

Drakesville Times

Exploring History in the New Jersey Highlands

EXTERIOR ELEVATION - NORTH

EXTERIOR ELEVATION - WEST

EXTERIOR ELEVATION - SOUTH

EXTERIOR ELEVATION - EAST

Drawings John Bolt Architect

Semi-annual Newsletter

Issue No. 5 Dec 2012

\$1.00

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Message from the President

Looking back at the last seven months the picture is dominated by Hurricane Sandy. But as the images of fallen trees fade [including the two evergreens across the east and west lawns of the King House] sunny afternoons come alive at the Museums at Drakesville: Bob Badini reminiscing on the House porch in June about his mining days, crafts and ice cream in the comfortable shade of our copper beech in hot July when visitors marveled at the cool cross breezes in the House. Then, after frost and rain in October, the sun smiled on the dedication of the newly restored wagon scale sponsored by Bruce and Lillian Venner. This was a glorious event and the culmination of an eighteen month project which readers may have been following in the Drakesville Times.

These months have been remarkable for the extraordinary work and support of the Trust's small band of volunteers, most of whom serve on the Board, the Education, Exhibit and Event Committee and/or the Steering Group. Each has given time, resources and enthusiasm to our projects. Special thanks to Mary Ann Dudak and Janet Lordi for spearheading the preparation of the scale dedication invitations, and the creation of our new mug, shown below with the tote bag. The mugs and bags are for sale at \$10 each.

The Trust recently received a second general operating support grant of \$5,000 from the New Jersey Historical Commission (NJHC), a division of the NJ Department of the State. The initial



GOS grant enabled the technical upgrade of the King House office and conversion of the heating system from oil to gas, completed in June.

NJHC also funded a Phase 1B Archeology study of the site as a preliminary to a landscape plan. Readers may have been lucky enough to see the dig during the first week of May. In late June the Trust won a grant award from Morris County Historic Preservation Trust with a fund match from Roxbury Township for architectural planning and construction drawings for the King House. Architect, Michael Calafati, has now begun this work. Meanwhile, John Bolt is near completion of the Morris County and Roxbury Township funded construction documents for the King Store. Another application is pending with New Jersey Historic Trust for a Historic Landscape Plan for the site.

Preparation of winning grant applications has been the key to the rehabilitation and interpretation of the King Site. To date the Trust has garnered nearly \$400,000 in funding from New Jersey and Morris County, with fund matching from Roxbury Township Open Space.

During the last six months the Trust has repaired east eaves and the leaking rear chimney. The screen porch gutter is next.

Over the summer the Steering Group and Board developed criteria for Honorary Membership and on October 22 the Board decided that 2012 would see the induction of the original pioneers of the King Site preservation effort. They are Ruthann Seraly, George Wien, Bob Badini, and Larry Ashley, all of whom put in years of work on the King properties long before the Trust was incorporated. The first Honorary Member is charter Trustee, Alan Rubenstein, Esq..

Looking forward to 2013, the Steering Group will prepare a Heritage Tourism self assessment. RHT is planning a silent auction fundraiser on June 1st chaired by Sue Rawlinson. July will feature an expanded Craft Fair and the theme for October's Living History Day is slated to be "It's All About Iron" with cooperation from the Society for Industrial Archeology and the Historical Society of Rockaway Township.

With gratitude for the shared privilege of working with these buildings and this organization,

Miriam Morris

Visit the [Roxbury Historic Trust](http://www.roxburynewjersey.com/trust.htm) online at <http://www.roxburynewjersey.com/trust.htm>

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Miriam Morris President; Richard Cramond Vice President, Treasurer and Roxbury Historical Society representative; Mary Ann Dudak Secretary and Rotary representative; Charles Alpaugh, Nicole Barbato, Rev David Holwick, Janet Lordi, Robert Morris, Barbara Pescow, Susan Rawlinson - Trustees

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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 1930s, a time of tremendous growth and innovation in our nation.

Pre-1950 King House photo shared by Janet Critchley





2013 CALENDAR of EVENTS

- Sunday, February 10** Riggs House open 1-4 PM, Roxbury Township Historical Society Anniversary
- Sunday, April 14** Regular opening, 1-4 PM
- Sunday, May 12** Regular opening, 1-4 PM
- Sunday, May 19** Celebrate Preservation, noon to 4 PM. Special Guest, Preservation Awards - buildings recognized by the Mayor and Council, hot dogs etc.
- Saturday, June 1** Silent Auction: 5-8 PM, location to be announced
- Sunday, June 9** Regular opening from 1-4 PM followed by the Annual Meeting and program. All are welcome!
- June 30** Membership renewals due for 2013-14
- Sunday, July 14** Ice Cream Social from Noon-4 PM
- Saturday, August 10** Peach Festival/Ledgewood Gala Day 10:00 AM -3 PM at the Ledgewood Baptist Church
- Sunday, August 11** Regular opening from 1-4 PM
- Saturday, September 7** Suckasunny Day on Main Street, Succasunna: 10 AM - 3 PM
- Sunday, September 8** Regular opening 1-4 PM
- Sunday, October 13** Living History Day, "It's All About Iron" theme from noon-4 PM: all sorts of fun
- Sunday, November 10** Regular opening from 1-4 PM, Veterans Day theme incl. War memorabilia
- Friday, December 6** Salt Box Supper and Historic King House Christmas from 6-9 PM
- Sunday, December 8** Holiday opening from 1-4 PM, guest to be announced
- Friday, December 13** Evening get together 5-7 PM

see Museums at Drakesville on facebook for updates

KING STORE WAGON SCALE OPENING

As a part of the annual Living History Day event on October 14, 2012, the Trust, opened for visitors a restored antique 5-ton wagon scale at the King Store Museum. The original scale platform and beam box can be seen just to the left of the store porch in the c. 1905 photo below. The dedication ceremony was attended by about 60 local history, Morris Canal and antique scale enthusiasts and state and local political leaders. The program featured a dramatization by H. Brooke Paige of Washington, VT, portraying platform scale inventor Thaddeus Fairbanks and entitled "When Vermont Weighed the World."



The project was financed by RHT Members Bruce and Lillian Venner and carried out by an energetic team of platform scale professionals, industrial history buffs and local volunteers. The Trust is especially grateful to Steve Mizerak, Innovative Process Equipment, Allentown, PA, and Lou Procopio, Lou Procopio Scale Service & Supply, Southbury, CT, who both expressed an interest in our project at an early stage and graciously agreed to help.

Picking up where the story left off on page 4 of the last issue, Lou had located a c. 1910 Moline Pitless Scale in a barn in Indiana which was slated for imminent demolition. He then called Walter Young, at Emery Winslow Scale, who agreed to have Sam Sagarsee, Chief Engineer from their Terre Haute, IN facility, drive out to investigate. Sam reported that the scale was restorable. The Trust contracted with Farnham's Scale Systems, Williamstown, VT to rescue the scale, restore it to working condition and install it at the King Site.

After the ground thawed in March 2012, Dave Farnham and his older son Nathan drove out to Indiana, retrieved the Moline scale parts and began the painstaking restoration work at their facility in Vermont. (continued on page 7)

History of Drakesville Part 2

Adapted from the 2012 nomination of the Ledgewood Historic District to the NJ and National Registers of Historic Places written by Ann Parsekian and Dennis Bertland, Dennis Bertland Associates, Stockton, NJ

PART 2

George Drake advertised land for sale in April 1827, emphasizing the anticipated business potential along the Morris Canal. The notice included a good description of what was then being called Drakeville:

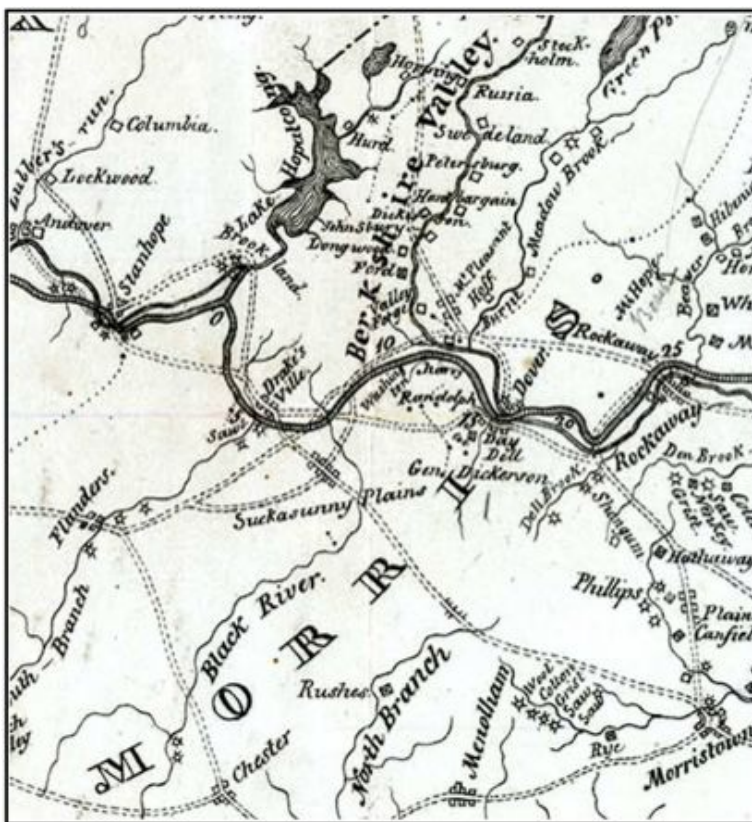
“130 Acres of Land For Sale. The subscriber expecting soon to remove from the county of Morris is induced to offer for sale, at low prices, his lands, situate [sic] at the junction of the Dover, Morris and Sussex turnpike roads, and on the Morris Canal, at Drakeville, in said county. They will be sold together, or in such parcels as purchasers may desire. Convenient lots for building may be had lying between the turnpike gate and Septimius King’s tavern. This place possesses great advantages, in its schools, regular preaching on the Sabbath, daily mails and stages, physicians, cheapness of fuel, and many other particular; and it is the natural and most easy point of communication with the canal, for a large and populous district of country, comprehending the townships of Roxbury, Chester, Washington, and part of Mendham and Randolph. These circumstances render it an eligible location for men of business, calculating to settle along the canal.”

By this time, canal construction was well underway, and the walls of Drakesville Plane No. 3E had been laid. One month later, a notice published in the Morristown Palladium of Liberty, stated, “All Persons indebted to E.B. & A. Woodruff . . . are now called upon to settle the same without delay”. The clear implication was that Absalom and Ebenezer Woodruff were dissolving their joint medical practice, now that Absalom had gone into partnership with Obadiah Crane.

The notice regarding settlement of the Woodruffs’ accounts was followed a month later by an impressive advertisement for Crane and Woodruff’s new establishment, which evidently was built between April 1826 and June 1827:

“Drakeville Store. Crane & Woodruff. Have erected a large and convenient storehouse at Drakeville, head of Succasunny Plains, opposite Woodruff’s Basin, on the Morris Canal, and have just received and now offer to their customers and the public, an extensive assortment of Seasonable and Fashionable Goods . . . [etc.]”

What followed was an extensive list of merchandise and services, including groceries, hardware, crockery, drugs and medicines, leather and skins, tailoring, and country produce. The advertisement provides strong evidence that the store was constructed during the fourteen-month period between April 1826, when the lot was purchased, and June 1827, when the advertisement was published.



According to this 1827 map of the Morris Canal, prior to the opening of the canal Drakeville was roughly the size of neighboring hamlets along the canal: Dover to the east and Stanhope to the west. The map depicts “Drake’s Ville” with four unidentified buildings along the Morris-Sussex turnpike road, perhaps the new store, the nearby tavern, and two buildings on Ebenezer Woodruff’s basin property. The canal was finally completed between Easton and Newark in late 1831. Canal boats took five days to complete passage along

the initial ninety-mile route.

Unfortunately, the canal did not produce the anticipated economic boom in the area due to several challenges faced by the canal company during the 1830s and early 1840s. There were insufficient boats in operation during the initial years, and the canal could not meet the immediate traffic demands. On their eastward trip, the boats carried coal, iron, lime, and wood, but boats heading west were typically empty, creating an operating expense.

The relationship between the Morris Canal Company and mill seats adjacent to the canal was a

controversial one that involved the Society for the Establishment of Useful Manufacturers, which had been chartered in 1791 to found a new industrial city along the Passaic River at Paterson. The companies had conflicting riparian rights along the same waterways, and also competed for adequate water flow from various Passaic tributaries. The erection of mill seats by the Canal Company was seen as an underhanded attempt to undermine Paterson's industries.

Passenger traffic – hampered by the slow rate of travel – produced little revenue. Canal revenue was

The long-term economic impact of the canal on Drakesville turned out to be relatively modest. Several sections of the canal were opened for local use in 1829. By 1834, the hamlet was essentially unchanged in size from that depicted on the 1827 canal survey, according to a gazetteer published that year that included a brief entry about Drakesville. It reported that the hamlet was “On the turnpike road leading from Morristown by Stanhope furnace, 12 miles N.E. from the former, and upon the Morris canal; contains a tavern, a store, and from 12 to 15 dwellings.”



Boatmen often showed their patriotism by displaying American flags at the tiller. A typical boating season began in late March and ended in late November or early December. Foot of Plane 3 East, October 24, 1904.

far short of expectations. As part of an effort to put more boats on the canal, three new boats were built in Drakesville by an unknown builder in time for the 1834 season. Tonnage increased in 1834 and additional state financing was secured in 1835, at a time of financial boom in the country. Unfortunately, speculation and irregular financial transactions rather than transportation characterized the activities of the canal company during 1836. A panic in 1837 followed by a widespread depression brought the company to bankruptcy. In 1844, the canal was sold at foreclosure and reorganized as The Morris Canal and Banking Company of 1844, which gave its sole attention to transportation. In order to compete more effectively with the Delaware and Raritan Canal for through coal traffic, the waterway was enlarged and the inclined planes were remodeled over a period of years. In Drakesville, Planes 2 and 3 were rebuilt to accommodate larger boats in 1856. Additionally, one hundred new boats were purchased. In contrast to the early canal boats, which were operated by private owners, the new boats were rented, with opportunities for purchase over time. Tonnage increased steadily after 1845 until another panic in 1857, after which the upward trend resumed.

Nevertheless, there were small signs of an increase in settlement. In 1836, the first school opened. Initially conducted in a cooper's shop, in 1838 it was moved to a new schoolhouse. Yet, in 1846 Drakesville rated only the briefest mention in the entry for Roxbury Township included in John W. Barber and Henry Howe's Historical Collections of the State of New Jersey:

“Roxbury Twp. has 9 stores, 1 forge, 2 fulling, 2 grist mills, 1 woollen factory, 1 tannery, 1 pottery. Drakesville, on the Morris canal, Drakestown, on the S. boundary, and Flanders in the southern part, are small villages, the latter containing 20 or 30 dwellings. . . . Suckasunny. . . is a small village in the E. part of the township.”

By comparison, nearby Dover had become a sizable manufacturing center with an abundance of waterpower to run its numerous iron works, and was a destination for many canal boats. Lacking a manufacturing economy, Drakesville would continue in its role as a service center for the neighborhood and through traffic, with the canal offering relatively limited opportunity for commercial development.

In 1833, Absalom Woodruff's partner, Obadiah Crane, who was then living in Sussex County, sold the 0.82-acre store lot to Israel Crane of Bloomfield for \$800, a substantial increase in price over the \$250 paid in 1826. No document conveying Absalom Woodruff's share of the store lot has been found, but it seems clear that the Crane and Woodruff partnership had been dissolved by 1833. According to local traditions, despite traffic on the newly opened canal, the store was abandoned in 1835, whereupon “it was unoccupied for nearly two years except as a shelter for the Sheep which ran loose about town.” Sometime before 1844, the store lot was sold again to John Blackburn of New Providence who subsequently sold the store lot and a small parcel

bordering the canal basin for \$1,400 to Peter P. Brown of West Milford. Just two years later, the two lots were sold again, to George H. Doremus of Newark, this time for \$2,000. These conveyances between non-residents document a continuing increase in property value and were likely transactions by investors who rented the building to a storekeeper. This was during a period of increased tonnage on the canal.

In 1847, shortly after the death of canal boat operator Silas Riggs, his son Albert purchased the store lot for \$2,000. Albert and his family moved into his father's substantial residence, "Colonial Hall," on the south side of the turnpike, less than a quarter mile east of the store.

The middle decades of the 19th century brought numerous changes to the area, not all of them beneficial to Drakesville. Canal traffic increased during the period, undoubtedly boosting revenue at Riggs' store and other local businesses. However, increasing competition from expanding railroad lines would have a greater negative impact on the canal than earlier financial panics. The Morris and Essex Railroad Company, which was incorporated in 1835, was completed to Phillipsburg in 1861. Tracks were completed to Dover in 1848, an event that directly enhanced that town's continued economic development. Drakesville was not as fortunate and experienced only limited direct economic benefit from the railroad.

The route west from Dover located the railroad several miles away from Drakesville, a distance that would create a serious impediment to future commercial development in Drakesville. Tracks were completed through the area in 1853. A map published that year provides a snapshot of the hamlet. It shows the railroad route well north of Drakesville and a new road leading north from the village toward the railroad, where Drakesville Station would be established. Though lacking in detail, the map also shows the extent of development in the village. At the west end of the main street is the house of Drakesville's first postmaster, Richard Salmon, Abijah Young's saw and grist mills at the millpond, and "S. P. Garrison's Hotel by Hopkins" facing the intersection of the road to Flanders. Further east, at the intersection of the Dover turnpike with the Morris and Essex turnpike, is Albert Riggs' Store and Dr. E. B. Woodruff.

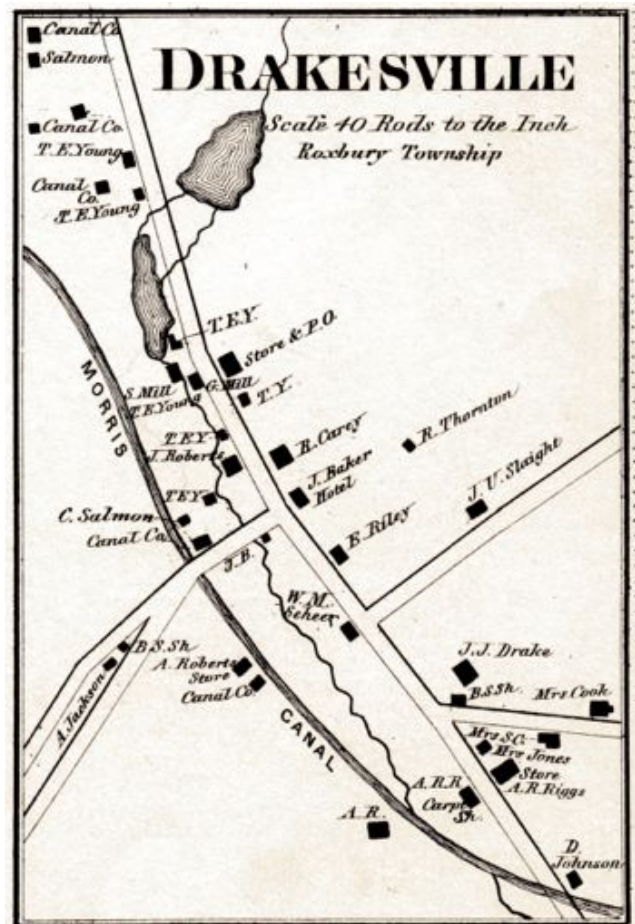
In 1854, Albert Riggs paid \$200 for a one-acre lot next to his store lot. The purchase likely reflected a period of improved prosperity in Drakesville, when canal traffic steadily increased, or at least a personally prosperous time for Riggs. The expansion of the Drakesville schoolhouse in 1856 is certainly evidence of a population increase.

Although not on the canal, the village of "Succasunny" - located barely a mile east from Drakesville - appears on the map to be more densely developed and have a greater number of businesses, despite being bypassed by the canal. Undoubtedly,

Drakesville's close proximity to Succasunna, whose post office had been established several decades before Drakesville's post office, and where a second church was added in 1850, created competition that siphoned off potential growth.

The Morris and Essex Railroad finally reached the Delaware River at Phillipsburg in 1865. A train could make the journey across the state in eight hours, in contrast to the five days via the canal, and ran all year, including winters when the canal was frozen. Yet, despite the relentless rivalry from the railroad, the decade of the 1860s was the most prosperous period for the Morris Canal, as a consequence of increased activity in the coal and iron industries during the Civil War. The year of greatest prosperity was in 1866, when tonnage was 889,220, after which tonnage fell off.

The detail from the 1868 Beers Atlas (below) shows developments in the linear commercial development along the main road through the village. Numerous canal company buildings are depicted along the canal, as well as A. Robert's store on the south bank. At the west end of the village are Theodore E. Young's two mills and a combined store/post office. Opposite the road to Flanders is Jeremiah Baker's Hotel. At the east end of the village is J. J. Drake's blacksmith shop, Albert Riggs' store, and, on the opposite side of the road, a carpentry shop Riggs owned. Riggs was appointed postmaster in 1869, the



year after the atlas was published, and he served in that prestigious capacity until 1882.

Several new family names appear on the 1868 Drakesville detail. Ralph Cary occupied the house west of Baker's hotel, and would soon acquire the Youngs' saw and grist mills. William Scheer (1817-1885), an immigrant from Germany, had acquired much of the land south of the turnpike between the road to Flanders and the Dover turnpike. Over the next few decades, Scheer and his descendants would build and/or occupy most of the houses on the south side of the turnpike and two houses on the Dover Turnpike (now Circle Drive).

To the southeast, Succasunna's growth had somewhat outpaced that of Drakesville, according to the 1868 atlas, which depicts a steam gristmill and a depot on the new Chester Branch Railroad. And by 1868, McCainsville, which had developed north of Succasunna at the intersection of the Dover Turnpike, appears comparable in density to Drakesville.

In an effort to compete with the railroad, the canal reduced its tolls in 1867; however, by 1870 it had run into financial difficulties again. The canal was leased to the Lehigh Valley Railroad in 1871, but tonnage continued to decline as new railroad lines were developed. Yet even in the face of the canal's bleak prospects, there were signs of economic vitality in Drakesville.

In May 1873, Thomas King's son, Theodore Frelinghuysen King (1843-1928), married Albert Riggs' daughter, Emma Louise Riggs (1844-1935), merging two long established and prominent Drakesville families. In November of that same year, Albert Riggs deeded the store lot and the one-acre lot next door to his daughter. Thomas King was conducting a "country store" in Drakesville by 1873, and his son worked with him, making Theodore a good choice to take over Albert Riggs' store.

Presumably, the newly-wed couple constructed their new house shortly after the house lot was deeded to Emma and before the birth of their first child in 1876. The King house (seen here c. 1890) was certainly built by 1878, when it was referenced in a will written by Albert Riggs. Constructed in the fashionable Italianate style, the house symbolized the modernity and prosperity of its young owners – despite the declining canal business.



A business directory published in 1873 provides clues about commercial activity in the Drakesville vicinity at the time. In addition to the King and Riggs stores, listings include Jeremiah Baker's hotel; general stores conducted by N. H. Decker and John G. Jackson; a country store conducted T. E. Young; a canal store owned by Allen Robert; W. A. Stephens, builder; and Peter Barth, a blacksmith. The directory also lists the Giant Powder Company, a California dynamite company that opened a location in Drakesville, to take advantage of its rare "infusorial earth" deposit (an inert material used in the manufacture of dynamite) just north of the turnpike intersection. (Robinson's 1887 atlas shows the location of the infusorial earth.)

In 1876, the High Bridge Branch of the Central Railroad opened, providing a connection between the Central's main line and the Delaware, Lackawanna and Western. A station on the new line was established along the turnpike at the east end of Drakesville, where Theodore King maintained a coal yard. King trucked the coal a half-mile to his store, where he weighed it for sale. However, the new railroad provided little economic benefit to the village. Although High Bridge tracks were located equidistant between Drakesville and Succasunna, neither village expanded toward the new depot.

In February 1881, Theodore King's father, Thomas L. King, died intestate at the age of sixty-nine. Less than a year later, Albert R. Riggs died, leaving a substantial estate. Emma Louise King, Riggs' eldest daughter, received the "Boat yard Lots in front of the House and Stone Store now occupied by T. F. King" as well as property on the road to Flanders.

But by the time E. Louise King inherited her father's "boat yard lots," traffic on the canal had declined substantially. A third of its coal traffic was lost in 1870, when the Delaware, Lackawanna, and Western Railroad leased the Morris and Essex Railroad, gaining a continuous rail route to eastern markets. (Previously they had transferred coal to canal boats in Washington, New Jersey.) And in 1881, the canal lost its profitable business carrying iron from the end of the Ogden Mine

Railroad at Lake Hopatcong when the Central Railroad of New Jersey connected with the Ogden Mine Railroad. In Drakesville, the High Ledge Mine, located only a few hundred yards from the canal, was opened in 1880 and produced just 1,120 tons of iron ore before closing. Fortunately, a new business upturn in the region was about to commence.

(to be continued)

(Wagon Scale from p. 2)

As the delivery date drew near Rick Blood, Roxbury Township Director of Public Works, arranged to have the dirt in the scale enclosure removed and replaced with a bed of crushed stone. Next, neighbor Silvio Valdes cut a channel in the existing concrete enclosure to accommodate the output lever of the Moline scale. Meanwhile, Charlie Alpaugh and Bob Morris picked up a load of oak planks from Castner's Sawmill in Stillwater, NJ for the platform deck.

The plan came together at 4:00 p.m. on Tuesday September 11, 2012 when Dave Farnham and his other son Nick Farnham pulled up in front of the King Store in a red Ford work truck with the restored Moline scale parts wrapped in cardboard lying in a large trailer. Installation began within minutes. The top photo shows from the left Dave Farnham, Nick Farnham, Brooke Paige, antique scale enthusiast and collector who showed up on site late in the afternoon on his way to Philadelphia, and Miriam Morris. At the end of the day the scale frame and pipe-lever mechanisms were fully assembled on the existing concrete base.

Next morning Steve Mizerak visited the site and reviewed progress while the Farnham's were having breakfast at the Roxbury Diner. A team of local volunteers including Richard Cramond, Charlie Alpaugh, Nigel Barnes, Jim Esposito, Bob Morris and George Sudol, assisted with various tasks. By Thursday evening the restored antique scale was fully operational and accurate to within a few pounds.

On October 5 Roxbury Cub Scout Pack 163, Den 6 (center photo) showed up to landscape the scale site using the old photo at the beginning of the article as a guide. The Scout work team weighed in at about 1300 pounds complete with parents and little sister.

After the dedication ceremony Don Erickson's 1929 Model A Pickup "Yellow Jacket" rolled onto the scale as the first official load. In the bottom photo Don, President of the Historical Society of Rockaway Township, is flanked by Lynda di Victoria (left) and Bierce Riley (right). Bierce is past president of the Roebling Chapter of the Society for Industrial Archeology, and Lynda is the Administrator of the Ford Faesch House Restoration in Rockaway. Also seen in this photograph are Charlie Alpaugh (yellow shirt) talking to Rick Blood (orange).



Photograph by Stanley L. Stronski, M. Photog., Cr., Unique Photography

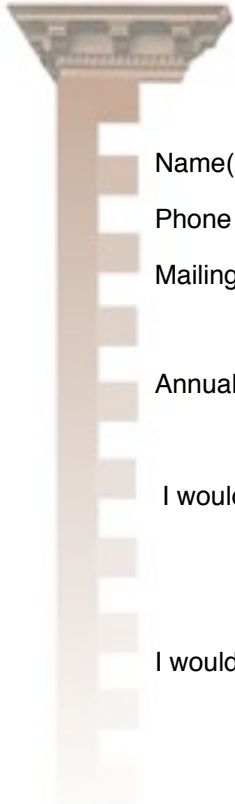
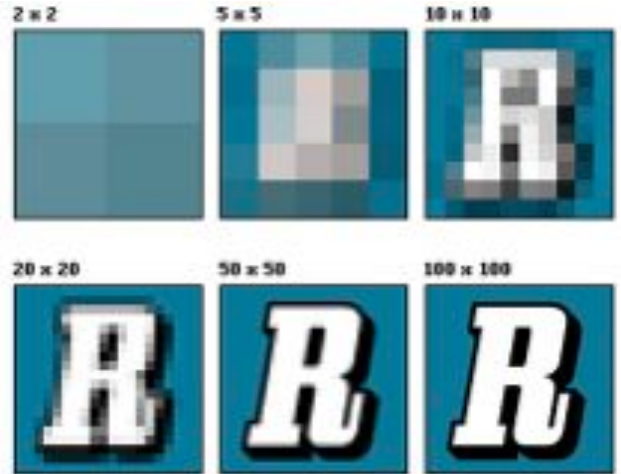
IMAGE RESOLUTION

Resolution describes the fineness of detail in an image. The term applies equally to digital images, film, and other types of images. Higher resolution means more detail. Image resolution, in print, is measured in DPI (dots per inch). A related term, Pixel (picture element) refers to the smallest controllable element of an image. More pixels = higher resolution. This is illustrated in the figure at the right which shows images of the letter R at resolutions from 2 by 2 pixels to 100 by 100 pixels.

Interestingly, given high quality, well focused camera and print processing optics, conventional photographic films and papers may render images at resolutions equivalent to several thousand dots per inch! This is equivalent to a file size of several tens of megabits for a 35 mm film negative and hundreds of megabits for the larger formats of sheet film commonly used by professional photographers before the advent of digital photography.

At a viewing distance of 15 inches the human retina (with 20:20 vision) can resolve about 250 pixels per inch, so scanning or printing images at 300 DPI or greater is adequate for direct viewing or printing without enlargement. The rub comes when you want to enlarge an image for display or study.

In this case, scanning an old postcard or photographic print at the “retinal display” resolution may discard much valuable information which would otherwise be recoverable by digitally enlarging the image. Desktop scanners are capable of resolutions up to 4800 DPI or more, but even 600-1200 DPI scans of old prints can reveal surprising levels of detail. Of course there is a price to be paid for high resolution images in terms of longer scan times and larger file sizes. And, the effort will be wasted if the original image resolution is already degraded by poor focus, graininess or prior reproduction.



MUSEUMS AT DRAKESVILLE

I wish to join or renew my membership in the Roxbury Historic Trust, Inc.

Name(s) _____ Date _____

Phone number _____ Email address _____

Mailing address _____

Annual Membership Dues:

_____ Dues - Individual \$25.00, Couple \$50.00, Corporation \$125

I would like to help fund a special project:

_____ King House Portable Wheelchair Ramp (Goal: \$2,000)

_____ King House Dining Room & Mural Restoration (Goal: \$12,000)

I would like to help the Trust fund continuing restoration:

_____ General Donation

_____ Total enclosed

I would like to volunteer _____ Skills / interests _____

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