F. King, an example of American entrepreneurship, c. 1880s-1920s** While men like Rockefeller, Carnegie and Frick amassed fortunes and national reputations through their business interests in the late 19<sup>th</sup> century, men with the same entrepreneurial spirit took advantage of opportunities that the period offered and amassed more modest fortunes and reputations. After Theodore King became proprietor of the King Store in 1874, he was known for "meeting prosperity on every hand, and having trade extending into the country for miles in every direction." His various business interests eventually included the Hopatcong Steamship Company, stores, cottages, and hotels at Lake Hopatcong, the Mountain Ice Company, farming and dairying, and real estate in several states. While men like Rockefeller and Carnegie, whose business acumen contributed to the economy and affected society at the national level, the achievements of men like King profoundly contributed to economic development at the local and county level. Like their more famous counterparts, the families of successful local entrepreneurs were assured a comfortable lifestyle, but often lived more modestly in the communities where they had grown up.

**4. Daily life in rural/small-town America, c. 1890s to 1930s** Roxbury Township and the King family were representative of small-town America as the community reacted and adapted to the consequences of international and national politics, national health issues, advances in transportation and industry, developments in science and technology, and trends in popular culture from the turn of the century through the first five decades of the 20<sup>th</sup> century.

**5. Women's lives in a rural New Jersey community c. 1870s - c.1930** Income, education and social status had a major impact on the lives of women in late 19<sup>th</sup> and early 20<sup>th</sup> century rural communities. While household duties, leisure time and a woman's role in the community may have differed according to class and circumstances, all women had to cope with the loss of a child and changes brought about by periods of infectious disease, economic depression and war. The lives and lifestyles of Emma Riggs King, Louise King and Louise King's companion, Miss Patterson, as compared and contrasted with the lives of other women in the community, and viewed against the backdrop of the Women's Suffrage Movement and

the 19<sup>th</sup> Amendment to the United States Constitution in 1920, shed light on the fortunes of women during a period of great change in America.

**6. The evolution of a community and the natural landscape** Communities change over time in many ways: how people earn a living, what kind of housing they live in, how they interact with each other and the outside world, and how they use their leisure time. The village of Drakesville in the New Jersey Highlands Township of Roxbury lies at an elevation of about 800 feet above sea level along Drakes Brook in the mouth of a prominent pass through the ridge known locally as Kingtown Mountain, a part of the iron-rich Reading Prong formation. Roxbury Township, like many 18<sup>th</sup> century New Jersey Highland communities, began primarily as an iron mining and forging community. Iron working was an important local industry until the 1970s. Less than two miles to the west of the King Store lies the terminal moraine of the Wisconsin Glacier; the Succasunna plain to the east is underlain by large glacial deposits of sand which have been economically exploited from the 18<sup>th</sup> century to the present. Mining, transportation infrastructure and general development resulted in physical changes to the landscape. These changes, both beneficial and detrimental, represent a continuous process and, as in the past, choices made today will affect the lives of tomorrow's residents.

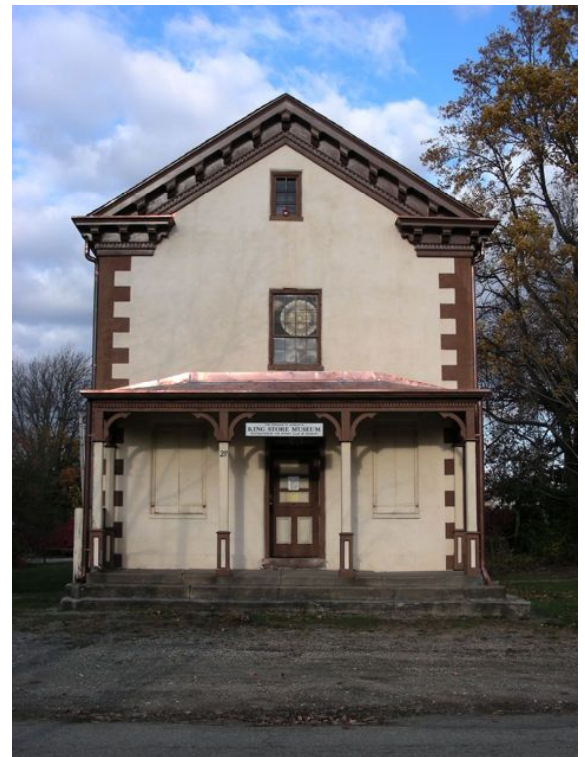
**7. Transportation and commerce in post-revolutionary America** Drakesville was initially established along a tributary of the ancient Lenape Minisink Trail, a network of Indian routes connecting the Atlantic shore with the Lenape Council Fire on Minisink Island on the Delaware River. In 1801 the New Jersey Legislature chartered the Essex-Morris-Sussex Turnpike, the first of more than one hundred 19<sup>th</sup> century turnpikes which streamlined transportation in New Jersey. In Roxbury the turnpike followed the route of the earlier Indian thoroughfare. In 1820 ground was broken in Drakesville for the Morris Canal, which helped fuel the Industrial Revolution in America by connecting the coal mining regions of Pennsylvania with the forges, foundries and factories of northern New Jersey and New York. In the 20<sup>th</sup> century cars and a trolley line superseded horse-drawn vehicles leading to the building of NJ Route 10 and Ledgewood Circle in the 1930s.







In 2007 the King Store slate roof, probably dating from Theodore Frelinghuysen King's 1885 renovation of the building exterior, was developing more and larger leaks and moisture damage was increasingly threatening the interior plaster and woodwork. The RHT Board considered piecemeal repairs but eventually decided to seek funding to replace the 125-year-old slates. Even though the King Site Historic Structures Report, normally considered a prerequisite for construction funding, was not complete, in March 2008 the Morris County Historic Preservation Trust, MCHPT, recognized the urgent need for action and agreed to entertain a Construction Grant Application for a project including restoration of the slate roof, the rusted out Yankee gutters and the rotting eaves, italianate brackets and dentil moldings. Roxbury Township, owner of the building, agreed to provide the required fund match. Upon award of the grant later that year, Architect John Bolt was retained and produced architectural drawings and specifications for the work. Several bids were received, all larger than the Grant allotment, so MCHPT funds originally intended for King House foundation re-pointing and asbestos removal were diverted to the roof. The Newark, NJ firm of Schtiller and Plevy was awarded the \$117,500 contract and did the restoration work illustrated in these photos during the summer of 2010. Upon completion of the roof work in September 2010 the Trust submitted an application to the NJ Historic Trust for a Grant of \$149,000 to complete the Phase 1 Exterior Restoration work on the Store.







## King Store Wagon Scale

The King Site Historic Structures Report lists restoration of the King Store wagon scale as a task in Phase 2 of the preservation effort. The scale, which was located immediately to the west of the store porch (to the left of the porch steps in the picture above), was used to weigh loads of coal and probably other commodities.

Earlier research on this topic suggested that the King Store wagon scale had been made by Fairbanks Scale, the company that pioneered and patented the first modern platform scales in the 1830's and remains a prominent player in the weighing machine business to this day. This conclusion was based partly on the fact that the dimensions of the rectangular concrete enclosure next to the King Store closely match the 14' by 8' platform plan of the 5 ton Fairbanks model shown in the 1920 catalogue description on the facing page.

In search of more details about the scale, the ca 1900 photograph in the upper left, on loan from long-time Ledgebrook resident Ann Cole, was scanned at high resolution and the image was enlarged and digitally enhanced. This process clearly revealed the words "Howe Scale" on the wagon scale console, disproving the Fairbanks Scale hypothesis.

Further research showed that a number of companies, including Howe Scale Co. of Rutland Vermont, were competing in the wagon scale business by the late 1850's.

In 1856 a Vermont inventor named Frank Strong had patented a novel ball and cup platform bearing improvement to the Fairbanks design that minimized frictional damage to knife edges and improved accuracy of platform scales. Strong partnered with Thomas Ross and foundry owner John Howe, Jr., to manufacture the improved scales.

This major advance in technology came along just as the Industrial Revolution in America was moving into high gear and accurate, high capacity weighing machines were needed for many manufacturing, agricultural and commercial applications.

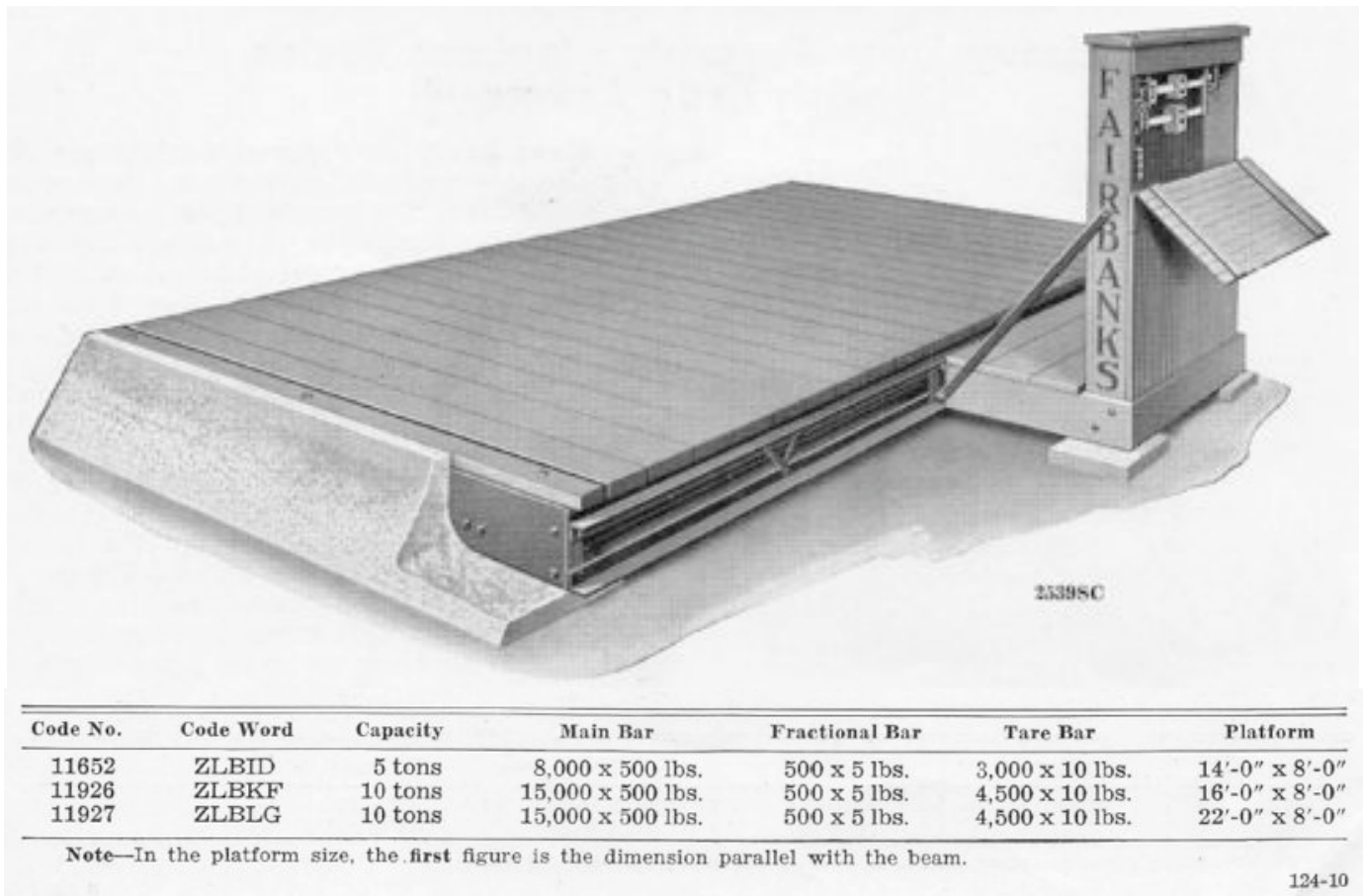
One of the early customers of Howe Scale was the Morris Canal and Banking Company who, around 1865, contracted for a 70 foot long scale with a capacity of 200 tons, which was subsequently installed on Inclined Plane 6 West at Port Colder, NJ and weighed canal boats east and west bound until the railroad took over the freight business. A view of the scale house on Plane 6 West, provided by Joe Macasek of the Canal Society of New Jersey, is shown on the next page.

Mechanical platform scales in various sizes are still used in factories, mines, farms and doctor's offices. Larger versions are used to weigh highway trucks and rail cars. The technology has evolved to rely more on electronic load cells and computer chips.

*Contributed by R. Morris*



The pictures here show details of a Howe Scale console probably similar to the one at the King Store. It seems likely that the panel bearing the Howe Scale lettering, seen in the old King Store photo, was just a nameplate and that the scale was actually operated from the side opposite the platform, under the shelter of the porch roof, similar to the Fairbanks scale on the facing page.



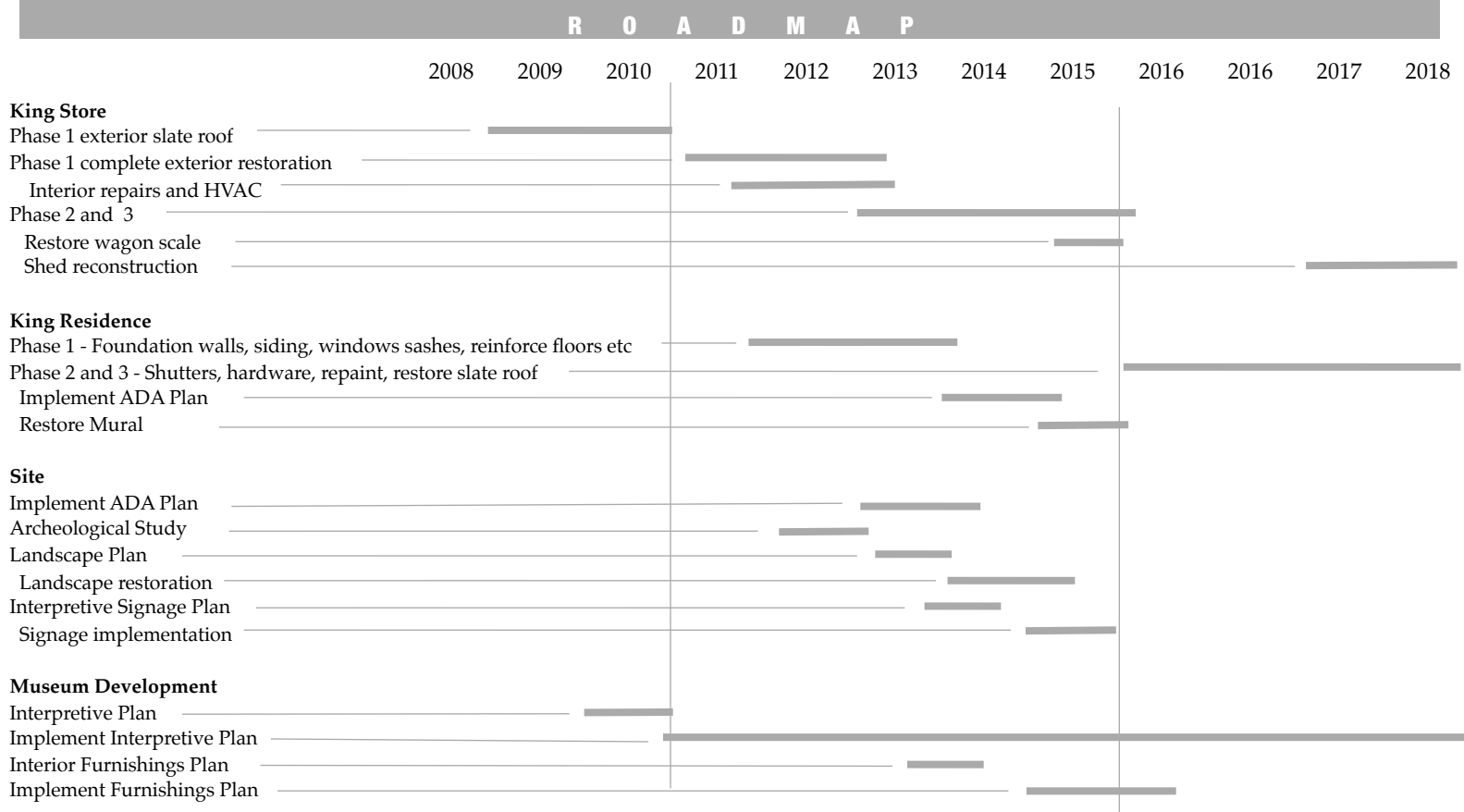
Above - an illustration from a 1920 catalog, showing a Fairbanks Wagon Scale with specifications for various models.

Below - the Morris Canal Inclined Plane 6 West at Port Colden with an eastbound boat passing the scale house on the left.



The King Site Historic Structures Report master plan includes restoration of the Wagon Scale as an element in the Phase II development of the Store. The Trust envisions installation of a working 5 ton mechanical wagon scale with a timber platform.





The King Site Historic Structures Report envisions phased rehabilitation and restoration of the historic buildings consistent with the Interpretive Plan for the site. Planned construction efforts culminate in reconstruction of the “Shed” extension of the King Store, which is seen on the right in this 1941 view of Ledgewood Circle looking east down Route 46. The King Store Shed will provide space for Morris Canal related museum exhibits, public restrooms and a Museum Shop, thereby freeing space in the Store and House for historic room interpretations.

The fully developed King site, including the rebuilt Shed, restored Wagon Scale, and authentic period interpretations of the King Store and House interiors will be a major landmark on the New Jersey state-wide Morris Canal Greenway and is expected to be a focal point for Heritage Tourism. Success in this endeavor will depend on continued partnership between private individuals, foundations and public sector funding sources.

## *Contributions, Grants and Volunteer Support enable the Trust's preservation, restoration and interpretation activities at the landmark King Store and House Museums*

### **\$100,000 and above**

- Morris County Historic Preservation Trust

### **\$25,000 - \$99,000**

- New Jersey Historic Trust
- Roxbury Township

### **\$10,000 - \$24,999**

- Roxbury Rotary Club
- Emily & George Wien

### **\$5,000 - \$9,999**

- New Jersey Historical Commission
- Estate of William C. Sweeney
- Morris County Heritage Commission

### **\$1,000- \$4,999**

- Anonymous I
- E. John Ridley
- Jane Mooney Freund
- Scott Fullerton
- Robert and Miriam Morris
- Richard Cramond

### **\$500- \$999**

- Tim Smith
- Ethlyn Smith Wien
- Susan O'Neill
- Roxbury Township Historical Society

### **\$100- \$499**

- Michael Dietz
- Marvin & Marion Murdock
- Ian Mackay
- Charles Alpaugh
- C. Susan Anderson
- Pauline & Frank Seretis
- Pequest Engineering
- Barbara & Murray Pescow
- Eileen Ryan
- Ed List
- John Toohey, Inc.
- Ruthann & Bill Wilkins
- Merry Heart Health Care Center
- Dolores Ortiz
- Carl Wronko
- Robert Barth

### **\$100- \$499 cont.**

- Don Dyrness
- Ginny & Tom Tourek
- Patricia Fisher
- Sharon Hill
- Avila Fine Arts
- Rosemary Watson
- Roxbury Woman's Club
- Alan & Faith Rubenstein
- Robert Badini

### **Businesses Contributing Goods and/or Services**

- Schtiller and Plevy
- Ad-Venture Graphics
- American Home Plumbing (P. Zuder)
- Chester Fuel
- Dietz Tree Service
- DiGennaro Painting
- Dorrien Spackling
- Fullerton Grounds Maintenance
- Garfield Electric
- General Repairs
- KON Construction
- The Plumbing Store
- Ashley's Farm Market

### **Volunteers 2000-2010**

Steve Alford  
Charles & Ellen Alpaugh  
Sue Anderson  
Geoffrey Ames  
Richard Aschoff  
Larry Ashley  
Grace, Kirk & Bob Badini  
Nicole Barbato  
Stephanie Bajnoczy  
Mary Beeman  
John Ciaramella  
Janice Christiansen  
Piyush Chowhan  
Elena Collins  
Richard Cramond  
Tom Daugherty  
Michael Dietz  
Robert Degraff  
Mark DiGennaro  
Al Dorrien  
Mary Ann Dudak  
Edward Dunne  
Dan Dyrness  
Scott Fullerton  
Vince Gargiulo  
Kenneth Gedicke  
Tom Haynes  
Nicole Hill  
Bill Hollar  
Alice King  
Paul Lenz

Sal Mattiaco  
Donna & Ken Mazzie  
Robert & Miriam Morris  
Michael Moschella  
Marvin & Marion Murdock  
Roz & Ernie Musmanno  
Karen Mykytka  
Georgina Nemecek  
Chris Neuman  
Susan & Kevin O'Neill  
Barbara & Murray Pescow  
Kay Quinn  
Claire Reynolds  
Rebecca Ribe  
John Ridley  
Alan Rubenstein  
Dominic Sarelli  
Marlene & Donald Schuld  
Marty & Martin Schmidt  
Dell Shann  
Lawrence & Mildred Stires  
Maria & George Sudol  
Marilyn Tiseo  
Brad Tracy  
Karen & Michelle Ucci  
Andre Verge  
Dave Walsh  
D. J. Ward  
Rosemary Watson  
George & Emily Wien  
Scott Wien  
Linda Yates

# M E M B E R S H I P A P P L I C A T I O N

I wish to become a Member of the Roxbury Historic Trust, Inc.

Name \_\_\_\_\_ Date \_\_\_\_\_

Phone number \_\_\_\_\_ Email address \_\_\_\_\_

Mailing address \_\_\_\_\_

Annual Membership Dues - Individual \$25.00, Corporation \$125.00

\_\_\_\_\_ Dues

I would like to help fund a special project:

\_\_\_\_\_ King Store Wagon Scale Restoration (Funding goal: \$15,000)

\_\_\_\_\_ King House Dining Room & Mural Restoration (Funding goal: \$12,000)

I would like to help the Trust fund continuing restoration:

\_\_\_\_\_ General Donation

\_\_\_\_\_ Total enclosed

Please mail information with payment to: *Roxbury Historic Trust, Inc., 209 Main Street, Ledgewood, NJ 07852*

I would like to volunteer \_\_\_\_\_ Skills / interests \_\_\_\_\_

# Cub Scouts, Hot Dogs & Lemonade, Old Time Music, Old Cars, Sewing, Pumpkins, Horses, Sun, Fun



**Roxbury Historic Trust Newsletter**

**Issue No. 1 December 2010**

209 Main Street  
Ledgewood, NJ 07852

Addressee Name  
and Address