

**Essays on
SUSSEX COUNTY
AND
NEW JERSEY POSTAL HISTORY**

By

Leonard Peck

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PREFACE:

Leonard Peck is a long-time member of the New Jersey Postal history Society. and has freely shared his knowledge and research on Sussex County and early New Jersey postal history. Included here are some of his articles, particularly those relating (at least in part) to Sussex County.

As preface, we include an article about Len, included in the May 2010 (Whole Number 178) *NJPH*, on the occasion of his 100th birthday.

LEN PECK – CENTENARIAN!

LEONARD PECK ~ CENTENARIAN!

Belated Happy Birthday, Len Peck!

An interesting article appeared on May 6 in *The Star Ledger* by Joe Moszczynski, profiling Len Peck on his 100th birthday. Len is a longtime member of NJPHS and has been a frequent contributor to *NJPH* – the last time just last year. *The Star Ledger* article contained some interesting information, and some very nice pictures, which we felt should be shared with other members:



The Star Ledger/Jerry McCrea

Leonard Peck – 100 years young. i

Reprinted from The Star Ledger:

Leonard Peck first climbed the craggy hills at the Delaware Water Gap 82 years ago, beginning his fascination — and sometimes obsession — with the park’s sweeping views, rugged trails and storied past.

The former Sparta resident spent decades preserving the crumbling stone and wooded buildings tucked amid the sloping forests. He fought to correct the spelling of an island (from Shapnack to Shapanack) on maps of the Delaware River. And he helped install bronze markers along one of America’s oldest roads.

...

Peck was born in Camden County and grew up in Brooklyn. His father was treasurer at a local terminal company. He served in World War II, married, raised three daughters, became president of a meat-slicing machine company and retired.

...In 1970, Peck moved to Sparta. After 50 years of marriage, his wife, Eleanor, died in 1986. It was around that time that Peck got involved at the park. He helped restore many of the buildings — local 18th- and 19th-century villages which were nearly destroyed by a failed project to build a dam across the Delaware.

Later, in 2001, he was among a group of history buffs who spearheaded an effort to place three vintage bronze markers along Old Mine Road, which was built about 1650 and parallels the Delaware River through Sussex and Warren counties. The markers commemorate historic places along the trail.

“I know of so many places up there,” said Peck, a longtime member of the Walpack Historical Society and a member of other historical groups, including the New Jersey Postal Historical Society.

In 1996, the National Park Service presented Peck with the Volunteer of the Year award for the northeast region.



Caption and photo credits to *The Star Ledger* and Jerry McCrea.

Fig. 1: Leonard Peck of Newton stands outside the 1854 U.S. Post office in historic Walpack Center where he worked for decades as a volunteer restoring the historic buildings there in the Delaware Water Gap National Recreation Area.

Talking to Peck is like taking a trip back in time. He vividly remembers climbing a tower as a young man in New York City to watch Charles Lindbergh fly over the city in his "Spirit of St. Louis" after the aviator's first non-stop transcontinental flight in 1927.

He remembers "living off the jungle" while serving as a reconnaissance scout in New Guinea and the Philippines during World War II, donning binoculars in the mountains to observe Japanese troops.



Jerry McCrea/*The Star Ledger*

Fig. 2: Len passed some interesting times in WWII in New Guinea.

LEN PECK – CENTENARIAN!

“We ate a lot of wood grubs back then. And we were later told they had the highest nutritional value. We ate what the natives ate — grasshoppers, beetles, spiders,” Peck said during an interview in his apartment at a retirement community in Newton.

He supported Franklin Roosevelt’s bid for the presidency in 1933, but Peck vigorously fought plans to establish Social Security by writing a host of letters to newspapers voicing his opposition. Looking back, Peck said, Social Security wasn’t such a bad idea after all. “Now it’s the biggest asset I have. It shows you how you can be wrong,” he said, laughing.

And of course, he remembers when he first began hiking at the Water Gap — in 1928, when he was 18.

“I used to go up there to catch rattlesnakes. A friend of mine had a black snake in a cage, and we would put the rattlesnake in there,” Peck said. “The black snake would always kill the rattlesnake.”

Today, he walks with a cane, putting those rugged trails out of reach. He no longer drives a car, either. But several times a month, he catches a ride with a friend to his beloved park, where he does a bit of landscaping and checks in on the old buildings.

“I know more about the Jersey operations of the park than anybody there now,” Peck said. “All the old-timers are gone now.”

He is a wonderful resource and a wonderful man. He lives now at Bristol Glen in Newton, New Jersey. But if you think he has let his interest in philately pass him by, you are wrong. He continues to search out old Sussex covers still missing in his collection.



[Our thanks to Joe Moszczynski and The Star Ledger for such a nice article, with some very interesting pictures by Jerry McCrea.]

*Jerry McCrea/The Star Ledger
Len Peck with an award plaque presented to him for his many years of service to the NRA.*

A CHRONOLOGICAL LIST OF SUSSEX COUNTY POST OFFICES

By Len Peck

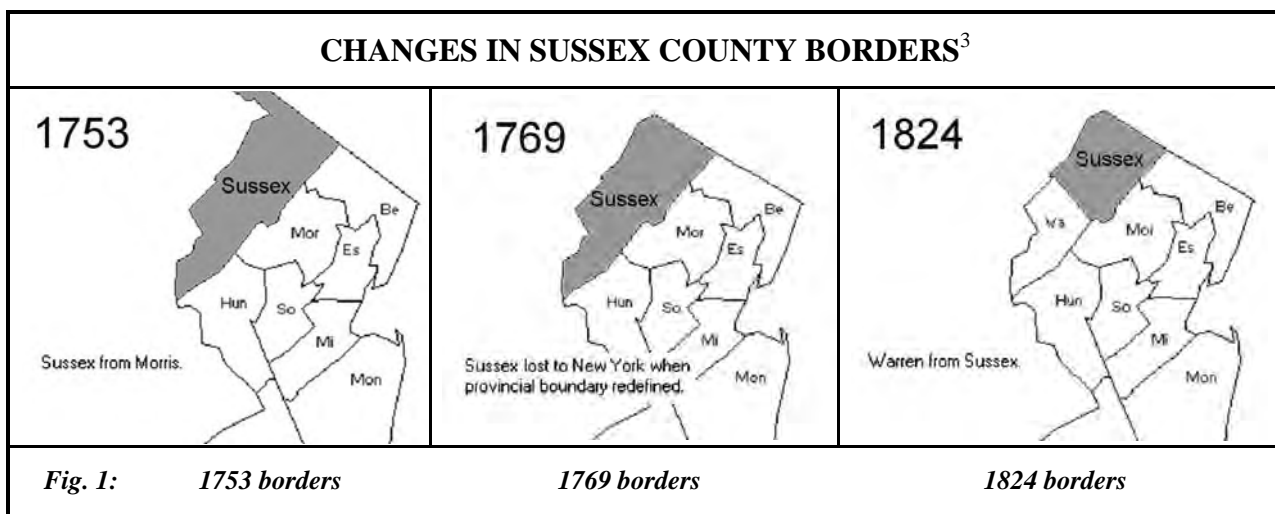
On June 8, 1753, Sussex County was established, taking land that was previously part of northwestern Morris County. A description of the borders is as follows:

That all and singular the land and upper parts of Morris County northward of Musconetcong River, beginning at the mouth of said river where it empties into the Delaware River, and running up said river to the head of the Great Pond [Lake Hopatcong]; from thence northeast to the line that divides the province of New Jersey' thence along said line to the Delaware River aforesaid; thence down the same to the mouth of the Musconetcong, the place of beginning, and the said Musconetcong River, so far as the county of Hunterdon bounds it, shall be the boundary-line between that county and the county of Sussex.¹

This allowed the establishment of courts within Sussex County, so that it was no longer necessary for residents in this upper northwestern section to make the long trip to Morristown to conduct their legal business. The town of Sussex Court House (later Newtown and then Newton) was the seat of county government, and not surprisingly, the first post office in Sussex County after the Revolution was here.²

The Sussex County of 1753 was altered over time. In 1769, the settlement of the boundary between New York and New Jersey removed part of its northern territory, but more significantly, on November 10, 1824, Warren County was created from the southern half of Sussex, the northern boundary of Warren being:

All of the lower part of the county of Sussex southwesterly of a line beginning on the river Delaware at the mouth of Flatbrook, in the township of Walpack, and running from thence a straight course to the northeast corner of Hardwick church, situated on the south side of the main road leading from Johnsonburg to Newton, and from there on the same course to the middle of Musconetcong Creek.



SUSSEX COUNTY IN 1795⁴



Fig. 2: In 1792, Sussex County included all of Warren County. The first post office to be established there was Sussex Court House, in 1792. Sussex Court House would change its name to Newtown [and later to Newton]. It was soon followed by Hacketstown in 1794. A change in the post rider's route was made in 1794⁵ so that the post rider's return from Sussex Court House went by way of Hacketstown on his circuit from Newark & Elizabethtown and Morristown to Sussex C. H. Hacketstown is in that part of Sussex County which became Warren County on Nov. 20, 1824.

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

In 1824, Warren County was spun off from Sussex County, removing 16 post offices from the Sussex post office list. In 1825, a total of nineteen post offices remained in Sussex County.

SUSSEX COUNTY WITH BOUNDARIES DETERMINED IN 1824.

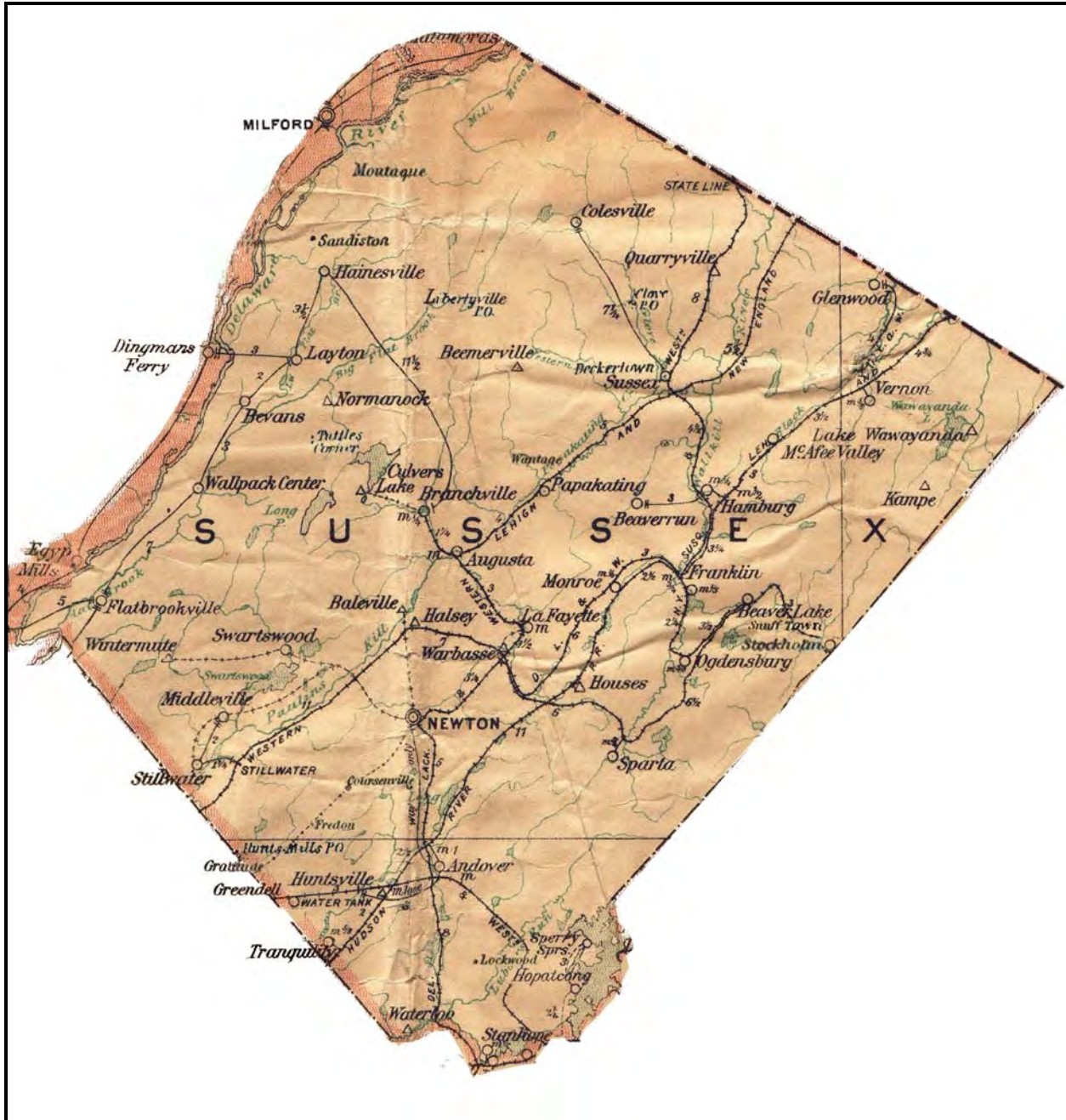


Fig. 3: Sussex County with boundaries after the formation of Warren County in November of 1824.⁶ This map is actually a 1923 Post Office map, to which we have added the names of some long closed post offices, to locate them for the reader.

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

<i>Table 1</i>	Sussex POs that became part of Warren	Sussex Post offices in 1825
1	Anderson	Andover
2	Asbury, Ashbury	Augusta
3	Belvidere	Branchville
4	Butt's Bridge	Coursenville
5	Columbia	Deckertown, Deckerstown
6	Hackettstown	Greenville
7	Harmony	Hamburg
8	Hope	Hardwick <Trade Valley
9	Johnsonburg	Lockwood
10	Mansfield	Monroe
11	Marksborough	Montague
12	New Village	Newton < Newtown <Sussex C. H.
13	Oxford Furnace	Pleasant Valley
14	Ramsayburg	Sandyston
15	Stewartsville	Sparta
16	Still Valley	Stillwater
17		Vernon
18		Beemersville (est. 1825)
19		Stanhope (est. 1825)

The number of Sussex post offices continued on a steady increase as population in the County grew. The greatest number of post offices operating at any one time occurred in the late 1890s, reaching a high of 46 at the turn of the 20th century. However, Rural Free Delivery which was instituted at about this time caused the number of post offices in Sussex to gradually dwindle to its present number of 25.⁷

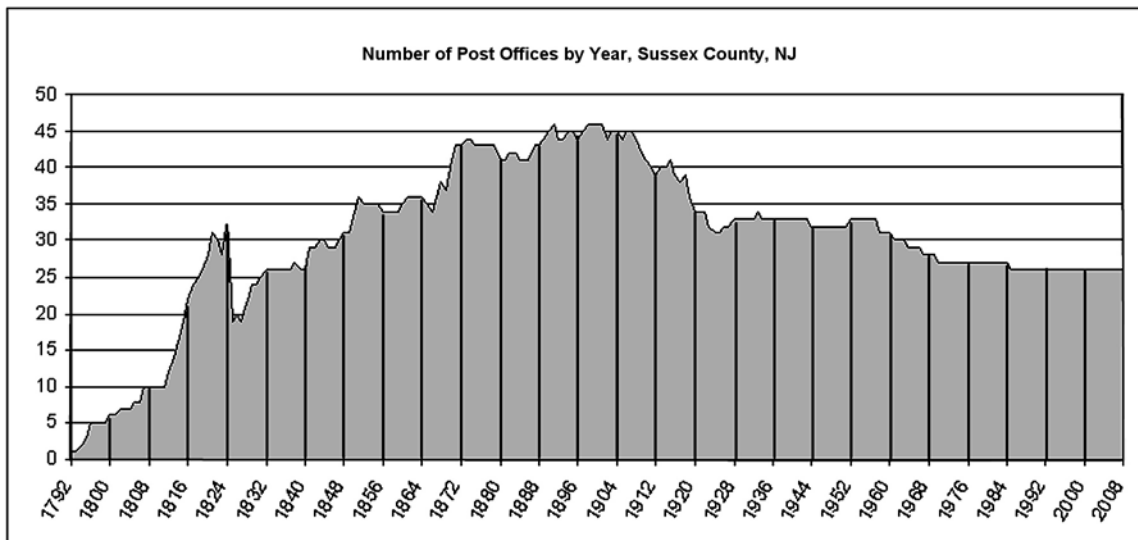


Table 2: This graph illustrates the growth of post offices in Sussex County over the years. The drop in 1825 represents the formation of Warren County, leaving 19 post offices in Sussex. The highest number (46) around the turn of the 20th Century was followed by a steady decline in the number of post offices, due in large part to the establishment of RFD service. This trend was reflected across the county, as many smaller post offices were closed and served by routes from nearby post offices.

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

After 1900, eleven new post offices opened in the County, of which only four remain. Culvers was established in 1903 and closed in 1904. It reopened as Culver's Lake in 1914, only to close again in 1915. Cuttoff opened and closed in 1915. It was located in the same vicinity as Lincoln, but Lincoln had closed in 1891. Greendell (which replaced Cuttoff in 1915) is currently still active. Lake Wawayanda opened in 1916 and closed in 1919. Hopatcong, opened in 1918, is still active. Sperry Springs opened in 1922 and closed 1966. Cranberry Lake opened in 1926 and closed 1961, operating as a branch of Andover. Byram Cove opened in 1928 and closed in 1958. Glasser opened in 1933, and is still active. Finally, Highland Lakes, opening 1951, is active today. [11]

The post office at Highland Lakes which opened on September 1st, 1951 was the last Sussex post office to open with full post office status. The Montague post office which was reactivated in 1981 is really a branch of the Branchville post office and thus does not have full post office status. From February 29th 1908 until 1981, Montague was serviced by the post office in Port Jervis, N.Y.

A post office was also opened on September 9th, 1988 at a new location in Tranquility after that area was serviced for a year and a half by the post office at Greendell. As this hiatus was only a temporary situation, Tranquility retained its full status with its own postmaster while operating out of the Greendell post office.

From the establishment of the first post office in Sussex County, on June 12th, 1792 until November 1st, 2008, one hundred and forty-one post offices were authorized. This includes the various name changes and reactivations of the same post office (those closed and then reopened at some later date), and the 16 offices now part of Warren. If reestablishments of the same post office, and name changes of the same post office are removed (53), there have been in total 88 different post offices in Sussex. On November 1, 2008, there were twenty-five actively operating post offices, and one operating branch post office (i.e., Montague) in Sussex County.

In Table 3 on the following pages, each post office is listed with its date of establishment and year of closing, as well as what became of it. Post offices that became part of Warren County are listed only through 1824, and are grayed out. We have not attempted to follow their history. For each post office, we have assigned a reference number (at left), in order to make it easy to find another listing. Many post offices were opened and closed more than once, and in those cases, we have indicated by use of those reference numbers (in the far right column) where further listings of that post office will be found. An asterisk before a post office name additionally indicates that it was listed previously; if that was under a different name, the name is given in parentheses; reference numbers at right will also aid in finding both previous and later listings.

Some post offices had slight name changes [e.g., Hamburg to Hamburgh and back]; others had significant changes, and those are listed below:

Sussex Court House >Newtown>Newton	Greenville>Lincoln>Cuttoff>Greendell
Deckertown, Deckerstown >Sussex	Beemersville>Wantage>Beemerville
Trade Valley>Hardwick>Fredon	Gratitude>Hunt's Mills>Huntsburgh>Huntsburg
Pleasant Valley>Balesville	Stockholm>Petauket>Stockholm
Sandyston>Hainesville	North Vernon>Glenwood
Coursenville>Wykertown	Kays >Beaver Lake

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

Table 3: SUSSEX COUNTY Post Offices by year established					
Co	Ref. #	Post Office	Est	Status	See Ref. #:
Sus	1	Sussex Court House>Newtown>Newton	1792-06-12	Changed by 1797 to Newtown	6. 41
War	2	Hackettstown	1794-10-02	Became part of Warren County 1824	
Sus	3	Hamburg	1795-05-04	Changed in 1827 to Hamburg	43. 53
War	4	Johnsonburgh	1796-01-20	Warren	
Sus	5	Sparta	1796-05-28	Active	
Sus	6	*Newtown (prev. Sussex C.H.)	1797-07-01	Changed in 1825 to Newton	1, 41
War	7	Belvidere	1800-09-18	Became part of Warren County 1824	
War	8	Hope	1802-04-02	Became part of Warren County 1824	
Sus	9	Andover	1805-01-07	Active	
Sus	10	Knowlton's Mills	1807-04-01	DPO: Discontinued 1821, in Warren County	
Sus	11	Vernon	1807-05-12	Active	
Sus	12	Augusta	1812-05-15	Discontinued in 1868; reestablished 1871	91
War	13	Asbury	1812-07-01	Became part of Warren County 1824	
War	14	Harmony	1813-02-20	Became part of Warren County 1824	
War	15	Oxford Furnace	1813-05-03	Became part of Warren County 1824	
War	16	Mansfield	1814-02-11	Became part of Warren County 1824	
Sus	17	Stillwater	1814-04-29	Active	
Sus	18	Brick House	1815-01-06	DPO: Discontinued 1823	
Sus	19	Montague	1815-01-06	DPO: Discontinued in 1908; became branch office of Branchville in 1981	141
Sus	20	Foster's Ferry	1815-01-13	DPO: Discontinued 1823	
Sus	21	Deckertown, Deckerstown	1816-02-02	Changed in 1901 to Sussex	121
War	22	Stewartsville	1816-12-10	Became part of Warren County 1824	
Sus	23	Lockwood	1816-05-08	DPO: Discontinued in 1855	
War	24	Still Valley	1817-03-31	Became part of Warren County 1824	
Sus	25	Monroe	1817-12-15	Discontinued in 1865; reestablished in 1868	81
War	26	Columbia	1818-04-28	Became part of Warren County 1824	
Sus	27	Trade Valley	1819-03-29	Changed in 1820 to Hardwick	29
War	28	Butt's Bridge	1820-06-29	Became part of Warren County 1824	
Sus	29	*Hardwick (prev. Trade Valley)	1820-11-15	Changed in 1829 to Fredon	27. 49

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

Table 3: SUSSEX COUNTY Post Offices by year established					
Co	Ref. #	Post Office	Est	Status	See Ref. #:
War	30	Marksborough	1820-12-08	Became part of Warren County 1824	
War	31	Anderson	1821-05-03	Became part of Warren County 1824	
Sus	32	Pleasant Valley	1821-08-08	Discontinued in 1826; reestablished in 1850	69
War	33	New Village	1821-12-28	Became part of Warren County 1824	
Sus	34	Branchville	1824-01-02	Active	
Sus	35	Sandyston	1824-06-05	Changed in 1845 to Hainesville	62
Sus	36	Coursenville	1824-07-02	Changed in 1850 to Wykertown	56, 72
War	37	Ramsayburg	1824-07-22	Became part of Warren County 1824	
Sus	38	Greenville	1824-09-06	DPO: Discontinued in 1851; reestablished in 1870 as Lincoln	88
Sus	39	Beemersville	1825-04-12	Changed in 1830 to Wantage	50
Sus	40	Stanhope	1825-10-07	Active	
Sus	41	*Newton (prev. Newtown)	1825	Active	1, 6
Sus	42	Lafayette	1826-03-31	Changed in 1836 to La Fayette	53
Sus	43	*Hamburgh (prev. Hamburg)	1827	Changed in 1894 to Hamburg	3, 112
Sus	44	Gratitude	1828-04-09	Changed in 1868 to Hunt's Mills	83, 102, 113
Sus	45	Benville	1828-07-25	DPO: Discontinued in 1838	
Sus	46	Flatbrookville, Flat Brookville	1828-11-21	DPO: Discontinued 1959	
Sus	47	Bevans, Bevans	1829-01-20	Discontinued in 1910; reestablished in 1913	126, 131
Sus	48	Walpack	1829-01-20	DPO: Discontinued in 1844	
Sus	49	*Fredon (prev. Hardwick)	1829-06-15	DPO: Discontinued in 1901	27, 29
Sus	50	*Wantage (prev. Beemerville)	1830-07-28	Changed in 1837 to Beemersville	39, 54
Sus	51	Harmony Vale	1831-03-01	DPO: Discontinued in 1853	
Sus	52	Libertyville	1832-03-26	DPO: Discontinued in 1892	
Sus	53	*La Fayette (prev. Lafayette)	1836	Changed in 1895 to Lafayette	42, 117
Sus	54	*Beemerville (prev. Wantage)	1837-02-18	DPO: Discontinued in 1915	39, 50,
Sus	55	Franklin Furnace	1838-04-25	Discontinued in 1846; reestablished in 1847	64
Sus	56	Wykertown (see also Coursenville)	1839-03-25	Discontinued in 1842; reestablished in 1850	36. 72
Sus	57	Clove	1841-01-07	Discontinued in 1848; reestablished in 1848	67
Sus	58	Willow Grove	1841-01-07	DPO: Discontinued in 1843	

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

Table 3: SUSSEX COUNTY Post Offices by year established					
Co	Ref. #	Post Office	Est	Status	See Ref. #:
Sus	59	Maxville	1841-07-16	DPO: Discontinued in 1845	
Sus	60	Stockholm *	1843-02-03	Changed in 1873 to Petauket	94, 95
Sus	61	Tuttle's Corner	1844-09-23	Discontinued in 1864; reestablished in 1871	92
Sus	62	*Hainesville (prev. Sandyston)	1845-01-13	DPO: Discontinued in 1943	35
Sus	63	Middleville	1846-07-08	Active	
Sus	64	*Franklin Furnace	1847-05-14	Changed in 1913 to Franklin	55, 125
Sus	65	Waterloo	1847-12-08	DPO: Discontinued in 1916	
Sus	66	Mount Salem	1848-06-22	Discontinued in 1862; reestablished in 1867	80
Sus	67	*Clove	1848-06-22	Discontinued in 1853; reestablished 1863	57, 79
Sus	68	Tranquility	1850-02-18	Active	
Sus	69	*Pleasant Valley	1850-03-14	Changed in 1890 to Baleville	32, 105
Sus	70	Swartwood	1850-03-14	Active	
Sus	71	Colesville	1850-03-14	DPO: Discontinued in 1957	
Sus	72	*Wykertown (prev. Coursenville)	1850-04-09	Discontinued in 1868; reestablished in 1870	36, 56, 87
Sus	73	Pepokating	1851-08-26	Changed in 1862 to Papakating	78
Sus	74	Wallpack Centre	1854-01-21	Changed in 1893 to Wallpack Center	110
Sus	75	Wawayanda	1854-04-25	Discontinued in 1876; reestablished in 1876	96
Sus	76	Ogdensburgh	1860-09-04	Changed in 1893 to Ogdensburg	108
Sus	77	Layton	1861-07-29	Active	
Sus	78	*Papakating (prev. Pepokating)	1862-08-28	DPO: Discontinued in 1923	73
Sus	79	*Clove	1863-02-16	DPO: Discontinued in 1874	57, 67
Sus	80	*Mount Salem	1867-10-03	DPO: Discontinued in 1883	66
Sus	81	*Monroe	1868-01-29	DPO: Discontinued in 1984	25
Sus	82	North Vernon	1868-05-14	Changed in 1868 to Glenwood	84
Sus	83	*Hunt's Mills (prev. Gratitude)	1868-07-20	Changed in 1888 to Huntsburgh	44, 102, 113
Sus	84	*Glenwood (prev. North Vernon)	1868-10-16	Active	82
Sus	85	McAfee Valley	1868-12-28	Changed in 1924 to McAfee	134
Sus	86	Beaver Run	1869-10-15	Changed in 1895 to Beaverrun	115, 137
Sus	87	*Wykertown	1870-03-17	Discontinued in 1876; reestablished in 1877	36, 56, 72, 97

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

Table 3: SUSSEX COUNTY Post Offices by year established					
Co	Ref. #	Post Office	Est	Status	See Ref. #:
Sus	88	*Lincoln (prev. Greenville)	1870-06-28	DPO: Discontinued in 1891; reestablished in 1915 as Cuttoff	38, 128, 129
Sus	89	Huntsville	1870-07-11	DPO: Discontinued in 1922	
Sus	90	Sussex Mills	1870-12-20	DPO: Discontinued in 1879	
Sus	91	*Augusta)	1871-01-16	Active	12
Sus	92	*Tuttle's Corner	1871-03-24	DPO: Discontinued in 1879	61
Sus	93	Quarryville	1873-02-13	Discontinued in ; reestablished in 1896	116
Sus	94	*Petauket (prev. Stockholm)	1873-03-18	Changed in 1873 to Stockholm	60, 95
Sus	95	*Stockholm (prev. Petauket)	1873-03-24	Active	60, 94
Sus	96	*Wawayanda	1876-05-04	DPO: Discontinued in 1891	75
Sus	97	*Wykertown	1877-09-25	DPO: Discontinued in 1907	36, 56, 72,
Sus	98	Houses	1882-09-18	Discontinued in 1883; reestablished in 1883	99
Sus	99	*Houses	1883-12-19	DPO: Discontinued in 1921	98
Sus	100	Halsey	1887-03-12	DPO: Discontinued in 1922	
Sus	101	Kays	1887-08-13	DPO: Discontinued in 1890; reestablished in 1906 as Beaver Lake	124
Sus	102	*Huntsburgh (prev. Hunt's Mills)	1888-05-16	Changed in 1894 to Huntsburg	44, 83, 113
Sus	103	Owen	1889-11-12	DPO: Discontinued in 1911	
Sus	104	Blair	1890-02-17	DPO: Discontinued in 1910	
Sus	105	*Baleville (prev. Pleasant Valley)	1890-09-15	DPO: Discontinued in 1918	32, 69
Sus	106	Normanock	1891-03-26	Discontinued in 1894; reestablished in 1894	114
Sus	107	Edison	1891-11-24	DPO: Discontinued in 1908	
Sus	108	*Ogdensburg (prev. Ogdensburgh)	1893-07-19	Active	76
Sus	109	Westlake	1893-07-31	DPO: Discontinued in 1897	
Sus	110	*Wallpack Center (prev. Wallpack Centre)	1893-11-29	Active	74
Sus	111	Canisteer	1894-05-08	DPO: Discontinued in 1895	
Sus	112	*Hamburg (prev. Hamburg)	1894-12-01	Active	3, 43
Sus	113	*Huntsburg (prev. Huntsburgh)	1894-12-01	DPO: Discontinued in 1901	44, 83, 102
Sus	114	*Normanock	1894-12-17	DPO: Discontinued in 1918	106
Sus	115	*Beaverrun (prev. Beaver Run)	1895-12-01	Changed in 1931 to Beaver Run	86. 137
Sus	116	*Quarryville)	1896-09-11	DPO: Discontinued in 1919	93

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

Table 3: SUSSEX COUNTY Post Offices by year established					
Co	Ref. #	Post Office	Est	Status	See Ref. #:
Sus	117	*Lafayette (prev. La Fayette)	1895-12-01	Changed in 1905 to La Fayette	42, 53, 123
Sus	118	Kampe	1897-04-20	DPO: Discontinued in 1915	
Sus	119	Warbasse	1897-06-18	DPO: Discontinued in 1913	
Sus	120	Wintermute	1898-02-11	DPO: Discontinued in 1917	
Sus	121	*Sussex (prev. Deckertown)	1901-06-08	Active	21
Sus	122	Culvers	1903-03-19	DPO: Discontinued in 1904; reestablished in 1914 as Culver's Lake	127
Sus	123	*La Fayette (prev. Lafayette)	1905-12-01	Changed in 1931 to Lafayette	42, 53, 117. 138
Sus	124	*Beaver Lake (prev. Kays)	1906-03-02	DPO: Discontinued in 1960	101
Sus	125	*Franklin (prev. Franklin Furnace)	1913-05-29	Active	55, 64
Sus	126	*Bevans	1913-07-13	Discontinued in 1915; reestablished in 1916	47, 131
Sus	127	*Culver's Lake (prev. Culvers)	1914-06-24	DPO: Discontinued in 1915	122
Sus	128	*Cutoff (prev. Lincoln)l	1915-03-11	DPO: Discontinued in 1915; reestablished in 1915 as Greendell	38, 88, 129
Sus	129	*Greendell (prev. Cutoff)	1915-11-05	Active	38, 88, 128
Sus	130	Lake Wawayanda	1916-04-01	DPO: Discontinued in 1919	
Sus	131	*Bevans	1916-05-29	DPO: Discontinued in 1969	47, 126
Sus	132	Hopatcong	1918-04-11	Active	
Sus	133	Sperry Springs	1922-03-22	DPO: Discontinued in 1966	
Sus	134	*McAfee (prev. McAfee Valley)	1924-11-17	Active	85
Sus	135	Cranberry Lake	1926-08-03	DPO: Discontinued in 1961	142
Sus	136	Byram Cove	1928-03-28	DPO: Discontinued in 1957	
Sus	137	*Beaver Run (prev. Beaverrun)	1931-07-01	DPO: Discontinued in 1933	86. 115
Sus	138	*Lafayette (prev. La Fayette)	1931-12-01	Active	42, 53, 117. 123
Sus	139	Glasser	1933-07-14	Active	
Sus	140	Highland Lakes	1951-09-01	Active	
Sus	141	*Montague/ Br. Branchville	1981	DPO: Branch of Branchville	19

*Stockholm (#94) was originally established as a post office on May 12, 1812 in Morris County, and is then listed in Passaic County from Feb. 7, 1837 to Feb. 3, 1843., and finally in Sussex in 1843.

CHRONOLOGICAL LIST OF SUSSEX POs ~ Len Peck

A number of post offices, as cited, were opened and closed, then reopened again at a later date. In order not to double-list a post office closing, we have used the term DPO [dead or discontinued post office] only when there are no further listings of that post office. Using this definition of a DPO, there are a total of 65 DPOs in Sussex County.

Here is a list of the 25 post offices currently active in Sussex County.

Table 4: ACTIVE POST OFFICES IN SUSSEX COUNTY IN 2008					
PO Name	Zip code		PO Name	Zip code	
Andover	07821		Middleville	07855	
Augusta	07822		Newton	07860	
Branchville	07826		Ogdensburg	07439	
Franklin	07416		Sparta	07871	
Glasser	07837		Stanhope	07874	
Glenwood	07418		Stillwater	07975	
Greendell	07839		Stockholm	07460	
Hamburg	07419		Sussex	07461	
Highland Lakes	07422		Swartswood	07877	
Hopatcong	07843		Tranquility	07879	
Lafayette	07848		Vernon	07462	
Layton	07851		Wallpack Center	07881	
McAfee	07428				

ENDNOTES:

- ¹ Snell, James P., *History of Sussex & Warren Counties*, New Jersey, Harmony Press, Harmony NJ, 1981, the Centennial Edition a reprint of the original 1881 edition, in two volumes, Sussex and Warren. This text is on page 17 of the Sussex volume; it is reprinted on page 149, with “Great Bend” instead of “Great Pond” – an error which may or may not have occurred in the original work as well.
- ² See Peck, Len, “Sussex Court House: Sussex County’s First Post Office”, in *NJPH*, Vol. 35 No. 4 Whole number 168, Nov 2007.
- ³ These maps are from FamilyHistory101.com, a genealogical website which shows the changing borders of NJ Counties from 1683 to 1928: http://www.familyhistory101.com/maps/nj_cf.html Oct. 13, 2008.
- ⁴ Map from Rutgers Cartography web site, http://mapmaker.rutgers.edu/HISTORICALMAPS/NJ_1795/index.htm Oct. 11, 2008.
- ⁵ Op cit., Peck, Len, “Sussex Court House, First Post Office in Sussex County,” *NJPH*, Vol. 35, No. 4, Whole No. 168, p/ 211-212.
- ⁶ This map is a 1923 Post Office Department route map, to which we have added the names of other post offices which no longer existed in 1923, to enable readers to see their locations.
- ⁷ See Peck, Len “Rural Free Delivery,” in *NJPH*, Vol. 36 No. 2, Whole number 170, May 2008.

SUSSEX COURT HOUSE: FIRST POST OFFICE IN SUSSEX COUNTY

By Len Peck

On February 20, 1792, the 2nd Congress, Session I, Chapter VII, passed “An Act to establish the Post office and Post Roads within the United States.” (See *Fig. 1.*) Previous postal legislation under the Continental Congress and then under the Constitutional Government had been enacted, which held together an inherited postal system, but this was the first that outlined the entire Confederation Post Office. It is the first that mentioned Sussex Court House in Sussex County, N.J.

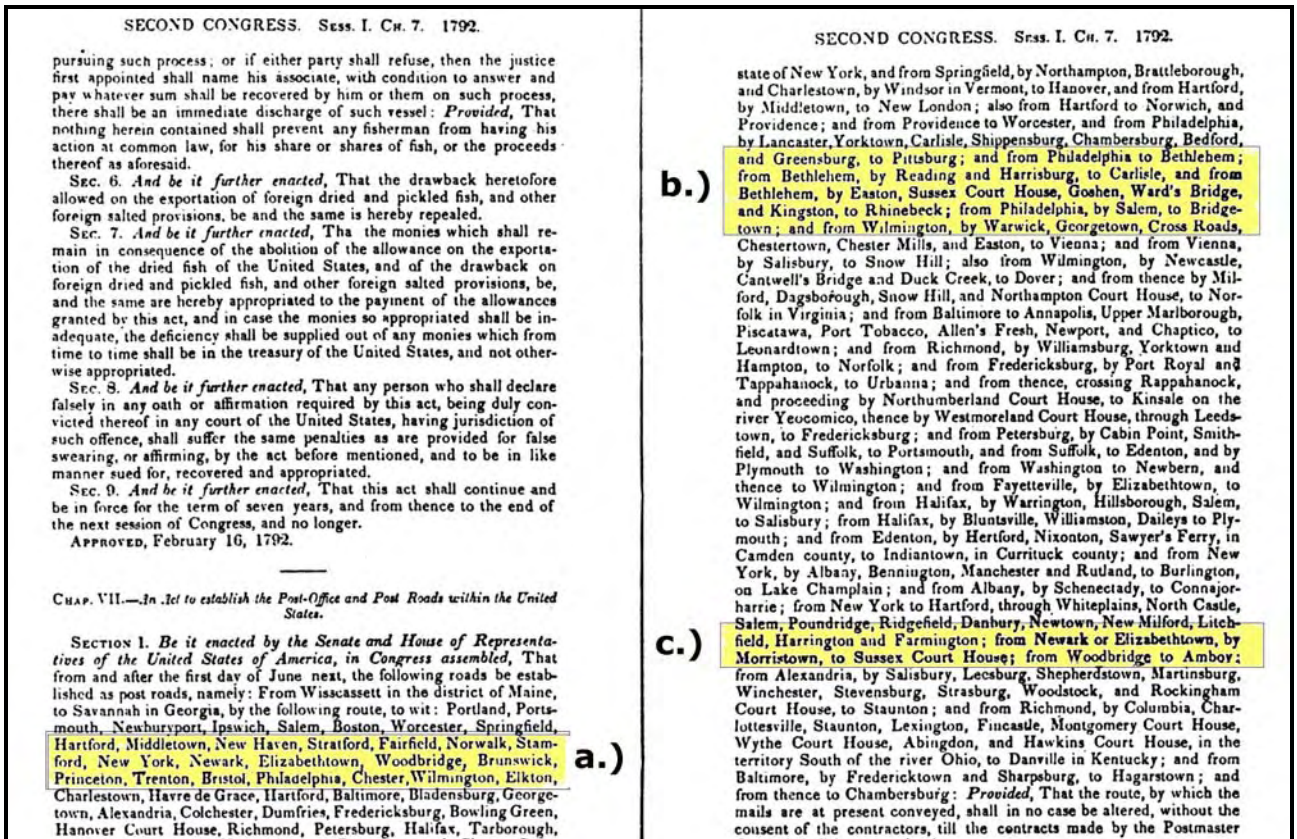
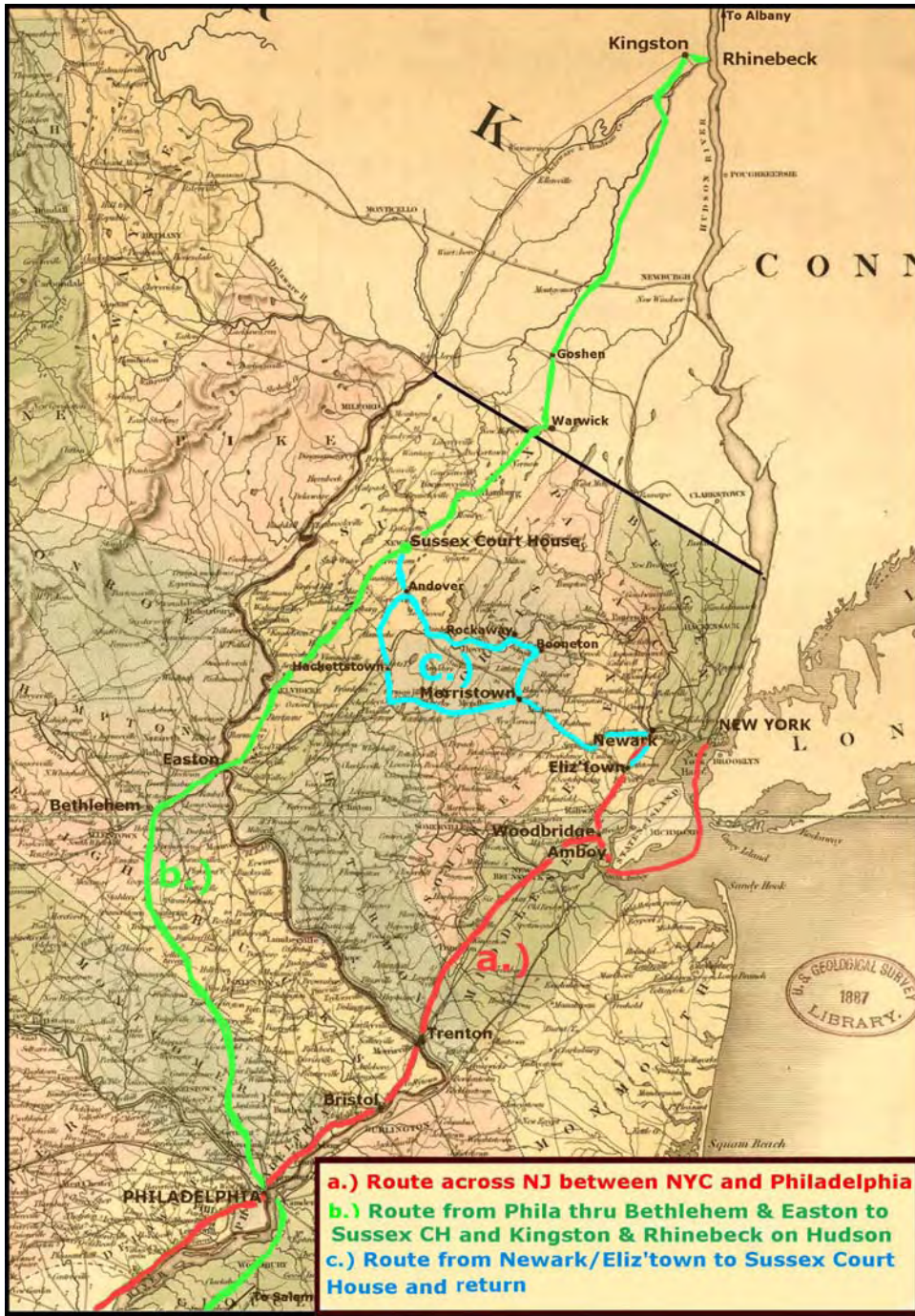


Fig. 1: Page from the Journal of Congress, 2nd Congress, Session I, Chapter 7 Feb. 20, 1792, Act to Establish the Post Office and Post Roads within the United States. Route a.) describes the route between New York and Philadelphia; b.) describes the route from Philadelphia through Bethlehem and Easton to Kingston and Rhinebeck on the Hudson – mentioning Sussex Court House, and c.) describes the route from Newark/ Elizabethtown to Sussex Court House. Of these, the a.) route was long established, and mail was carried on it by this time through contracts with stage companies. Routes b.) and c.) both required a post rider A pdf version of the complete text of the Act is available.¹

This act confirmed some 48 post offices that were formerly established on the main North/South route between Wiscasset in the Maine Territory and Savannah, Georgia and added three more. It also confirmed 25 post offices that formerly existed under the British Colonial System on minor or cross routes, and added 66 to those routes as well. This brought the total number of post offices in the 13 states to 142.

SUSSEX COURT HOUSE ~ First Sussex County P.O. ~ Len Peck

All in all, when this legislation was written in 1792, there were nine pre-existing post offices in New Jersey. All existed under the British Colonial System; they were Newark, Elizabethtown, Woodbridge, Brunswick, Princeton, Trenton, Bridgetown, Morristown and Amboy. This act specifically mentioned two new post offices: Salem and Sussex Court House (now Newton). Sussex Court House, which had not previously had a post office, now found itself on not one, but two postal routes.



Base map is an 1839 map by David H. Burr.²
Fig. 2: Showing routes established 1794, which now include Sussex Court House

The first postmaster selected for this position at Sussex Court House was Thomson Darrah,³ although no record could be found as to how he got the appointment. (It might be well to point out at this time that all incoming correspondence from the field was destroyed when the British burned Washington in 1812. For this reason much of the early history of the United States postal system is missing. Only the letter books containing copies of outgoing letters of the postmaster general and his subordinates were saved, so one must read between the lines of these letters to get the gist of what might have been contained in a letter being answered.) I was able to find a number such letters in the letter books in the National Archives in Washington pertaining to the establishment of the post office at Sussex Court House.⁴

The first reference to Thompson Darrah's selection as postmaster at Sussex Court House was contained in a form letter sent to the 66 new postmasters in the U.S. being named to these newly established post offices. Eight of these were in New Jersey.⁵ Its form and contents read as follows:

General Post Office Philadelphia June 12, 1792

Mr. Thompson Darrah

Sir;

From the information I have received, I conclude it will be agreeable to you to accept the office of Postmaster at Sussex Court House, New Jersey. A commission for you is now inclosed together with a copy of the Law for regulating the Post Office and Forms and Directions conformably therewith. The inclosed Bond you will be pleased to execute with a sufficient Surety or Sureties and then return the same together with the Oaths (or affirmations) after they have been duly certified by the Justice of the Peace before whom you shall take and subscribe them.

I am &c

T.P.

[Timothy Pickering, Postmaster General]

Shortly thereafter, on June 18, 1792 the General Post Office in Philadelphia sent the following printed circular establishing the rate of remuneration the Postmasters were to receive.

June 18, 1792

Sir;

The 23d. section of the Law for establishing Post Offices and Post roads within the United States, authorizes the Postmaster General to allow the Deputy Postmasters respectively, "Such Commissions on the Monies arising from the Postage of Letters and Packets as he shall think adequate to their respective Services; Provided that the said Commissions shall not exceed Forty per Cent to any Deputy whose Compensation thereby shall not exceed Fifty Dollars, nor Thirty per Cent to any Deputy whose Compensation thereby shall not exceed One Hundred Dollars, nor Twenty per Cent to any other Deputy; except the Postmaster where the European Packets arrive."

SUSSEX COURT HOUSE ~ First Sussex County P.O. ~ Len Peck

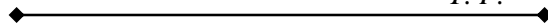
In considering this clause I have formed the following conclusions.

That the Compensation to a Deputy Postmaster, above allowed is undoubtedly his Annual Pay.

- 1. That the Commission cannot in any Case exceed Forty per Cent, but Forty per Cent may be allowed where, at that Rate, the Commission will not exceed Fifty Dollars a Year, and in every Case I agree to allow a Commission of Forty per Cent.*
- 2. That where a Year's Postage exceeds 125 Dollars, and is under 160 Dollars, such a Commission should be charged, under Forty per Cent, as will make the Annual Compensation Fifty Dollars*
- 3. That where the Annual Postage amounts to 166 Dollars, and upwards to 333 Dollars, a Commission of Thirty per Cent should be charged.*

I am etc.

T. P.



This new route from Elizabethtown to Sussex Court House [see c.) in *Figure 1*] required the hiring of a new post-rider. Whereas Postmasters' remuneration was based on a percentage of the postage charged on outgoing mail at their post offices up to a certain limit, a post-rider's remuneration was based on the amount of his contract bid. Asa Chadwick, who was the successful bidder to carry the mail on the route from Newark or Elizabethtown to Sussex Court House and return, was apparently compensated at two hundred dollars per annum, based on the letters below.⁶

*General Post Office,
Philadelphia, June 13, 1792*

Mr. William Shute [Postmaster at Elizabethtown]

Sir

Among the various proposals for carrying the public mail, from Newark and Elizabethtown to Morristown and Sussex Court House, those of Mr. Abraham Winny are the lowest. His proposals are dated Elizabethtown and hence I conclude he lives there or is well known to you. Inclosed is a letter for him declaring my acceptance of his proposals and desiring him to apply to you to enter into the contract, the form of which is inclosed.

Mr. Hollock made no proposals. You informed me that his private post took his newspapers on Thursday morning to carry to Morristown and Sussex Court House. I suppose that the dispersion of newspapers was a leading object in view of Congress in establishing the many post-roads and I would endeavor to make provisions accordingly, but the time[that] may suit some printers may not correspond with the publications of others, in many places I could not learn on what days newspapers were printed. In fixing the returns of the mail to Elizabethtown on Friday evening I meant to accommodate all persons on this route and all inhabitants over the mountain in Orange County and in New York (with which City I presume their correspondence to lie) by the Saturday's Mail Stage. If you think other times of arrival and departure will better accommodate the people to the extent above mentioned you may so set them in the schedule. But whatever times shall be so set I wish the Contractor to understand that they must be liable to a further change if necessary to produce a proper convenience with other mails, tho' not to shorten the period of performing his tour, unless with his willing consent. I will thank you to see the Contract and Bond executed by Mr. Winny and particularly that his sureties be sufficient.

When the contract is returned to me I will make out a counterpart for the Contractor---I have been applied to for a post office to be established at Chatham,⁷ will you favour me with your opinion of its necessity or utility,-The appointments and other papers for the postmasters at Morristown and Sussex Court House I herewith commit to your care to be forwarded by the first good conveyance.

Mr. Winny's proposals being the lowest, I accept them on the presumption that he is competent to the business in all respects. But if there be any just objections to his being the Contractor, I request you to retain the letter addressed to him and advise me on the subject, keeping the matter in suspense. Perhaps I may be in Elizabethtown next Thursday.

I am your humble servant

T. P.



On July 4, 1792 a letter was sent to Thompson Darragh from Elizabethtown, New Jersey by the Assistant General Postmaster, P. Wilkins.

Elizabethtown, July 4, 1792

Mr. Thompson Darragh

Sir;

I have just received your letter of the 30th Ult addressed to Col. Pickering inclosing your Bond and Oath---The sum that should have been introduced in the former was thro' mistake left out, and should have been seven hundred dollars. I return it herewith, with another, which I must trouble you to execute---The bearer of this, Mr. Chadwick, has contracted to carry the mail from Elizabethtown to Sussex Court House. As he expects to get his sureties near you I have told him they must be such as you shall approve of---You will be so obliging therefore, as to select those you think will be satisfactory. The key inclosed will open the lock that is to be annexed to the portmanteaux [saddlebag] after the first trip

I am etc P. W. [Asst. P.M. General]



This letter is also the first reference to the selection of a Mr. Chadwick as the contractor to carry the mails between Elizabethtown and Sussex Court House. The earlier letter (shown above) dated June 13, 1792, signed by Timothy Pickering, the Postmaster General in Philadelphia and addressed to William Shute, the postmaster at Elizabethtown, indicated that a Mr. Abraham Winny was low bidder for the job. Apparently Mr. Winny was unacceptable to William Shute for some reason not known, and he recommended Asa Chadwick for the job. The July 4 letter also indicated that Asa Chadwick probably lived in the vicinity of Sussex Court House, due to the fact that "he expects to get his sureties near you." The extent that the Postal System was willing to go to accommodate the public, not only in mail deliveries but also in coordinating, if possible, the mail deliveries with the printing of newspapers is quite interesting.

The contract entered into by Asa Chadwick required that he make the mail trip between Elizabethtown and Sussex Court House with the interim stops once a week, leaving Elizabethtown each Wednesday and returning again on the following Tuesday. However, his responsibilities expanded very quickly by the authorization on June 12, 1792 of a post office in Rockaway, Morris County. Then on October 11, 1792 a post office would be authorized for Booneton,⁸ also Morris County. These post offices were added to the postal route being ridden by Asa Chadwick as indicated in the letters below from the General Post Office in Philadelphia.

SUSSEX COURT HOUSE ~ First Sussex County P.O. ~ Len Peck

The following letter addressed to Mr. Chillon Ford confirms the establishment of the post office at Rockaway, New Jersey.

*General Post Office
Philadelphia 23 July 92*

Mr. Chillon Ford [Postmaster at Rockaway]

Sir;

I am pleased to find by your letter of the 16th Instant enclosing your Bond and oaths, that you have accepted the appointment of Postmaster for Rockaway.---The Postmasters at Newark and New York shall be informed of the establishment of your office. Asa Chadwick, the Postrider will be told to inform you on what days he will arrive at Rockaway. His contract obliges him to leave Elizabethtown every Wednesday and return again the Tuesday following.

I am etc.

P.W.



General Post Office Philadelphia, Oct. 11, 1792

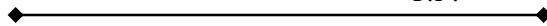
Jno. Jacob Faisch, Esq. [manufacturer]

I have received your letter of the 6th inst. by Mr. Chadwick, and have agreed with him to carry the mail from Booneton to and from Sussex Court House and from Elizabethtown to New York, the times to correspond with his and your wishes as practicable, preserving a due connection with other mails. I also herewith send an appointment of Postmaster with the necessary papers to Mr. Rudolphus Kent whom you recommended for Booneton. —I will write to the Postmaster at New York informing him of your plan of delivery and receiving letters there, but Mr. Chadwick must pay him the postage when he takes from the office those which you and they advise him to deliver at New York.

For those extra services beyond his former engagement I allow Mr. Chadwick, (what he proposes) ten dollars a year.

I am Sir, etc.

T.P.



Jno. Jacob Faisch, (*more correctly spelled Faesch*) the person to whom the above letter was addressed, was a Swiss mining engineer and ironmaster who contracted with Jacob Ford Jr. in 1772, to lease the Ford house and the associated ironworks in Rockaway Township that were owned by Ford so Ford could pursue other business matters. Faesch lived there while overseeing a massive furnace operation that served as the largest supplier of ammunition for Washington's troops during the Revolutionary War.


General Post Office Oct. 16, 1792

Sebastian Bauman
Sir;

I have lately created another post office in New Jersey. It is at Booneton. From Morristown the post proceeds to Booneton, Rockaway and Sussex Court House. Asa Chadwick is the Contractor and Post-rider. Persons in business on the route, especially in Booneton intend he shall proceed to New York and deliver his mail to you to be opened and rated; amount of the postage (at least of the letters of his subscribers) to be paid you by him; in order that he may then receive the letters and deliver them to whom they are addressed. Their answers with such other letters as shall be lodged in your office, to be made up into proper mails and delivered to Mr. Chadwick as any other post rider. But his subscribers expect that Mr. Chadwick himself will collect the answers of their correspondents and hand them to you to be put into the mail

To this plan I have consented; as without it the post rider would rather incommode than accommodate the people in business on the road to Sussex.

I am etc. T.P.




General Post Office Jan'y 10, 1793

Mr. Asa Chadwick, Post Rider
Sir;

I received your letter of Dec. 30th —or rather a letter in your name—desiring your last quarter's salary may be paid to Lewis Woodruff—My assistant will give an order on Col. Bauman in New York for the amount to be paid you there, as he has public money on hand. Call on him for it—In time to come you are not to expect any payments on letters of draught in your name, unless you sign your name to them with your own hand. The contrary practice is dangerous, both to you & the public, for a rouge [sic: rogue] may use your name as well as an honest man.

*Your friend
T.P.*



General Post Office Jan'y 10, 1793


Sebastian Bauman, Esq'r

Sir;

I herewith inclose an order on yourself, in favour of Mr. Asa Chadwick for Forty-nine dollars & 72 Cents which is in full of his pay to the 10 of January 1793.—Mr. Chadwick has been directed to apply to you for his pay.—When he calls please to take his receipt on the back of the order and return it to this office.

I am Sir yours etc

C.B. [Caleb Burrell – Asst P.M. General]⁹



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In January 1793, Thomson Darrah apparently wrote asking to be relieved of his duties. The following letters addressed to him are self explanatory. The letter dated Feb. 6th 1793 indicates that Thompson Darrah had informed the Postmaster General that he intended to resign as Postmaster at Sussex Court House.

General Post Office Philadelphia, Feb 6, 1793

Mr. Thompson Darrah

Sir;

I received your letter of the 22nd ultimo. The loss of the Portmanteau key is a disagreeable circumstance because it may fall into improper hands who may seek an opportunity of making ill use of it. I wish it may be carefully sought for. I enclose another which I hope will be carefully preserved and in a place where only the Postmaster may come of it.

I will shortly find an answer about your Successor / and am your humble Servent

T.P.

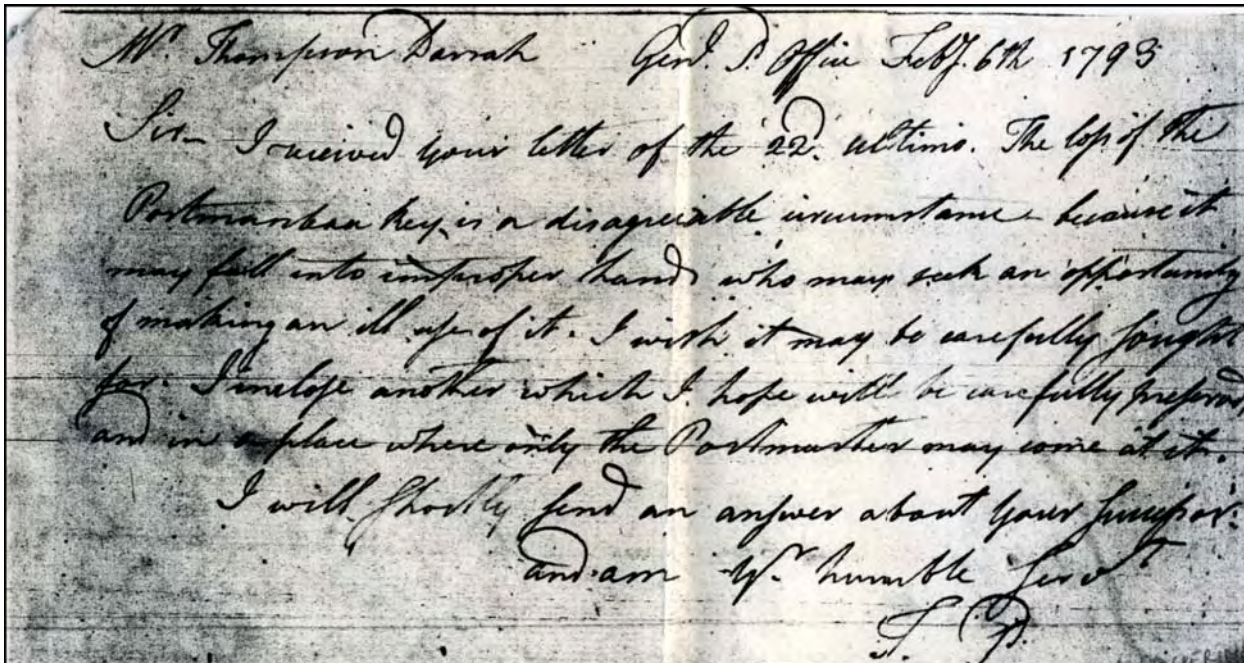


Fig 3: All of these letters were received from National Archives as photographs of the originals, and are often difficult to decipher, as this example shows.

General Post Office, Feb. 25, 1793

Mr. Thompson Darrah

Sir;

I received your letter of Jan. 22th giving notice of your intended resignation and recommending Mr. John Johnson to succeed you. I now enclose a bond to be executed by him with proper sureties which I request you see done; and on its return I will send a commission and your bond. It will be proper to take an inventory of all the articles pertaining to the office, to be signed by you and Mr. Johnson and transmitted to the General Post Office

I am Yours etc.

T.P.

Gen 'l Post Office, Mar. 12, 1793

Mr. Thompson Darrah

Sir;

I have received your letter of the 3rd inclosing Mr. Johnson's bond. I now send his commission as postmaster at Sussex Court House but the present quarter being so near expiring, it may be best perhaps to finish it in your name. In this view it may be proper to retain your bond until the accounts for the quarter be returned and adjusted and any balance which may be found due, paid over to the order of one of my assistants. And to prevent delays, your accounts shall be examined as soon as rendered.

*I am Yours etc
T.P.¹⁰*



Upon his retirement as postmaster, Thompson Darrah was able to return - and devote full time - to the business of Thompson Darrah & Company located in Hamburgh, Hardyston Township, Sussex County. During his tenure as Postmaster of Sussex Court House, his brother, Henry Darrah, who was a partner in the business, had been largely in charge. Henry, who had been ailing from a lung infection, died the following year. Thompson Darrah died on April 22, 1797, three years later.

Asa Chadwick continued to serve as post rider on the route between Elizabethtown/Newark and Sussex Court House, although there are some indications that the General Post Office was not always completely pleased with his service. The following letters are related to incidents concerning Post-rider Asa Chadwick and his replacement by John Woods as the contractor in carrying the mails between Elizabethtown and Sussex Court House.

Gen 'l Post Office April 12 1793

Mr. Asa Chadwick

Sir;

I herewith inclose a draft on the postmaster at Elizabethtown for Fifty Dollars it being for the amount of your quarter's pay due the 1st Instant.

I am yours etc. / C.B.



Gen 'l Post Office April 12 1793

Mr. Louis Woodruff

Sir;

I have this day drawn on you in favor of Mr. Asa Chadwick for Fifty dollars---when you pay the draft please to take his receipt on the back of it and return to this office---You will take a duplicate receipt to be kept by yourself---

I am yours etc./ C. B.



General Post Office Phil'a July 22, 1793

Asa Chadwick, Contr'r

Sir;

Mr. Chilion Ford informs me that in the month of April you lost one trip of the mail altogether and that you are so irregular in the conveyance of the mail that people are obliged to send their letters by private conveyance. I have however (to prevent disappointment) paid the full amount of your draft in favour of Mr. Chas. B. Dayton. But unless the loss of this trip and other delays are satisfactorily accounted for I shall deduct the Penalties incurred from your pay at the close of the current quarter.

C.B.



Gen 'l Post Office Oct. 9 1793

Mr. Asa Chadwick

Sir;

I now enclose to you an order on Mr. Louis Woodruff, late postmaster at Elizabeth Town, for fifty dollars which is the sum due to you for the carriage of the mail to the 1st instant. I am at present at Bristol and cannot examine the way bills, but should the Postmaster General think proper to make any deductions for delays they will be taken from your pay at the end of the year.

I am Sir etc. / C. B.



Gen 'l Post Office Oct. 9th 1793

Mr. Louis Woodruff

Sir;

Your letter of the 12 ult. with your accounts to the 1st of April have been received but have not been examined. I have this day drawn on you in favor of Asa Chadwick for 50 dollars and have no doubt but the draft will be duly paid. Be pleased to send me Mr. Chadwick's Receipt as soon as you make the payment.

I am Sir etc. / C.B.



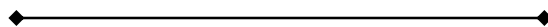
General Post Office, April 25, 1794

Mr. John Johnson

Sir;

I understand that Asa Chadwick, who contracted to carry the mail between Elizabethtown & Sussex Court House, committed the business to some person who undertook to execute the contract on his behalf.—I know not but that you are the undertaker. But whoever is under the engagement, I wish to be informed whether he is willing to continue to carry the mail after the first of next June on the terms of the Contract with Chadwick until I have time to advertise and form new Contracts.—The delay on my part has been occasioned by the delays in making new post office law and it is not yet complete. Probably it may pass next week. I will thank you to give me information whether I may depend on the carriage of the mail above mentioned after the first of June until a new contract can be formed of which sufficient notice will be given.

I am Sir etc. T.P.



G.P.O, Phila. Sept. 12, 1794

Mr. John Burnett [Newark Postmaster]
Newark

Sir;

Mr. John Woods' proposals for carrying the mail from Newark to Sussex Court House have been accepted. I have sent him a Contract and Bond which he is to execute in your presence. Be pleased to see that the sureties offered by him are good and that the papers are properly executed and returned to this office.

I am Sir etc.



G.P.O. Phila. Sept. 12, 1794

Mr. John Woods
Newark

Sir;

Your proposal for carrying the mail from Newark to Sussex Court House has been received and accepted by the Postmaster General. I now enclose a Contract and Bond to be executed by you in the presence of Mr. Burnett, the Postmaster at Newark. As soon as the papers are executed and returned to this office, a counterpart executed by the Postmaster General will be sent to you. The law requires every Contractor and Postrider to take oaths, blank forms of which are enclosed.

I am etc. C.B.



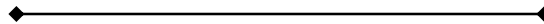
General Post Office Phila. Oct. 8, 1794

Mr. Jacob Burnet

Sir;

I have received your letter of the 7th Instant. The mail from Elizabethtown to Sussex Court House has been carried for some time past by the Postmaster at Sussex C. House and it is very possible that his rider stops riding. The mail Portmanteau will be left there—I wish you to start Mr. Woods, the rider on Wednesday next and in case you should not get the mail portmanteau before that time, you will probably be able to furnish him with a good portmanteau or saddle bags for one trip, and he will no doubt be able to obtain the Public Portmanteau and bring it with him on his return to Newark.

I am Sir etc. T.P.



The following letter indicates that the special arrangements that had been made with the mail coming out of Booneton (present day Parsippany) would be short lived.¹¹ (See letters dated Oct. 11 and Oct 16, 1792.)

General Post Office June 17 1794

John Jacob Faisch, Boonton

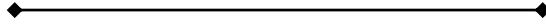
Sir;

I very lately received your letter of the 28th of May. You are misinformed about the route of the mail. Booneton was not named in the former law nor is it in the present.--- The route is from Newark or Elizabethtown by Morristown & Rockaway to Sussex Court House but it is to return by the way of Hackettstown & Morristown to Newark or Elizabethtown. This arrangement may insure to disappoint your wishes because if, in going, it passes thru' Booneton, it must return another way and of course delay your Answers a week. But the whole

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is really a trifling Object. The whole gross product of the post office at Booneton & Rockaway being each but about ten dollars a year. Nevertheless I had intended, that the Post [rider] should continue to ride as usual through Booneton on his way to Sussex C. H. but the alteration in the law will prevent his returning by those places.

*I am Sir etc.
T.P.*



Under the same act of Feb. 20, 1792 that established the postal route from Elizabethtown to Sussex Court House, another route servicing Sussex Court House was also established. That route would be from Bethlehem, Pennsylvania by Easton, Sussex Court House, Goshen, Wards Bridge (now Montgomery) and Kingston to Rhinebeck in New York State.

The act also confirmed the earlier postal routes established under the Colonial postal system that went from Philadelphia, Penn. to Bethlehem and the route in New York State that ran from New York City to Albany via the Albany Post Road.

The extension of the route from Bethlehem, Pa. via Sussex Court House to Rhinebeck, N.Y. was meant to shorten and speed up mail coming from Philadelphia and the South that was addressed to Albany and Canada. The previous route went from Philadelphia to Elizabethtown, N.J. then a long, often slow stage-boat trip around Staten Island to New York City where the mail was transferred to the Albany stage that went through Rhinebeck, N.Y. The new route cut off some 70 miles and the slow crossing by sailboat around Staten Island. All in all, it speeded up the mail to Albany and Canada by two full days.

The first letter I could find in the Postmaster General's letter-books regarding the carrying of mail on this route between Bethlehem, Pennsylvania and Rhinebeck, New York was the one following, dated June 30, 1792, and addressed to James Wilkin at Goshen, N.Y.

*General Post Office
Philadelphia, June 30, 1792*

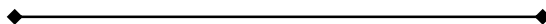
*James W Wilkin, Esquire
Goshen*

Sir;

The absence of Col. Pickering and myself from this city for some days past, has prevented a reply to your letter of the 19th instant until now—The proposals of Mr. Daniel Seward for carrying the mail from Goshen to Rhinebeck are such as are acceptable; I therefore inclose a form of a Contract and Bond to be by him Executed and also for Mr. Samuel Moffat for the carriage of the mail between Bethlehem and Goshen—You will be pleased to see them properly executed and returned to this office-- Counterparts will be transmitted to the Contractors as soon as the Postmaster General returns—The oaths must be taken before some Justice of the Peace—If Mess'rs Moffat & Seward should not have commenced riding before receipt of this they will begin immediately after the contracts are completed.

I am etc., P. W. [P. Wilkens, Asst PMG at Philadelphia]

N.B. The Schedules are made out agreeably to the published advertisement perhaps some alterations may be necessary-of this you will be the judge.



As the postal route assigned to Samuel Moffat went through the towns of Warwick & Shawangunk as well as Ward's Bridge, New York, only one month went by before post offices were applied for and established in these places as well. This is indicated in the following letter addressed to Mr. James Wilkin, the postmaster at Goshen, New York.

General Post Office
Philad'a 17 July 1792

James Wilkin, Esquire

Sir;

I have your letter inclosing Moffat's & Seward's Contracts, Bonds & Oaths—The Portmanteaux & Bags they require, I shall forward to them by this days post—Permit me to trouble you again, by requesting your attention to the packages accompanying this for Warwick, Wardsbridge & Shawangunk; they being for the Postmasters at those places. The Rider will please to deliver them personally.

I am Sir, etc., P. W.

The Sussex Court House post office would change its name to Newtown in 1797 (hence do not confuse Sussex Court House with the present Sussex, N.J. post office); and in 1825, this became the current and still operating Newton post office.

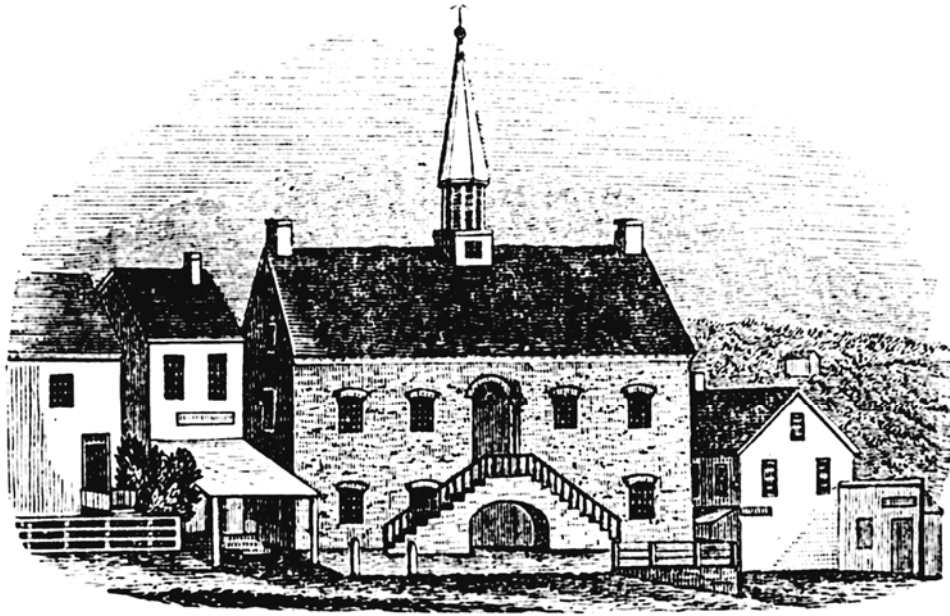


Illustration from Barber and Howel¹²

Fig. 4: A view of the court house in Newton, NJ, for which the Sussex Court House post office was named in 1792. This building burned in 1847, and was replaced with another building. The post office remained Sussex Court House until 1797, when the name was changed to Newtown. It was later changed to Newton.

SUSSEX COURT HOUSE ~ First Sussex County P.O. ~ Len Peck

Covers cancelled Sussex Court House in its five years of existence from 1792 to 1797 are yet to be found; hence I do not have one to show (although I have been actively looking for one since moving to Sussex County in 1928!). However the following cover, mailed from Hackettstown in 1823, is addressed to that post office during the period when it was referred to as Newtown.

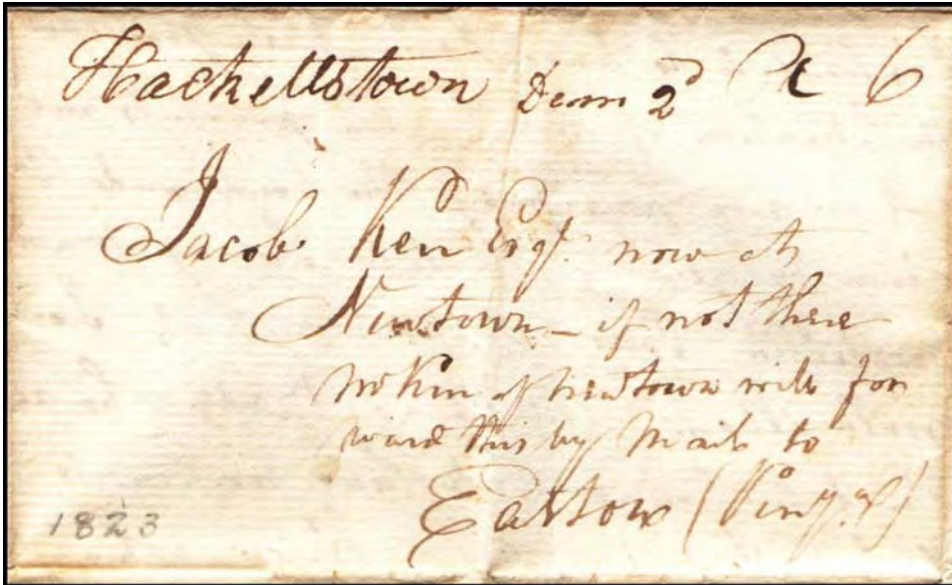


Fig. 5: An 1823 cover sent from Hackettstown [then in Sussex County] addressed to NEWTOWN, NJ

Coles indicates the name change from Newtown to Newton occurred in 1825, although the cover shown below indicates that this may in fact have occurred (at least informally) much earlier:

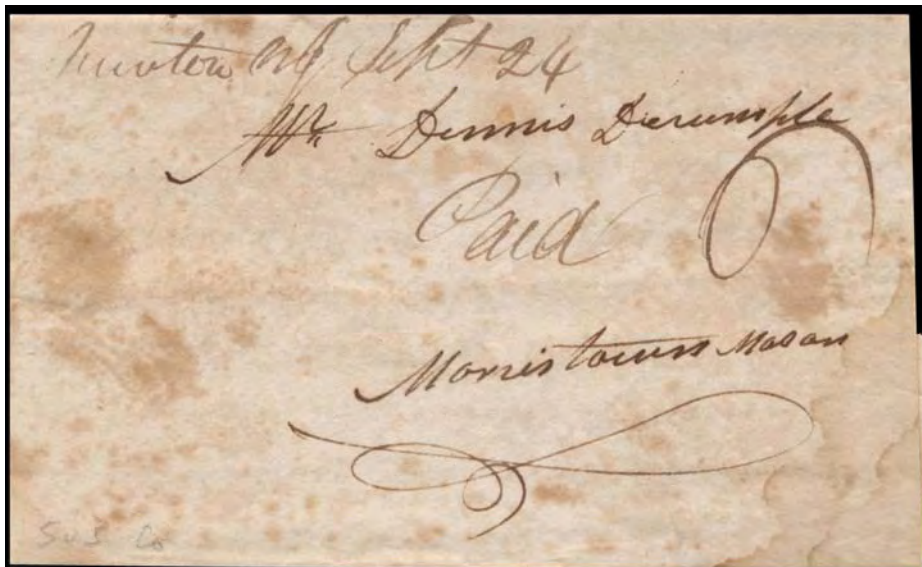


Fig. 6: Manuscript-cancelled cover from NEWTON, datelined September 24, 1816, from Isaac Bassett, addressed to Dennis Dalrimple, Morristown Mason.

ENDNOTES:

- ¹ The full text of the *Act to Establish the Post Office and Post Roads within the United States. Feb. 20, 1792* is available online to members <http://home.comcast.net/~njpostalhistory/postact1792.pdf> or <http://members.aol.com/njpostalhistory/postact1792.pdf> . It is in Acrobat Reader/pdf format and includes text and links to images of those pages on the Library of Congress American Memory website. It may be requested as an email attachment in either pdf or Word format, and a hard copy may be requested for cost of mailing.
- ² Map of New Jersey and Pennsylvania exhibiting the post offices, post roads, canals, railroads, & c. by David H. Burr. Washington, D.C., 1839. Located in the Library of Congress Map collection at [http://memory.loc.gov/cgi-bin/query/r?ammem/gmd:@field\(NUMBER+@band\(g3810+rr002550\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/gmd:@field(NUMBER+@band(g3810+rr002550))) [Nov. 3, 2007].
- ³ This name is spelled alternately Darragh and Darrah in letters from the PMG's correspondence, but it appears, from legal correspondence that the true spelling was Darrah. We have left it as is occurred in these letters.
- ⁴ Letters which follow are from the letter books in the National Archives in Washington, and I received photocopies of them for my research.
- ⁵ This form letter was sent to the following NJ post offices: Bridgetown East, Bridgetown West, Rockaway, Salem, Sussex Court House, Sweedsborough, Woodbury, and Woodstown.
- ⁶ All spelling used in all the letters being quoted is the same as in the letters themselves, many of which are the old or variant form, such as where the letter "e" is often used in place of the letter "a" and the letter "c" in place of an "s". Note the words *servent* and *suspence*, also *favour* instead of favor. Names are not always consistently spelled the same way, and we have left them as written. Some errors may arise from deciphering the originals.
- ⁷ Chatham did not get a post office until July 1808. See Kay & Smith, *New Jersey Postal History*, Quarterman Publications, Lawrence, MA, 1977.
- ⁸ Later changed to Parsippany. This is not the current Boonton. *Ob cit*, Kay and Smith.
- ⁹ The initials C.B. on letters appearing above (and also below) were those of Caleb Burrell, an Assistant Postmaster General at Philadelphia.
- ¹⁰ The last letter above would indicate that John Johnson took over his duties as Postmaster at Sussex Court House on April 1st 1793 but all other records show he served in that capacity starting on Oct. 12th 1793.
- ¹¹ This letter also poses some question as to the exact date that the post office in Hackettstown was officially established. All records show the official date as being in October 1794 with William Helms as the first Postmaster but this letter indicates that it was a few months earlier. Note the June 1, 1794 date on this letter;
- ¹² Barber, John W. and Howe, Henry, *Historical Collections of the State of New Jersey*, published by Benjamin Olds, New Haven Ct. , 1844

EARLY TRAVEL & MAIL TRANSPORTATION IN NEW JERSEY

By Len Peck

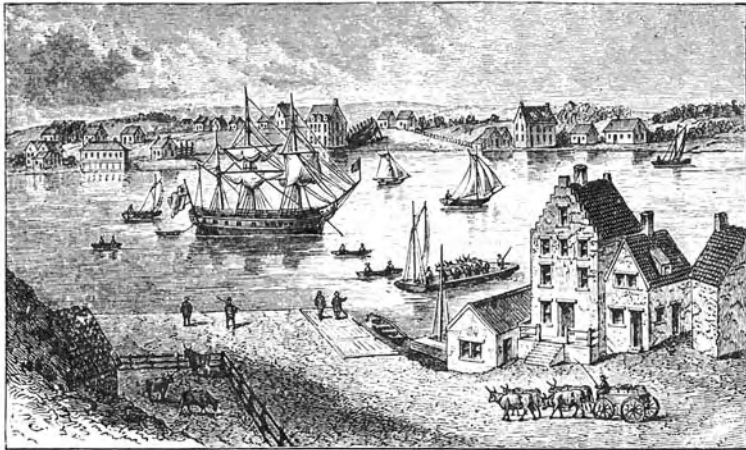


Fig. 1: *Ferry House in New York City – 1746.*¹

New Jersey, located between two major early centers of population – New York and Philadelphia – enjoyed a unique advantage in the development of early means of transportation in the colonies. Transportation down the seacoast and up Delaware Bay was certainly an option between these two cities, but a need for overland transportation grew increasingly necessary for these growing populations.

The earliest overland route established in Colonial times for traveling between New York and Philadelphia and the Dutch settlements on the Lower Delaware River was actually a combination of land and water. The traveler in those days would board a stage-boat at the foot of Whitehall Stairs in New York, which would sail down upper New York Bay around Staten Island and discharge its passengers and freight at Amboy Ferry, now known as South Amboy, New Jersey. From there, both travelers and freight were loaded onto stage-wagons which crossed New Jersey through areas later to be known as Spotswood, Cranbury, Allentown and Crosswicks, before reaching Burlington on the Delaware River where both cargo and travelers were unloaded. From that point, passage to their destination on the Delaware was finished by boat.

This was called the Lawrie Stage-road Route, established in 1684 by Gawen Lawrie. It was the earliest route in America upon which provisions were made for public transportation. The stage wagons were nothing more than heavy farm wagons that were equipped with rough board seats. As riding on these springless wagons over ungraded roads was an extremely jarring experience, many travelers would prefer to ship their baggage on the wagons and walk. Keeping up with the wagons being drawn by large farm dray horses was not a difficult problem for the average person.

Gawen Lawrie, London merchant and close Quaker associate of William Penn, was one of the signers of the Quintpartite Agreement that established the boundary lines between East and West Jersey. Before coming to America, he first served as a trustee for the bankrupt Edward Byllange, proprietor of the western portion of New Jersey. He then purchased shares in both East and West Jersey. In 1683 he was appointed deputy governor of East Jersey and moved to Elizabethtown. He later moved to Perth Amboy where he directed initial construction of this harbor city. He was constantly in trouble between the proprietors and settlers over Governor Nichols' patents and quitrents until being replaced in 1686 by Governor Lord Neil Cambell.

In 1702 when Lord Cornbury, who succeeded Andrew Hamilton as governor of East Jersey, gave Hugh Huddy the exclusive rights to convey goods on this route, the Legislature angrily condemned the grant as a monopoly. The business of carrying freight on this route, even in this early date, must have been substantial to create such a controversy.

The next stage to operate on the Northerly route between Trenton and New Brunswick was established in 1734, to run twice a week. Its advertisement offered a major improvement for travelers, as the wagon "will be fitted up with benches and covered over, so that Passengers may sit easy and dry."

Joseph Borden of Bordentown set up a third stage route in 1740 to run from Amboy Ferry to Bordentown. On all of these routes the final leg of the journey was completed by stage-boat when traveling to Philadelphia or the lower Delaware River. These stage routes also carried mail, both public and private.

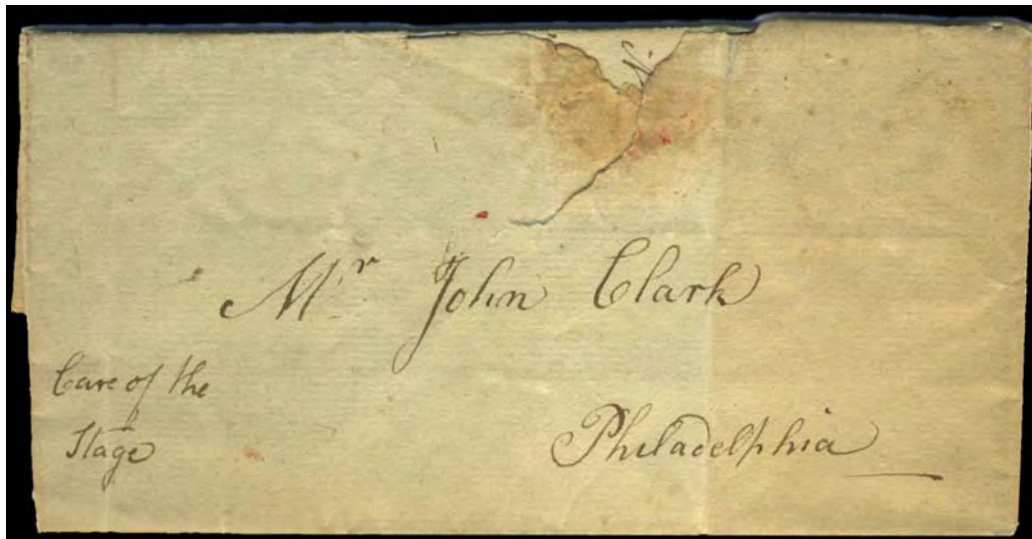


Fig. 2: An example of stage mail carried from a town without a post office (Mount Holly, NJ) in 1797, to Philadelphia. Note the "Care of the Stage" marking lower left.

Many communities not located on these major transportation routes across New Jersey continued to receive their mail by postrider. While this conjures up the image of the galloping rider on horseback pictured on two U.S. stamps, the truth (in New Jersey at least) was perhaps somewhat different. A description of a New Jersey postrider is preserved in Alvin Harlow's *Old Post Bags*, as follows:

A pretty picture dated 1779 is that which Mrs. Eliza Morton Quincy draws in her memoirs. She was then a child, living at "Baskinridge," as she calls it, in the Jerseys. The war had receded from those parts. The British had been driven from Philadelphia, and though they were still in New York, less than thirty miles from her home, this seemed to trouble the countryside but little:

Mr. Martin was an old man who carried the mail between Philadelphia and Morristown, and was called "The Post." He used to wear a blue coat with yellow buttons, a scarlet waistcoat, leathern small clothes, blue yarn stockings and a red wig and cocked hat, which gave him a sort of military appearance. He usually travelled in a sulky but sometimes in a chaise or on

EARLY TRAVEL & MAIL TRANSPORT IN NJ ~ Len Peck

horseback, according to the season of the year, or the size and weight of the mail bag. Mr. Martin also contrived to employ himself in knitting coarse yarn stockings while seated on his saddle-bags on horseback. He certainly did not ride post, according to the present meaning of the term.

Between Baskinridge and Philadelphia and Princeton he was the constant medium of communication, and always stopped at our house to refresh himself and his horse, tell the news and bring packets. He was an excellent, honest old man. . . .

Once when she went on a visit to Philadelphia, the little girl came back as a passenger with Mr. Martin in his chaise. Fortunately, he was not using his sulky on that trip; another observer tells us that the sulky of those days was just “a common arm chair placed on leather braces and suspended over a couple of wheels.” It was said of the postal service of that time that it robbed the cradle and the grave, for some of the riders, in strong contrast to the ancient Mr. Martin, were mere boys just entering their teens.²

Mail to Newtown [formerly Sussex Court House, in Sussex County] was still delivered by postrider until 1808, as the roads to Sussex did not yet permit the establishment of a stage route. On March 9, 1801, Gabriel N. Ford, David Ford and Israel Garfield of Morristown secured a charter for constructing a turnpike to start at the Morris County line and pass through Chatham, Bottle Hill (now Madison), Morristown, Walnut Grove (now Mount Freedom), Succasunny Plains (now Succasunna), Drakesville (now Ledgewood), and Stanhope to Newtown (now Newton). It was known as the Morris Turnpike. This route roughly followed the course of the southern branch of the Old Minnisink Path, the Indian trail used for centuries by the Lenape Indians leading across New Jersey from Minnisink Island on the Delaware River to the Navesink River at the Atlantic Highlands. That part of the road between Newton and Morristown was roughly the same as the road developed by Jonathon Hampton as his Military Supply Road in 1755-1756.

Although that part of the road between Morristown and Newton had been used by farmers and drovers for many years, it certainly was not fit to be called a turnpike without a lot of improvement. Thus, between selling stock to finance the turnpike and improving the existing road it wasn't until 1808 that the first stagecoach line was established between Newton and Morristown. It was at this time also that the mail contract was transferred to the stage coach line to be operated by Isaac Basset, Pettit Britton and James Hinchman, three prominent Newtown businessmen who started the Morris to New York stagecoach line. One of the drivers of this line was Zephaniah Luse who later became a co-owner of the line with James Hanna.

The stagecoach line as originally established ran once a week, starting at Newtown by way of Stanhope, Succasunny Plains, Morristown, Bottle Hill, Chatham, Springfield and Newark to Paulus Hook (now Jersey City) and ferry to New York. The earliest advertisement that could be found of this line in a local newspaper appeared in the Sussex Register dated January 2nd, 1815. The transcript follows:

Z. Luse & James Hanna, proprietors of the Morris and Sussex Mail Stage between Newtown and New York;—Inform their friends and the public, that in consequence of a late regulation of the Postmaster General, they will in the future leave Newtown every Monday morning at nine o'clock, lodge at Morristown, and arrive in New York on Tuesday at twelve o'clock noon. Will leave New York every Wednesday morning at nine o'clock, lodge at Morristown, and arrive at Newtown next day at one o'clock, P.M.—Going and returning will pass through the following places, viz.—Stanhope, Succasunny Plains, Morristown, Bottle Hill, Chatham, Springfield and Newark.

The fare through, Three Dollars, and in that proportion for any part of the way. Seats to be engaged in Newtown at Mark Luse's or at Daniel Harker's tavern, or of either of the proprietors; at Morristown at L Hayden's tavern; at Newark at Moses Raff's tavern, and at New York at Sanfords at the lower end of Courtland street, near the ferry stairs.

As the proprietors will always drive the Stage, they will take charge of any business and attend to the same with diligence, for a small compensation. Any person having business on the route through to Newburgh, are informed that a stage starts every Friday morning from Daniel Harker's tavern, and will pass through Hamburg, Vernon, Warwick, Florida and Goshen. Also that the mail starts the same day for Milford, Pennsylvania.

January 2, 1815

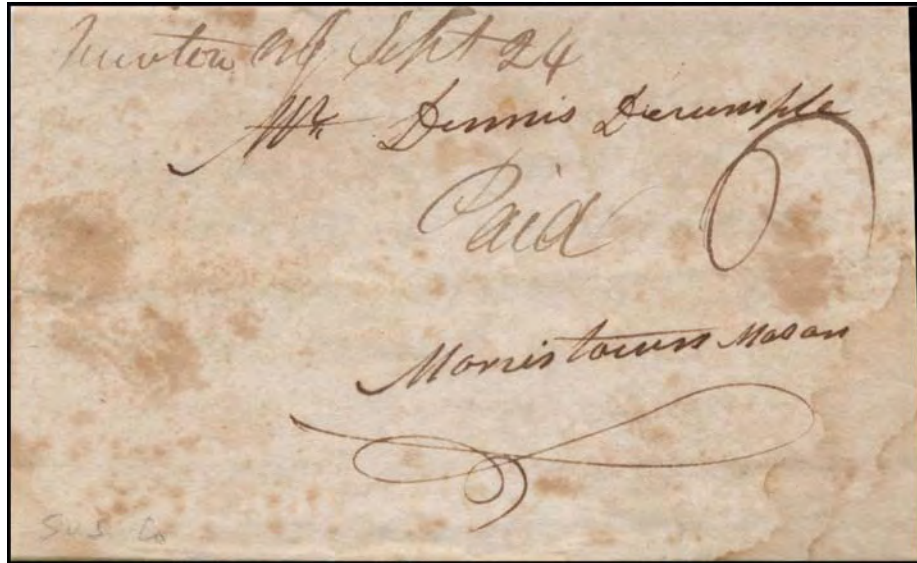


Fig. 3: This 1816 cover was sent by Isaac Bassett of Newtown shortly after the establishment of the new stage service which he helped initiate. It is datelined September 24, 1816 and is addressed only to Dennis Dalrimple, Morristown Mason.

The Union Turnpike which was chartered in 1804 operated over the Morris Turnpike from Morristown to Succasunny Plains, where it branched off to go by way of Dover, Mt. Pleasant, Berkshire Valley, Hurdstown to Sparta. This was about the same time that the Paterson and Hamburg Turnpike was also chartered.



Fig. 4: Early stage common on the Morris Turnpike.³

A familiar sight on these roads at that time was the "Sussex" wagon. This wagon was the prototype of the later well known "Prairie Schooner," a rugged covered wagon used in the Western migration.

The opening of these turnpikes also brought about the regular scheduled use of the stagecoach in carrying the mails and the demise of the post rider. Mail contracts in those days could run for as long as seven years and the stagecoach contractor was required to adjust his schedule to meet any reasonable changes the post office might require. In most cases, a stagecoach trip of any length usually started at daybreak and reached its destination or a suitable lodging place by dusk. As the stages had only oil lamps or lanterns to light the way, night travel was seldom scheduled on any but the finest roads, weather conditions permitting.

As roads improved and turnpikes became more prevalent the stagecoach lines became the prime factor in carrying the mails. This continued until the advent of the railroads. In New Jersey in 1834, the mail contractor, James Reeside, who held the contract for carrying the mail between New York and Philadelphia, engaged the Camden and Amboy Railroad to carry the mail between those two points. The space thus released on the stage enabled him to carry more passengers at a greater profit while still getting a return on his mail contract. This arrangement was short-lived, however, as his mail contract expired on December 5, 1835 at which time the new contract was placed directly with the railroad.

By 1838 the number of railroads operating in the United States had grown to such an extent that Congress passed a bill making all railroads mail carriers. This led to the development of a special mail car and the Railroad Post Office with the automatic pickup of mail pouches by trains on the move. Mail clerks in the mail car would then sort the mail for drop off at other stations on that run or hold it to its destination for transfer to another train or railroad.



Fig. 5: "Postmistress" at a small station where there was no mail crane, holding a bag to be caught by a passing train! From Harper's & Brothers "Harper's Weekly" (1875), reprinted in Harlow.⁴ Although Harper's referred to this person as a postmistress, in the eyes of the Post Office, all were titled postmasters, regardless of sex.

ENDNOTES:

- ¹ Konwiser, Harry M., *Colonial and Revolutionary Posts*, Dietz Printing Co., Publishers, Richmond, VA, 1931.
- ² Harlow, Alvin F., *Old Post Bags*, published by D. Appleton & Co., New York and London, 1928, pp 268-9: "Earlier Years of the American Post Office."
- ³ Konweiser, ob cit.
- ⁴ Harlow, ob cit., facing page 406.

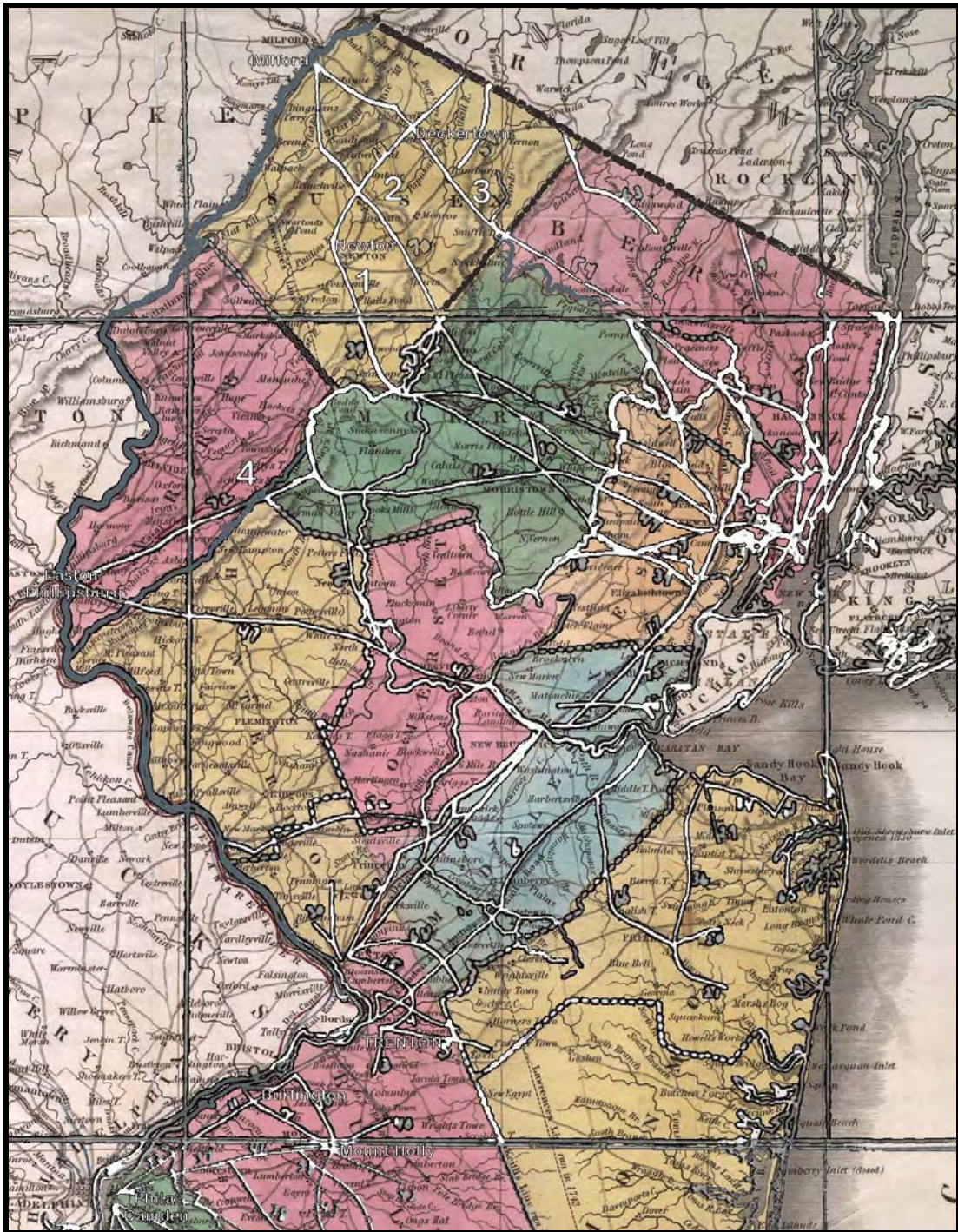


Fig. 6: Turnpikes in Northern and Central New Jersey – 1 indicates the Morris Turnpike, 2 the Union Turnpike, 3 the Paterson & Hamburg Pike, and 4 the Washington Turnpike. Adapted by combining Lane’s reproduction of a 1922 map by McKinley Publishing showing early NJ turnpikes, and an 1834 map from the Rutgers Cartography web site.⁵

⁵ Lane, Wheaton J., *From Indian Trail to Iron Horse, Travel and Transportation in New Jersey 1620-1860*, Princeton University Press, 1939. Rutgers Cartography site: http://mapmaker.rutgers.edu/NJ_1834.gif - a map published originally by A. Finley, Philadelphia, 1834. Courtesy RU Special collections.

DEVELOPMENT OF THE POST OFFICES OF SUSSEX COUNTY:

Hamburg, Sussex County, N.J. & the Paterson-Hamburg Turnpike

By Len Peck

The application to establish a post office in Hamburg was filed by Thomas Lawrence and authorized on May 4, 1795, with Thomas Lawrence as its first postmaster. It was the second authorized post office in Sussex County, following that of Sussex Court House (now Newton) which had been established by Congress in the Postal Act of 1792. It was a natural and convenient addition for the post rider, Samuel Moffet, being located directly on his postal route between Bethlehem, PA. and Rhinebeck, N.Y on the Hudson, where it connected with the Albany post road, and mail going to Albany and Canada was transferred to that postal route. Thomas Lawrence would serve as Hamburg's postmaster until July 1, 1816, when Walter I. Shee would take over that position.

Thomas Lawrence was the 5th in his family line named Thomas. The Lawrence family had lived in Philadelphia for three generations when he was born, and were well known merchants of that city, holding a number of public offices. His father, Thomas 4th, was Mayor of the city five times. The family estate – in the northern part of the city called Clairmont – was sold by the children when their father died, and Thomas 5th moved to Princeton, N.J. where he entered into a partnership with his brother-in-law, Robert Morris of New York.

Thomas had married his cousin, Catherine, the daughter of Col. Lewis Morris, one of the signers of the Declaration of Independence. Several years prior to the Declaration, Col. Morris had bought a farm in Hamburg called Morrisville which was operated by slaves. When Lawrence's partnership with his brother-in-law in Princeton did not work out, he decided in 1787 to rent the farm from his father-in-law, where he took up residence with his family. His life as a country gentleman proved to be so idyllic that he decided to buy the farm in 1790.

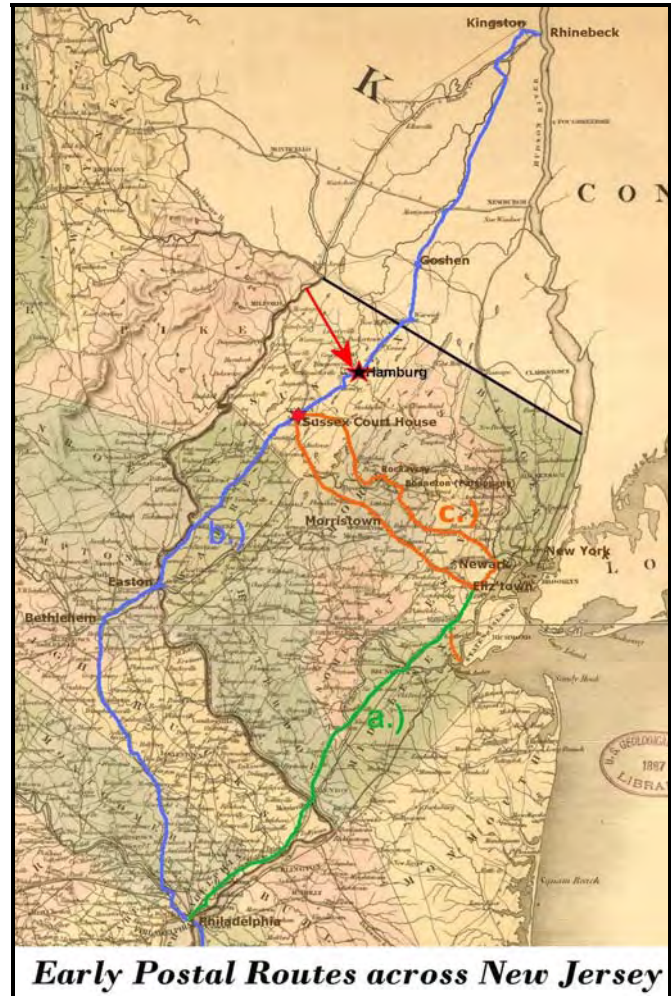


Fig. 1: This map shows NJ's earliest postal routes to Northwestern New Jersey. Hamburg, shown with the arrow and star, was directly on the N-S route from Philadelphia to Rhinebeck NY, a route established in 1792.¹

DEVELOPMENT OF SUSSEX POs: Hamburg & The Paterson-Hamburg Pike ~ Len Peck

At the time Lawrence applied for the post office, the area was known as Sharpsborough after the Sharp family who were early settlers in the area. However, Jesse Potts and his brother, who had emigrated from Germany to Trenton N.J. when it was just a colony, had moved to Sharpsborough and built a forge there in 1792. That forge became known as the Hamburg Forge, which prompted Lawrence to name the post office Hamburg as well. The forge was located on the Wallkill River, just below the Sharp homestead, which later became known as the Haines Mansion.



Fig 2: The Smith Simpson Hotel stood at the intersection of Rt. 94 and Rt. 23. Rt. 23 – for the most part – follows the route of the Hamburg-Paterson Turnpike.

Thomas Lawrence not only served as postmaster of Hamburg but also was one of the prime movers in establishing the Paterson-Hamburg Turnpike which would pass through Hamburg, Stockholm, Pompton, Paterson, and Aquanock (Passaic). He was also one of the capitalists involved. In addition, he also had a hand in the development of Jersey City.

The name chosen, Hamburg, was originally spelled with no H at the end. Kay & Smith² indicates that by 1827, the name was standardized as Hamburg – but cancels seem to prove that to be not exactly the case.



Fig. 3: This 29 Apr (1841) cover bears a manuscript cancel from Hamburg, NJ which does not appear to have an H at the end. Sent to Orange County, NY, this letter is from Daniel Haines, Hamburg's most prominent son – he served 2 terms as State Governor and became a Justice on the State Supreme Court.

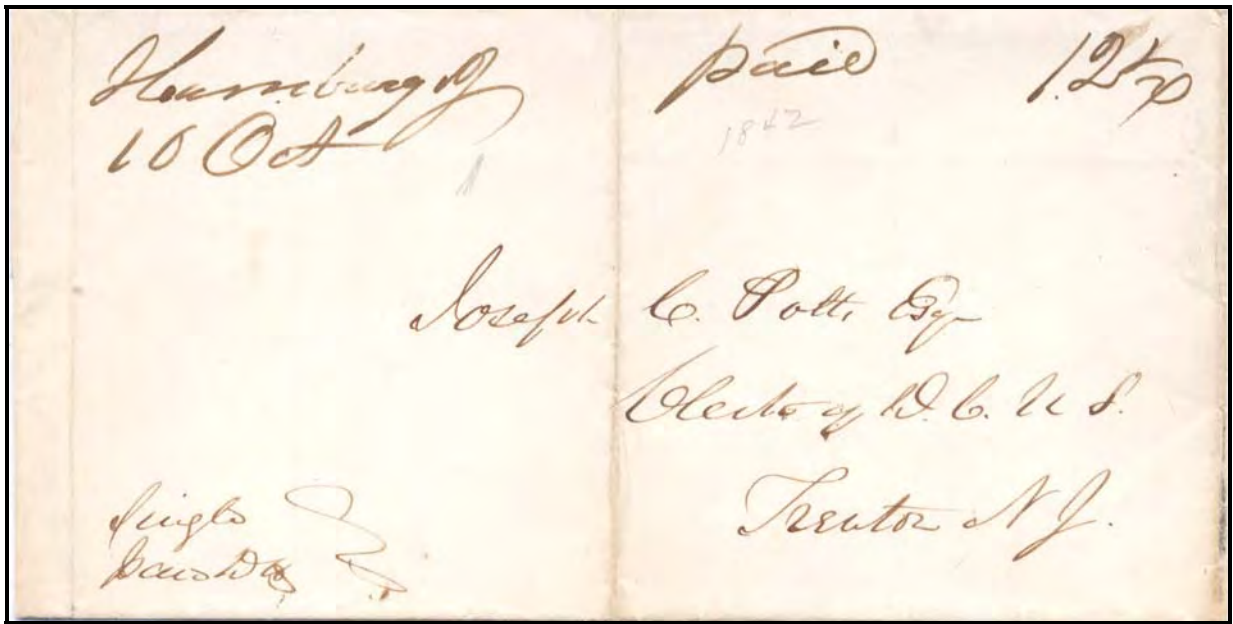


Fig. 4: Again, in Oct. 10 (1842), there is no indication of an H on this letter to Trenton.



Fig. 5: This Civil War cover, however, shows a clear manuscript cancel of Hamburg.

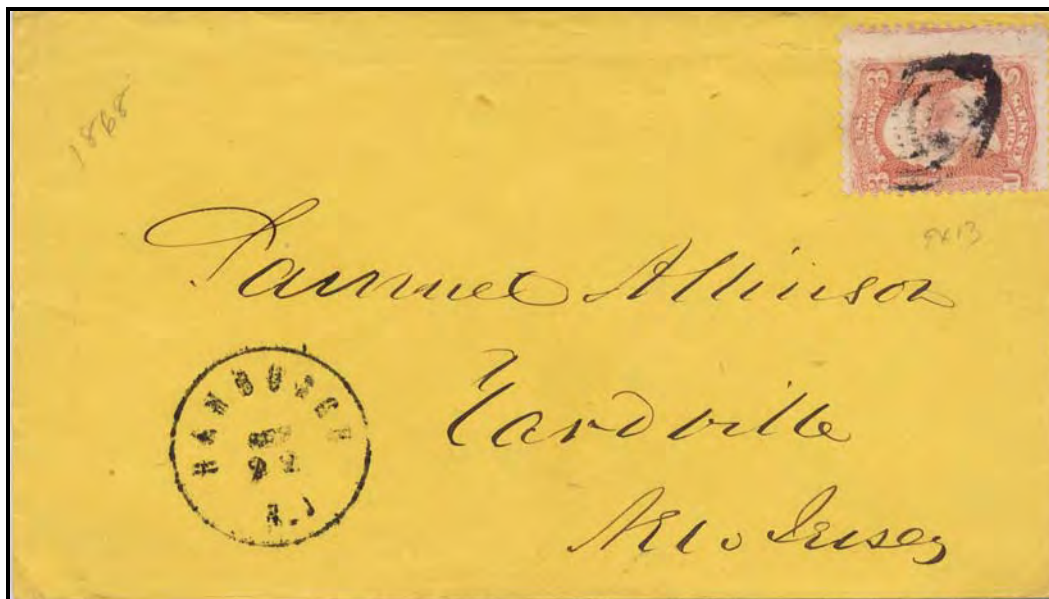


Fig. 6: By 1868, Hamburg was using a cds hammer that included the H.



Fig. 7: Three distinct hammers that also include the Hamburg name. Two were sent to nearby locations – Montague to the West and Stockholm to the East. The third, a mourning cover, is addressed to Princeton.

Len Peck ~ DEVELOPMENT OF SUSSEX POs: Hamburg & The Paterson-Hamburg Pike

In 1894, following directives from the US Post Office, names were standardized, with “burgh” shortened to “burg,” “borough” to “boro,” and many two-word named towns combined into one. Hence Hamburgh again became Hamburg, which it remains today.



Fig. 8: By 1912, Hamburg was an office with RFD routes, as this picture of a “runner” shows. Picture taken May 18, 1912.

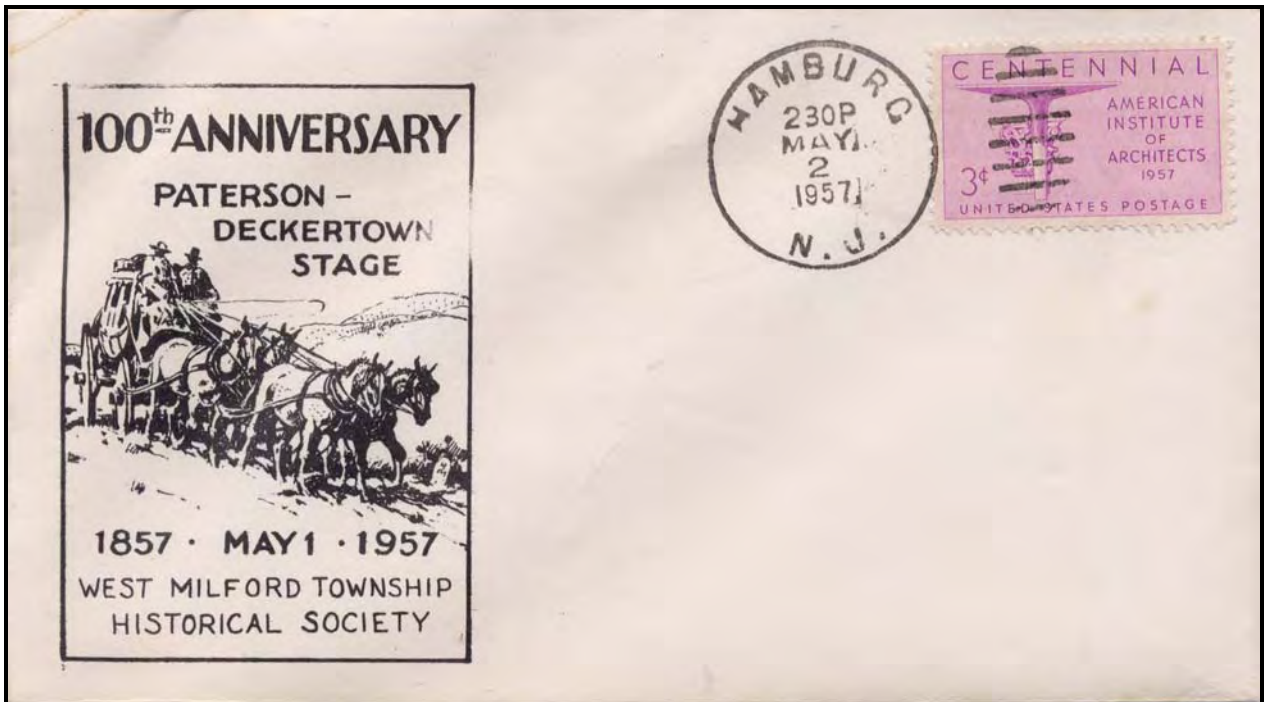


Fig. 9: A 1957 cover commemorating the 100th anniversary of the Paterson Deckertown stagecoach, showing a Hamburg duplex cancel.

DEVELOPMENT OF SUSSEX POs: Hamburg & The Paterson-Hamburg Pike ~ Len Peck

Hamburg historian Dr. Marion Wood indicates that “The Hamburg Post ...was usually kept by a prominent citizen and located in a local business. One of the earliest locations was in a small building located directly across from ‘Smith's Hotel’ which was the Hamburg House. At a later date it was located in Edsall's store (now known as the Wicker shop and From Head to Toe beauty shop), which is on the corner of Main St and RT 94. That building at 2 Main Street was not constructed until 1872 but an earlier structure that was a store was located on that same spot. Since Thomas Lawrence was the first postmaster, following the practice of having a post office in a store, it is likely to have been at 2 Main Street but this is my own educated guess. Lawrence was a partner in that same store at an early date.

“Henry Edsall was post master when the post office was located in the small wooden building across from the Hamburg Smith Hotel.

“When C. L. Kent was postmaster his store was located at 2 Main Street (the wicker store /beauty shop). In the 1930's it was located in the Chardavoyne building across from Hamburg Hotel.”³

HAMBURG POSTMASTERS			Postmaster
Hamburg	May 4, 1795		Thomas Lawrence
	July 1, 1816		Walter L. Shee
	June 10, 1820		Richard W. Lawrence
	July 22, 1820		Horace Vibbert
	Dec. 7, 1820		Robert A. Linn
Hamburgh	Nov. 14, 1831	(name change 1827)	Sidney P. Haynes
	Mar. 9, 1835		John C. Bunting
	July 15, 1836		Robert A. Linn
	Aug. 1, 1861		Michael R. Kinble
	July 30, 1866		Jacob B. Hendershot
	Dec. 1, 1879		Henry W. Edsall
	Jan. 11, 1886		Joseph E. Stoll
	Apr. 22, 1889		Henry W. Edsall
	July 6, 1893		Joseph E. Stoll
Hamburg [07419]	July 2, 1897	(name change 1894)	Henry W. Edsall
	Jan. 5, 1916		Charles L. Kent
	Jan. 15, 1924		Frank H. Burgher
	Aug. 17, 1933		Jennie C. Kinney
	May 23, 1934		Leslie B. Vail
	Feb. 16, 1946		Thomas L. Edsall
	Jan. 3, 1964		Harry S. Simpson
	Jan. 31, 1968		Robert J. Bell
	May 10, 1986		Kathy Foster
	Nov. 10, 1999		Ralph Shaw (O.I.C.)
	July 1, 2000		Elizabeth M. Veraldo

THE PATERSON-HAMBURG TURNPIKE

The natural development of post offices follows population development, and beyond that, the connections which were established between those centers. Post roads and postal routes, as turnpikes developed (and the later rail lines) thus led to the establishment of new post offices in the intermediate communities along these routes.

Thomas Lawrence, as noted above, was instrumental in establishing post offices along the route of the Paterson-Hamburg Pike. When the turnpike was completed in 1810, he wrote Gideon Granger, the Postmaster General of the United States in Washington, D.C., “that a turnpike road had recently been completed from Hamburg through the villages of Stockholm, Pompton, Paterson, and Aquackanock to New York, that the distance thereby to the city is greatly shortened and the facilities for traveling much improved and that the citizens of those villages beg leave to solicit the Postmaster General to favor them with the convenience of having a post- office in each of these places ---”

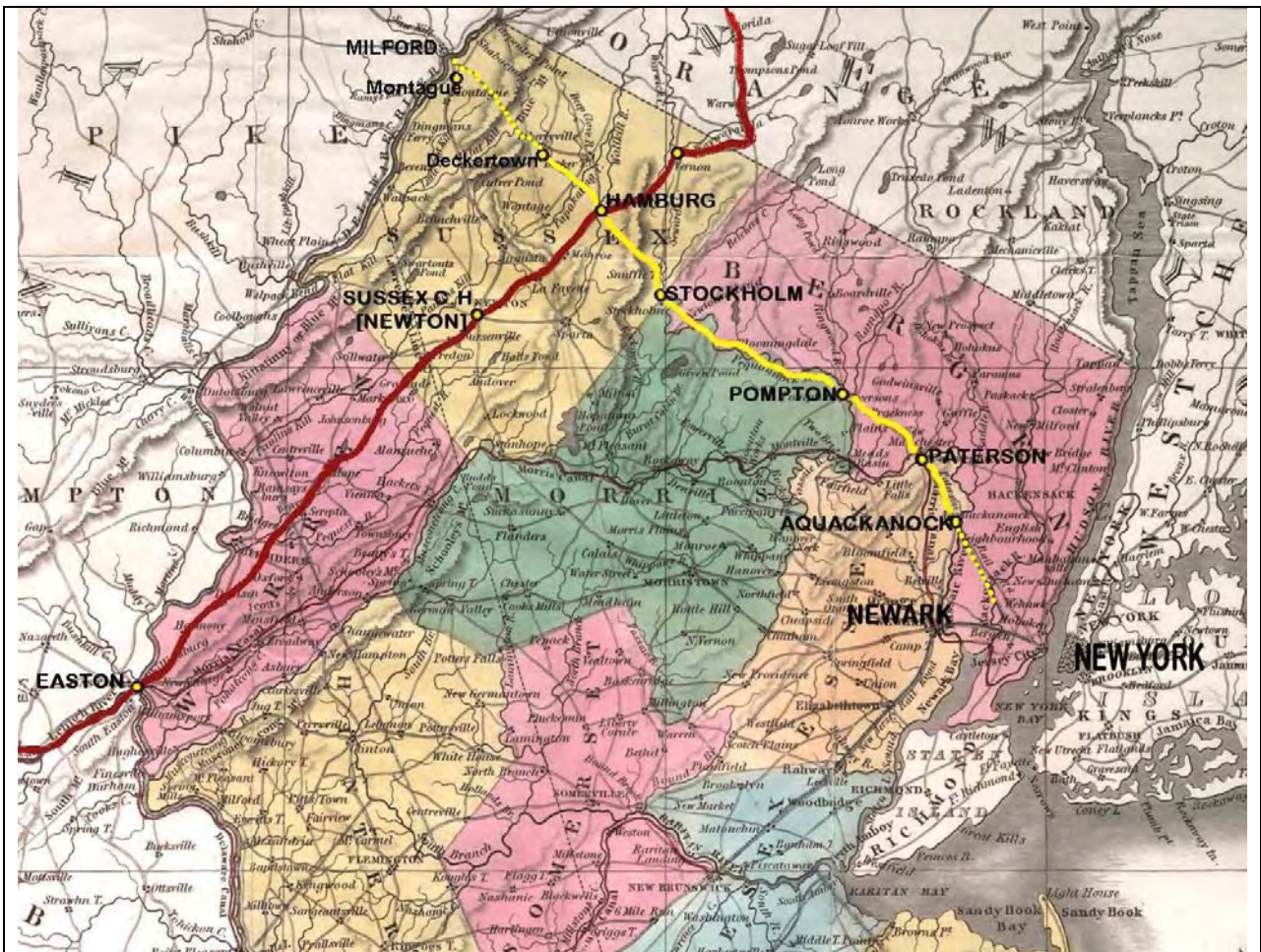


Fig. 10: The yellow line indicates the Paterson-Hamburg Turnpike, established in 1810, crossing the old post road (in red). The original route was planned from Aquackanock (current day Passaic) to Deckertown (now Sussex – west of Hamburg). Additional road to Milford on the Delaware and to the Hackensack River on its eastern end.⁴

DEVELOPMENT OF SUSSEX POs: Hamburg & The Paterson-Hamburg Pike ~ Len Peck

Patterson would be the first post office on the newly opened turnpike to be authorized on May 9, 1812 when it was part of Essex County, with Henry Godwin as P.M. While records indicate the name of the post office was changed to Paterson (one T) on September 26, 1829 when Moses De Witt was P.M., the single T Paterson seems to have been in use at an earlier date. Paterson would become part of Passaic County when it was formed on February 7, 1837 with Moses De Witt still its P.M.



Courtesy Jean Walton

Fig. 11: Feb 28 (1820) oval Paterson NJ cancel on a cover originating in Pompton (manuscript cancel Feb. 22, 1820), and sent to Samuel Southard in Trenton. While records indicate that this post office was known as Patterson from 1812-1829, this cancel shows a single T, as do the ones in Coles [P8], clearly pre-1829.

The next town on the new turnpike to get a post office was Stockholm on May 12, 1812 with Isaac Beach as Postmaster. Stockholm at that time was located in Morris County. It would change to Passaic County on February 7, 1837 with Sidney Ford as Postmaster and because of a boundary line change, due to a small change of course on the river, it moved into Sussex County on February 3, 1843 with Sidney Ford still in charge. Besides being located in three different Counties the Stockholm post office would also become famous during the post-mastership of Hiram Strait who served in that capacity from June 15, 1871 until June 5, 1874. For some reason or other he applied for a change of name for the post office to Petauket which was officially authorized on March 18, 1873 and the Stockholm post office officially de-authorized, then officially changed back to Stockholm on March 24, 1873. This makes the post office named Petauket as the shortest lived post office on record in our postal system. I could find nothing on file in Washington to account for either the Petauket post office authorization or its cancellation except that it replaced the name of Stockholm for six days.

Other post offices on the turnpike to open were Aquackanock on May 14, 1812 while it was part of Essex County with Peter Jackson as Postmaster. He served until April 25, 1854 when the post office became part of Passaic County and the post office name was changed to Passaic, with William Andruss as its new postmaster. The Pompton post office in Morris County was established soon after on May 12, 1814 with Robert Colfax as Postmaster.

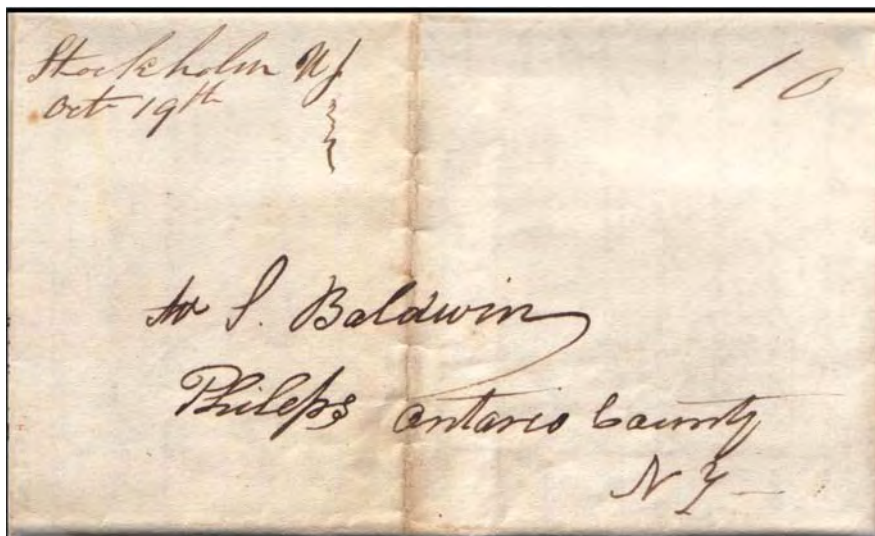


Fig. 12: Oct. 19 (1844) letter from Stockholm NJ addressed to Phelps, Ontario County NY. The letter is datelined “Snufftown” and regards property being sold, about which the writer says: “It is situate on the Hamburg-Patterson Pike near Stockholm, but it is not worth as much as it would be if it was an acre and a half of good land”

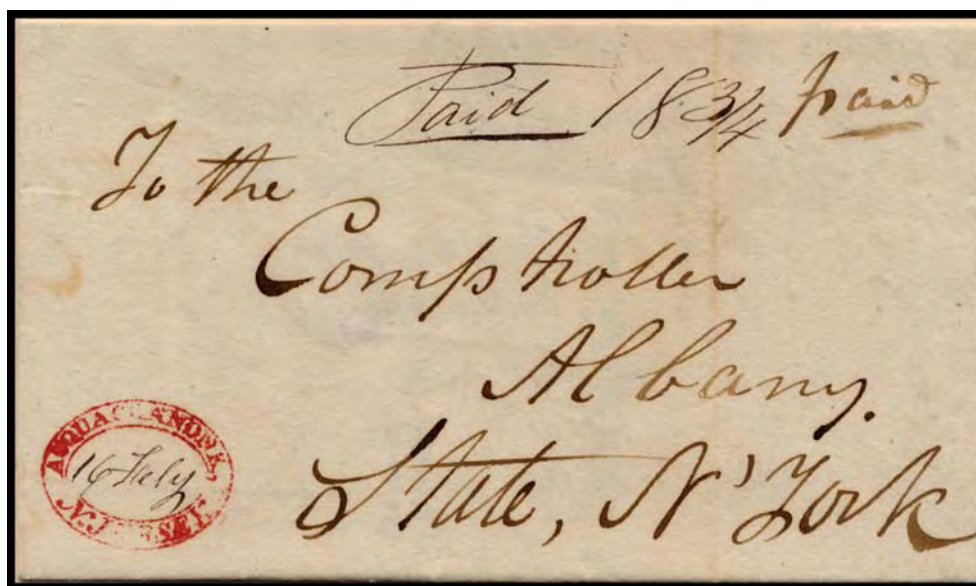


Illustration courtesy Robert G. Rose

Fig. 13: Aquackanock (showing the variant Acquackanok spelling) oval cancel from July 16 (1831), the first year of use of this oval handstamp. The Aquackanock post office opened in 1812.

ENDNOTES:

- ¹ Peck, Len, “Sussex Court House: Sussex County’s First Post Office,” *NJPH*, Vol. 35 No. 4 Whole number 168, Nov 2007.
- ² Kay, John L. & Smith, Chester A., Jr. *New Jersey Postal History*, Quarterman Publications, Lawrence, MA, 1977.
- ³ Wood, Marion E., Ph.D., *All About Hamburg*, Country Cousin, McAfee, New Jersey, 1999. (From email correspondence with Dr. Wood.)
- ⁴ Lane, Wheaton, *From Indian Trail to Iron Horse*, Princeton University Press, Princeton, NJ 1939.

SPARTA, NJ – EARLY SUSSEX COUNTY POST OFFICE

By Len Peck

Sparta was the third post office to be established in Sussex County, following Sussex Court House (1792) and Hamburg (1795) – and leaving out Hackettstown (1794) and Johnsonburgh (1796) for a Warren County history to cover, as both of these became part of Warren County in 1824. Sparta was established May 28, 1796, with William R. Willis as postmaster, and is still an active post office today. In 1970, it became my home, and thus a focal point for my philatelic interests. A number of Sparta covers have found their way into my collection.

Sparta is located on the eastern side of Sussex County, on the road between Morristown and Sussex Court House/Newton, which would be chartered as the Union Turnpike in 1804, and a road which travelled north/south from Morris County to Hamburg, Vernon, and New York State. These roads had been used by local farmers for years to bring product to market in Newark and New York, and their condition did not allow for regular stage routes until 1808-1810, so mail previous to this point in time was delivered by post riders. Stages began to be chartered for mail, and Sparta, while not as large as Newton, was a crossroads of some importance, even at this early point in New Jersey statehood.



Fig. 1: Early Fadden map of New Jersey (1795) showing the relationship of Sparta to other West Jersey communities, and to Newark.

Many early letters mention the state of the roads and the troubles they cause those who lived in this area. The letter enclosed in the cover shown in *Figure 3* is a case in point. A transcription follows:

New Prospect April 9th 1855

Mr. Martin Sutton

I received your letter dated 2nd and was glad to hear that you and Mary is well and contemplate coming home soon. We are all well as usual with the exception of the hooping (sic) cough. Some of the children have had it very bad but they are all getting better of it now. All the friends and relatives here are well as usual except cousin Delphine Sutton. She is very low. She is in the last stages of the Consumption. Doctor Layer told me that he did not think

SPARTA, NJ: EARLY SUSSEX PO ~ Len Peck

that she could live long. Mother has gone to see her now while I am writing to you. Lemuel has gone to work at the tavern. We have had a very bad winter. The season is very backward and times is hard for the poor chaps here. Provisions is very high and scarce.

Martin, I shall not be very particular in giving the nuse (sic) as you are to be here so soon so you will not be particular. For I can talk a great deal easier than I can Rite (sic). It would be a pleasure to me Martin to meet you and Mary at Port Jervis but it is out of the question for us both to leave home at once at this season of the year. Our cows are coming in at this season and wants my care therefore. I don't know yet how it will be. Emily has been with Ester all Winter. If she gets home in time Mother and John will meet you at Port Jervis. If the road gets closed so that they can't travel. It is very muddy here now. The mud is hub deep in a great many places. Martin, If anything should turn up that mother don't meet you at Port Jervis you must take the stage Monday morning from port to Lafayette and we will meet you. That is if you get of(sic) on the 14th and if you don't start til the 16th you will have to stop in port til Wednesday for they have a stage Monday and Wednesday and Friday from port to Lafayette and if we don't meet you at the usual Metters Tavern we will meet you at Lafayette and fetch you home. With this I send you and Mary my respect and remain your affectionate Father and friend

Jacob Sutton

NB. Georgeanna says that she thinks that she won't know Martin. She is very uncertain. Martin, you must fetch Mother some little keepsake for she has talk a good deal about it. She expects you to do so. She has been quite dispirited this winter. It would be prized very much.

Jacob Sutton

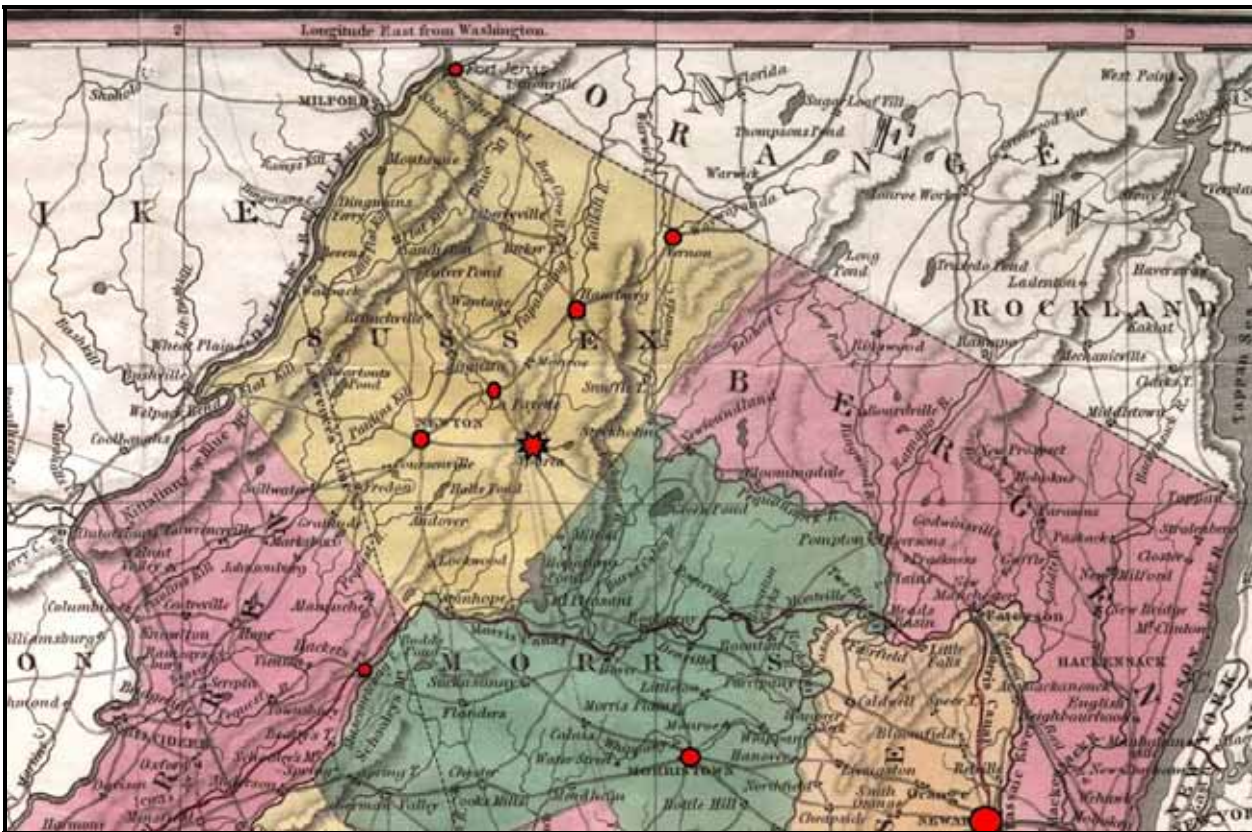


Fig. 2: An 1834 map of the same locales shown in 1795, with additional development of Sussex County.



Fig. 3A cover with a manuscript Sparta cancel, dated April 11 (1855), with a paid 3 marking. It was sent to Martin Sutton in Pennsylvania.

The next letter, from 1860, shows a nice contrast of a city boy in the country. Victor was from Brooklyn and was visiting in Sparta. A large part of his time seems to have been spent doing very little of consequence – pickling berries, taking a jaunt, entertaining the ladies, and being whatever help he could. He writes of several interesting things:



Fig. 4: An 1860 cds cancel from Sparta, N.J. This envelope carried the letter below.

Sparta, N.J. Sept. 9th, 1860

My dear Al,

I rec'd your letter on Thursday from Bedell Boss¹ in the evening; you don't say anything more about going or coming into the country. The weather of yesterday and Friday was very sultry and depressing but this morning we have a cold stormy sky overhead and a damp raw North wind whistling round the house and passing through the cracks like snow as you feel it on your fingers tingling and freshening you all over. Fall is coming rapidly, the country looks quiet and sober – almost sad as you sit on the rocks and gaze at the thickets and woods – the scarlet vines creeping about the old rail fences and the yellow leaves scattered rather freely along the border of the timber. Gunning and fishing are appealing to us for votaries and the last week has witnessed the bagging of a few birds. Mr. Miller came up yesterday for the special purpose of

sporting and having a lively time generally. He has a good looking gun and probably the quail rabbits (sic) and etc. will be somewhat dicomposed (sic) by our proceedings.

I had a delightful drive to Newton (country town) on Tuesday, it was "Court" day and the town presented a very lively and pleasant appearance. I did not know before that there was a place of so much importance in this part of Jersey. The people looked substantial and a good many hearty healthy old fashioned well-to-do looking farmers were driving, walking and talking among the village crowds. We had considerable purchases to make and visited a number of stores, offices, etc. Bedell found blooming lasses at one of the places of call but the scamp would not present me to them. I don't know why unless it was on account of my shabby coat.

Well, finally of course we made the call of ceremony at the "Larger Bear" where of course we drank and examined a "Political chart" on the top corners of which were Bell and Everett, in the center an oval with the Douglas at top, on his right-hand Breckenridge on the left, Lincoln (with a long emphatic L) with Mr. Houston where the "Giant's" feet would naturally be, if represented. ... After viewing and discussing the "chart" above mentioned, being both Douglas men, we took another drink and then to the unspeakable regret of the Newtonians bade them farewell.

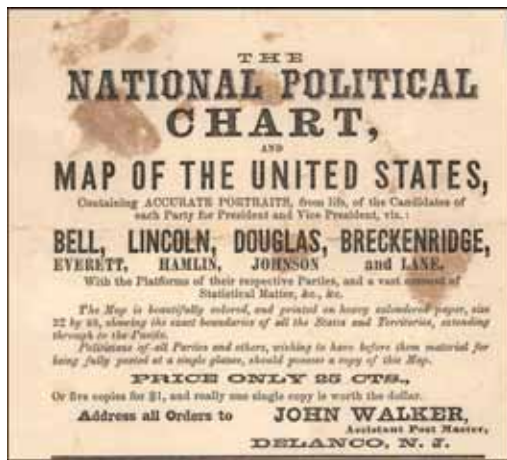


Fig. 5: Ad for a National Political Chart for the 1860 election of the type described by our writer, and produced in Delanco, NJ.²



Fig. 6: Not the exact version described in this letter, but this lends an idea of what Victor was speaking. The election field was crowded in 1860!³

Yesterday spent most of the morning in cogitating, about noon B and I lunched on bread and milk and set out in a buggy to attend to a couple of missions. Had a fine drive some seven or eight miles but for the mare. She sweat like an ice picher (sic) but a full blast from the West kept us comparatively comfortable. At the tavern, much to our surprise found Mr. Miller, gun and valise. In the afternoon, having nothing on hand to do went for black berries, rather late for them but found a good place and brought home four pints of black and whortleberries after an hours picking and saw an old tree full of Highholders while picking but was too tired on reaching home to go out again with the gun. Harry Condit started yesterday on a tour of Moosehead Lake.

13th – You were somewhat disappointed in not getting this on Tuesday last, perhaps. Well, I have not quite met the intention of writing weekly, there have been but one occasion before during the whole summer so I shall not apologize. There is but little to write about. Mr. Miller and Bedell go shooting regularly each day and their success is regularly very moderate. The ladies claim me for their service and on Monday we had a charming ramble over the fields picking berries etc., since then the weather has been too cold & windy for outdoor enjoyments.. Pretty soon corn husking and gathering apples will commence and then there will be more to tell about. The folks all return on Monday, it will leave me in a lonesome state and I don't know whether there is any prospect for me of going back or not. I had rather remain here unless there is some advantage in going to Brooklyn. There without regular business a man is all adrift and I fear being a little unable of enjoying friends and society as heretofore. Here one can sport a little and write a little, make himself useful and occasionally amusing as I feel pretty well established. If you are still troubled with news to make up, mention it. Tell me all the particulars. I hope the hypophosphitis⁴ will cure all of that but if they don't we must try another thing. How does the chess come along and especially how are you getting along in the way of females, have you "someone to love you"? also what's the Winter prospect, how about Whisky and any news from Charley. I am glad to hear all the news and a little more of home news would always be acceptable. When the cold weather comes we want to know how and where our friends are mingling down and in what manner they are preparing to combat its dullness – I will close now for fear that this shall not get off today. Libbie takes it to the office and with so charming a start its journey should be prosperous. We have been having a jolly good time since dinner – swinging, frolicking, and wrestling with the ladies etc. etc. So

Good bye till next time

Ever affectionately, Victor

Letter addressed to Alf. N. Satterlee, Esq.
Care Jno. W. Carrington & Co., New York

Another cover from 1861 shows the same cds:



Fig. 7: An 1861 cover showing the same cds as in Fig. 6.

SPARTA, NJ: EARLY SUSSEX PO ~ Len Peck

By 1866 a different cds appears to have been in use:



Fig. 8: Cds used with a cork canceller, on a cover to Charles Beatty in Georgia on September 3, 1866.

And again, a very different unserifed canceller, with a fancy killer, was in use by 1884:



Fig. 9: A cover to George Beatty in Michigan on December 17 (curiously, cancelled the 18th with a manuscript 7 over the 8). It was forwarded on December 22 to Howard, Illinois. 3, 1866. The note at left reads, "If not delivered in 10 days, Return to George B. Beatty, Sparta, Sussex County, New Jersey."

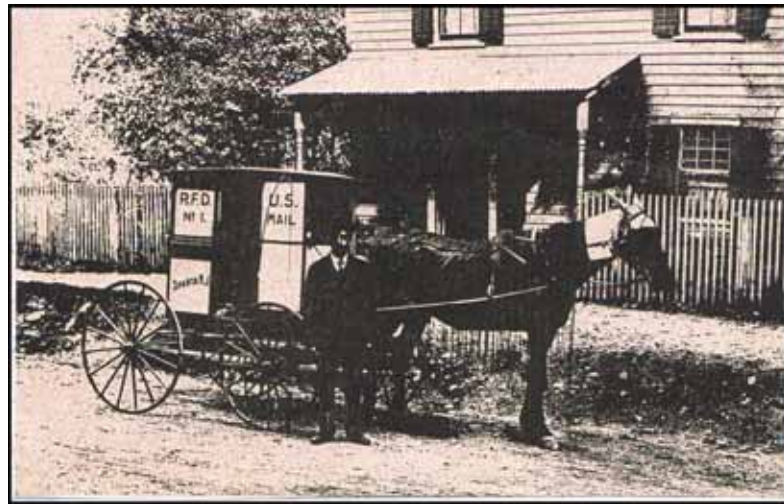
A number of different views of the Sparta Post offices over the years have appeared on post cards. Some of these are pictured on the following page.

Various Sparta post offices:



Fig. 10 A-C: Post office locales in Sparta – often in local stores or residences. At left is the residence of Charles Halsey on Main Street in Sparta. Halsey was postmaster from 1906-1914.

Below is a view of the RFD runner in front of Halsey’s home



Halsey was succeeded by Herbert C. Dodge. The view below shows the post office location in the store of Herbert C. Dodge, from 1914 to 1934.



The post office then moved to the home of Floyd J. Kays on White Deer Plaza until 1958, when Warren W. Fredericks became postmaster and it moved to a government-leased building next to the A&P supermarket.

Illustration courtesy Doug D'Avino

SPARTA, NJ: EARLY SUSSEX PO ~ Len Peck

Postmaster of Sparta New Jersey:

Sparta [07871]	C	May 28, 1796		William R. Willis
		Sept. 17, 1798		Robert R. Willis
		July 1, 1799		Noah Hammond
		Nov. 12, 1799		Jame Smith
		Oct. 1, 1801		James S. Smith
		July 1, 1804		John Butler
		Apr. 1, 1805		Joseph Northrup
		Aug. 16, 1810		Stephen Hurd
		Apr. 23, 1823		John McCarter
		Jan. 13, 1830		James S. Morrow
		July 9, 1833		Elias Beach
		July 10, 1841		Whitfield H. Hurd
		July 6, 1843		Elias Beach
		June 14, 1845		Robert Van Kirk
		Apr. 20, 1848		Benjamin Bradbury
		Dec. 18, 1854		Daniel R. Hudson
		Feb. 2, 1856		David F. Lyon
		May 1, 1856		James B. Titman
		July 30, 1866		John B. Boss
		May 15, 1867		James B. Titman
		Aug. 28, 1885		James L. Morris
		Apr. 22, 1889		Theophilus H. Andreas
		Aug. 23, 1893		James L. Decker
		May 14, 1897		Theophilus H. Andreas
		Dec. 10, 1903		Robert Lantz
		Feb. 13, 1906		Charles Halsey
		Sept. 30, 1914		Herbert C. Dodge
		Feb. 15, 1934	(Act.P.M.)	Floyd J. Kays
		June 12, 1934		Floyd J. Kays
		Apr. 14, 1958	(Act.P.M.)	Warren W. Fredericks
		July 31, 1959		Warren W. Fredericks
		Aug. 29, 1980	(O.I.C.)	William V. Keating
		Jan. 24, 1981		William E. Corby
		Mar. 8, 1988	(O.I.C.)	Donald E. Burns
		Apr. 29, 1988	(O.I.C.)	Richard F. Kane
		May 30, 1988	(O.I.C.)	Vincent Frisella
		Dec. 3, 1988		Jerrold W. Piccola
		Feb. 2, 1999	(O.I.C.)	Thomas Foster
		Aug. 12, 2000		Thomas Foster
		Oct. 18, 2002	(O.I.C.)	Tony Gonnella
		Dec. 16, 2002	(O.I.C.)	Dennis J. Vince
		Feb. 22, 2003		Dennis J. Vince



By 1937, machine cancels had appeared, showing Sparta NJ at top and year date at bottom.

Fig. 11: 1937 machine cancel.



Fig. 12: Later machine cancels (1963 & 1965) show Sparta at top and N.J. at bottom.



Fig. 13: An array of cancels in 1980 from the Sparta post office.

ENDNOTES:

- ¹ J. Bedell Boss is listed as a medical doctor in Sparta in the 1866 *Transactions of the Medical Society of New Jersey* by Medical Society of New Jersey.
- ² This advertisement found at <http://library.duke.edu/digitalcollections/images/ea/B/B01/B0161/B0161-lrg.jpeg> , Aug. 22, 2010.
- ³ An 32" x 41 1/2" hand-colored 1860 campaign chart titled "National Political Chart and Map of the United States." Published by King & Baird of Philadelphia, this huge display piece depicts all the presidential and vice-presidential candidates for 1860 (the split Democratic tickets are shown with smaller heads). In addition to the map of the states and territories, it details the party platforms along with *letters of acceptance* from the four standard-bearers. The chart also lists a great deal of statistical political data. See Railsplitter.com web site at <http://www.railsplitter.com/sale13/images/4266.jpg> /
- ⁴ An ingredient in various drug potions of the period, combined with calcium, sodium, etc. so from this reference alone we cannot determine what illness he was hoping to cure.

THE MONTAGUE, NEW JERSEY POST OFFICE

By Len Peck

[This article by Len Peck, longtime collector of Sussex postal history, continues the discussion begun by Chet Smith and Arne Englund ("Elusive Early 19th Century New Jersey Post Offices" in the February 2004 NJPH (Vol. 32 No. 1) and addresses some of the questions raised by Arne in his original article, with regard to the Foster's Ferry-Brick House-Montague conundrum - what appeared to be three post offices existing simultaneously within a mile of each other in Sussex County.]

Montague, in Sussex County, N.J., got its first post office on January 6, 1815 on an application filed by Samuel Hull, who became the first postmaster. Through an error, the Postmaster General's office in Washington, D.C. also listed Brick House (the building in which the Montague post office was to be located) as a post office as well.

Another application for a post office in the Montague area was also filed at about the same time by Julius Foster, for a post office named Foster's Ferry. This post office was authorized and established in error on January 13, 1815.



Courtesy Arne Englund

Early 1850's cover from Montague, NJ

At the time that applications for these post offices were being processed by the Postmaster General's office in Washington, D.C., conditions were in great turmoil. The War of 1812 had only just come to an end, and Washington, D.C. was still recovering from the fire of 1814, set by the British, which destroyed much of the city. The General Post Office headquarters suffered the loss of many of their records, including their complete repository of all incoming reports and correspondence from the field. They were only able to save their letterbooks containing the scribe's recordings of copies of outgoing letters from the Postmaster General. Because of this turmoil, a number of small post offices were authorized during this period, which otherwise would not have happened. Two such post offices in Sussex County were Brick House and Foster's Ferry -- Brick House because it was one and the same as Montague, with the same postmaster, Samuel Hull; and Foster's Ferry because of its close proximity (of only ½ mile) to the Montague post office, and the fact that Julius Foster, who had

MONTAGUE, NJ POST OFFICE ~ Len Peck

filed as the postmaster, never filed his bond. It was not until 1823 that Brick House and Foster's Ferry were officially removed from the records because no returns had ever been made from either post office.

Montague continued operating as a class 4 post office until February 29, 1908, when, because of rural free delivery, the Postmaster General felt the area could be better serviced from Port Jervis, N.Y. There was considerable opposition at first to this change, with New Jersey rural free delivery mail coming from New York State, but the convenience of rural free delivery quickly overcame the inconvenience of having to travel to the post office to pick up the mail. Thus, Montague continued without its own post office until 1981, when a new post office was opened in Montague as a branch post office of Branchville, N.J. However, it is not unusual for homes near the border of a state to receive their mail from the adjacent state. This has gone on ever since rural free delivery was established.

Following is a list of the postmasters who served the Montague post office, together with dates of their appointments. Each postmaster served until the next postmaster was appointed. Longest serving was Thomas Cole - 34 years.

<u>Appointed</u>	<u>Postmaster</u>	<u>Appointed</u>	<u>Postmaster</u>
Jan. 6, 1815	Samuel Hull	Sept. 6, 1861	Thomas J. Bonnell
Mar. 24, 1819	James Stoll	Apr. 10, 1863	Andrew J. Coykendell
Apr. 16, 1840	John Hull	Sept. 4, 1864	George H. Wells
June 21, 1841	James Stoll	June 9, 1868	George W. Phillipa
July 10, 1845	Horatio N. Gustin	May 18, 1869	Andrew J. Coykendell
Dec. 8, 1847	Eben Owens	July 23, 1869	Peter N. Jacobs
Oct. 22, 1849	Henry R. Brodhead	June 3, 1872	Andrew J. Coykendell
Dec. 6, 1851	James B. Armstrong	Mar. 18, 1873	Job C. Ellett
June 10, 1853	Jacob L. Vandeusen	Apr. 6, 1874	Thomas V. Cole

[Discontinued February 29, 1908 and serviced from Port Jervis N.Y. From 1815 until 1823, this P.O. was also known as Brick House. This P.O. was re-opened in 1981 as a branch of Branchville P.O.]

(Our appreciation to Arne Englund for interviewing Len and submitting this piece from Len Peck's enormous store of philatelic information. It should be an inspiration to us all that at 94 years old Len is still an active researcher of NJ postal history. Subsequent to the first article outlining the problems with the Montague/Brick House/Foster's Ferry P.O. relationship, Len contacted Washington, D.C. in order to find out the status of each in the official records.)

REFERENCES

Len Peck's list of Sussex post offices comes from the U.S. National Archives & Records Administration [NARA], Washington, D.C. [The National Archives and Records Administration lists its contact address as 8601 Adelphi Road, College Park, MD 20740-6001; Telephone toll free at: 1-866-272-6272 or 1-86-NARA-NARA. For online availability, see article by Henry Hudson, p. 164].

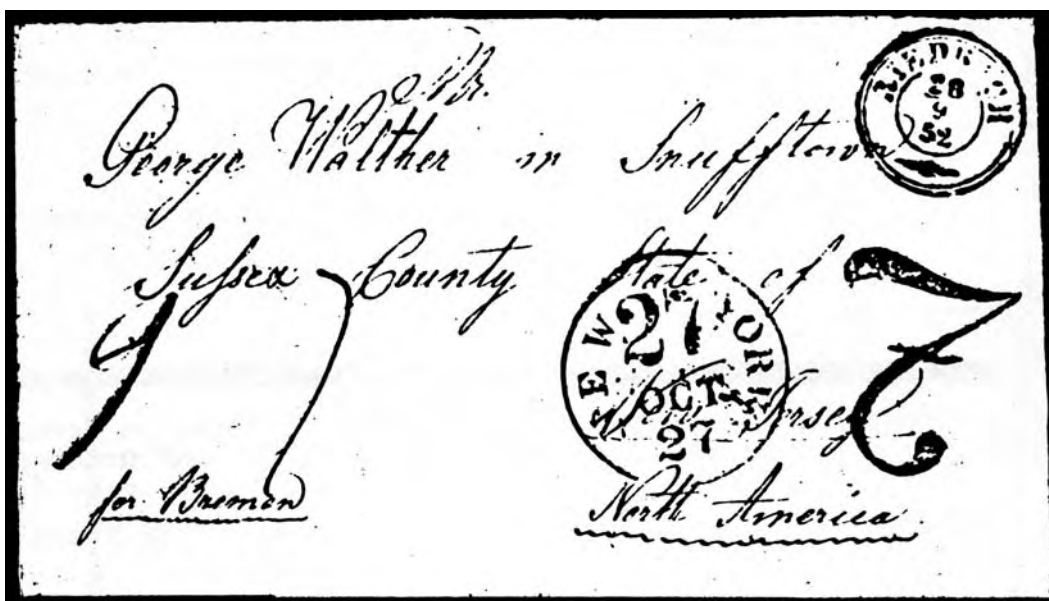
SNUFFTOWN [SUSSEX COUNTY] EXPLAINED!

By Len Peck

There has long been a rumor that a post office existed at Snufftown, a community that was located about a mile from Stockholm, a post office that in its own right has an interesting history. In 1985, Samuel Osgood wrote in an article for this journal entitled "In search of the elusive Snufftown"¹:

...Snufftown was located about a mile west of Stockholm in the Wawayanda mountains and was the location of a tannery, bark mill and moonshine still, and nearby was the Williams Mine. The area was also popular as a 'summer retreat' for vacations. Local historians claim there never was a snuff mill in the area, but that the name was given by the groups of men who went to the top of the hill to fill their jugs at the still on their way to a carousal. An 1872 reference states there were two hotels, two stores and a Methodist Church there, and that the Midland Railroad passes through the town, and that the Church was built in 1826. The tannery and bark mill operated from 1800 until 1887.

He shows the following cover, from Germany to Snufftown in 1852:



From NJPH September 1985 article by Samuel Osgood
Fig. 1. Cover from Riedrich, Wurttemberg to Snufftown, Sussex County, NY in 1852.

Osgood suggested that perhaps the name of George Walther could lead to further discoveries. I also have a cover addressed to Snufftown, to the same George Walther. Genealogical information indicates that George Walther was born in Germany and is buried in the Stockholm Methodist Episcopal Cemetery, and that he was married to Phebe J. Strait, although I could not discover the exact relationship between Phebe Strait and the Hiram H. Strait below.² My cover is from a somewhat later time period, and is illustrated in *Figure 2*:



Fig. 2. A later cover addressed to George Walther in Snufftown, Sussex County, New Jersey.

The only problem is, there never was an official Post Office established for Snufftown in Sussex County, New Jersey, although I had heard several different times that a post office did exist there at one time when William S. Longstreet was Postmaster.³ So what does explain the confusing references?

A letter which recently came into my possession solves the whole problem. (see *Figure 3*). Transcribed, this letter reads:

Stockholm P.O., Sussex County, N.Jersey
February 20, 1877

To The Postmaster General
Appointment Office, Washington, D.C.

Sir; I will now introduce myself as Postmaster to the above Office from July 1st 1871 to July 1st, 1874 and would wish to present to you the present situation of our Post Office. Hoping you will make a change of our Postmasters that is to say appoint A. M. Holden in place of William S. Longstreet. First when Mr. Longstreet was appointed Postmaster he was keeping store, his store was just one-quarter of a mile from the Stockholm Depot on the New Jersey Midland R.Road. He kept the office in his store for one year and nine months or till April 1st 1876. Then he quit keeping store and moved to Snufftown and there keeps a Hotel - of not a high grade - and without the consent of the people, moved the Postoffice to that place, distance about three-quarters of a mile from the Depot. While the Office was kept at Mr. Longstreet's store and by himself the people were satisfied but after he moved without leave, he threw the Post Office into the hands of James M. Lewis, a man the people have very little confidence in regard to his honesty, a thorough Copperhead Democrat, this man has the whole charge of receiving and forwarding mails, I believe, with the exception of Registering letters which is done in a filthy barroom where rum is sold by W. S. Longstreet. The sworn assistant Frank Hamilton is now, I believe, in New York State in a Telegraph Office. The mails are kept open within reach of anyone who chooses to go behind the counter and handle them. I have a package sent from Mason City,

SNUFFTOWN [SUSSEX COUNTY] EXPLAINED! ~ Len Peck

Iowa dated January 11th, 1877, and received it February 17th; other packages started same time come on time, this he withheld all that time. I speak from my own knowledge that when I have sent for my mail and acknowledged the persons to them as my carriers, they have asked for my mail and it has not been sent or my mail has been withheld, not once. This has happened many times.-- A customer to his store is waited upon before and in preference of people after mail. J. M. Lewis says he gets nothing for attending to the mail and his customers must have the preference. A. M. Holden was a Soldier nearly all through the war and is a thorough Republican; he keeps store about two hundred yards from Stockholm Depot; if he gets the office it will relieve the Post Office Department from carrying the mail as the RailRoad will have to deliver it, which will be a great save.--The mail certainly was carried as set forth in the accompanying Petition; I have carried it myself for the sake of getting my mail without waiting.

At or close to the Stockholm Depot is the most central place to accommodate the whole people getting their mail at Stockholm Post Office. Hoping you will act upon this matter immediately, I remain

Yours

Hiram H. Strait⁴

So it is clear from this letter that while Longstreet was the official postmaster at Stockholm, he had, without permission, removed the office to Snufftown, a mile away, when he moved his business to that location. Such unofficial moves were no doubt undertaken more often than we understand.

Apparently, this letter had very little influence at Postal Headquarters because the records show that Mr. A. M. Holden was never appointed as Postmaster at Stockholm and that William S. Longstreet continued to hold the position as postmaster at Stockholm while operating out of Snufftown until he was replaced by Edward Kincaid in 1883. Kincaid was then followed by James M. Lewis in 1886, the same Lewis who Hiram Strait was criticizing in his letter. Lewis was replaced by Kincaid again in 1889 and he then replaced Kincaid again in 1894. (Note--Changes of this kind occurred often when postmaster appointments were a patronage matter and the controlling political party changed at election time.)

It was during Hiram Strait's tenure as postmaster that the shortest lived post office in New Jersey (maybe even the country) came into existence. The name of that Post Office was Petauket which was established March 18, 1873 and discontinued on March 24, 1873, a matter of only one week. The change had to be requested by Hiram Strait but the records at Post Office Headquarters in Washington have no record of the reason for either its establishment or its quick demise.

Not only do the records show that James M. Lewis served twice as Postmaster at Stockholm but his wife Josephine as well as his son, George also served as Postmasters at Stockholm from 1906 through 1914.

In any event, the mystery of a post office in Snufftown has been solved by this letter.

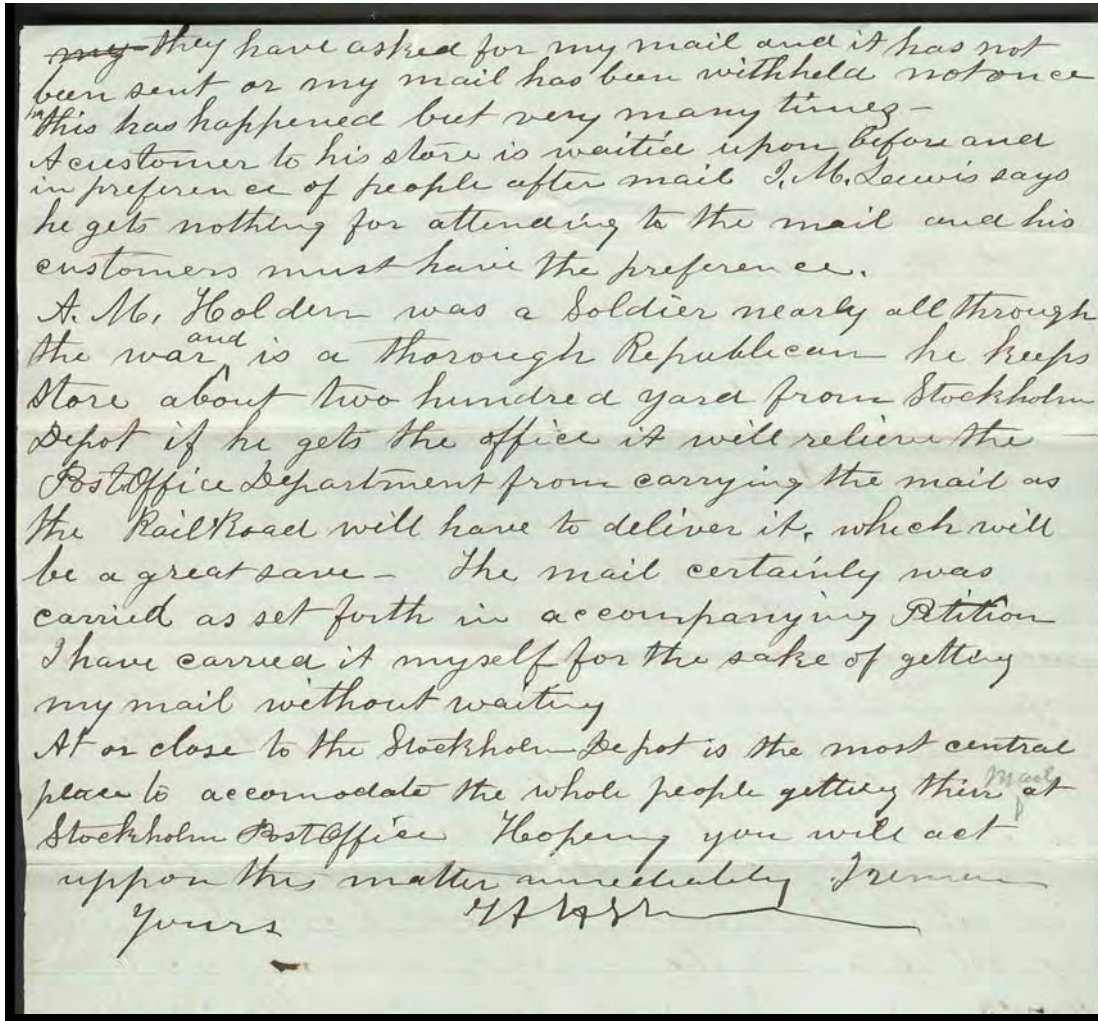
Stockholm ^{P.O. Sussex Co. N.J.} February 2nd 1877

To the Postmaster General
 Appointment Office Washington D.C. }

Sir: I will now introduce myself as Postmaster to the above Office from July 1st 1871 to July 1st 1874 and would wish to present to you the present situation of our Post Office, Hoping you will make a change of our Postmasters that is to say appoint A. M. Holden in place of William S. Longstreet.

First When Mr Longstreet was appointed Postmaster he was keeping store his store was just one quarter of a mile from ^{the} Stockholm Depot on the New Jersey Midland R. Road. He kept the office in his store for one year and nine months or till April 1st 1876 then he quit keeping store and moved to Snufftown and there keeps a Hotel - of not a high grade - and without the consent of the people, moved the Post Office to that place, distance about three quarters of a mile from Depot. While the Office was kept at Mr Longstreet's store and by himself the people were satisfied but after he moved without law he threw the Post Office into the hands of a ~~man~~ James M. Seewitz ~~hand~~ a man the people have very little confidence in regard to his honesty, a thorough Copperhead Democrat this man has the whole charge of receiving and forwarding mails I believe with the exception of ~~forwarding~~ Registering letters which is done in a filthy Barroom where rum is sold by ~~himself~~ W. S. Longstreet. The sworn assistant I ~~to~~ Frank Hamilton is now I believe in ^{the} York State in a Telegraph Office - The mails are kept open within reach of any one who chooses to go behind the counter and handle them. I had a package sent from Mason City Iowa dated January 11th 1877 and received it February 17th other packages started same time come out time this he withheld all that time - I speak from my own knowledge that when I have sent for my mail and acknowledged the persons to them as my carriers

Fig. 3: Letter to the Postmaster General from Hiram H. Strait, complaining about the Stockholm Post Office being physically moved to an unsavory location in Snufftown.



~~say~~ they have asked for my mail and it has not been sent or my mail has been withheld not once this has happened but very many times -
A customer to his store is waited upon before and in preference of people after mail. I, Mr. Lewis says he gets nothing for attending to the mail and his customers must have the preference.
Mr. Holders was a Soldier nearly all through the war ^{and} is a thorough Republican he keeps store about two hundred yard from Stockholm Depot if he gets the office it will relieve the Post Office Department from carrying the mail as the Rail Road will have to deliver it, which will be a great save - The mail certainly was carried as set forth in accompanying Petition I have carried it myself for the sake of getting my mail without waiting
At or close to the Stockholm Depot is the most central place to accommodate the whole people getting their ^{mail} at Stockholm Post Office Hoping you will act upon this matter immediately I remain
yours
H H Strait

Fig. 3a: Continuation of the letter. Unfortunately no cover was present.

ENDNOTES:

- ¹ Osgood, Samuel, "In search of the elusive Snufftown," *NJPH*, September 1985, vol. 13, No. 4, Whole No. 64, p.62.
- ² <http://ftp.rootsweb.com/pub/usgenweb/nj/sussex/cemeteries/stock.txt>, Apr 07, 2005.
- ³ Longstreet was postmaster at Stockholm from June 5, 1874 – Jan 3, 1883. Information from National Archives, Washington, D.C.
- ⁴ The signature, while almost unreadable, was determined by comparing the dates he mentions to those of postmasters at Stockholm. Hiram H. Strait was the postmaster during the period indicated.

THE VERNON, NJ POST OFFICE & DENTON CORRESPONDENCE

By Len Peck

Vernon in Sussex County, New Jersey got its first post office on May 12, 1807 under an application by William Winans who became its first postmaster. The post office was located in the Winans Inn which was located on the postal route between Bethlehem, Pennsylvania, and Rhinebeck, New York. This post route was originally established by the Postmaster General in 1792 to supply the post offices of Easton, PA., Sussex Court House, NJ., and Goshen, Ward's Bridge (now Montgomery) and Kingston, to Rhinebeck in New York State. Other post offices that later opened on this route in New Jersey were Hamburg (1795) and Vernon (1807). The post rider first servicing this route between Bethlehem PA., and Goshen, NY was Samuel Moffat. From Goshen to Rhinebeck, NY the post rider was Daniel Seward. William Winans served as postmaster at Vernon until 1827 when he sold the Inn to Richard S. Denton, who became postmaster on February 23, 1827.

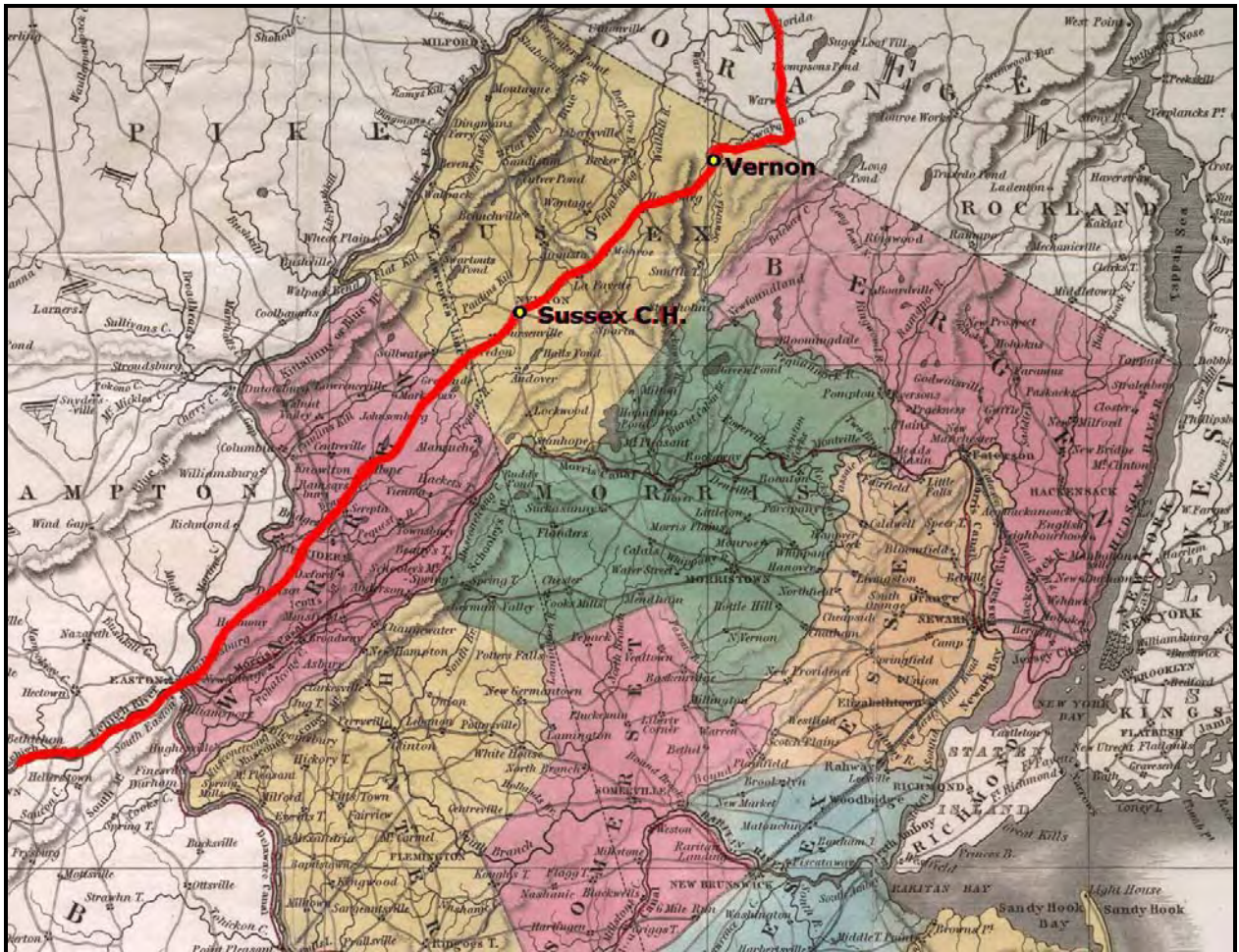


Fig. 1: Early (1792) postal route across Northwestern New Jersey – from Bethlehem and Easton, north to Sussex Court House (now Newton), and on to Goshen in New York State, then east towards Kingston and Rhinebeck. Vernon was a stop on this route, near the NY State border.

VERNON, NJ & DENTON CORRESPONDENCE ~ Len Peck

The Dentons were early settlers in Vernon, Sussex County, New Jersey. Their home was not only the local hotel and stage coach stop but served as the Vernon post office for many years. The Denton family was well known and active in Vernon during this time. They not only owned and operated the Inn but also a general store. The Inn was located at what now is the intersection of Routes 94 and 515 until it was moved a short time ago. Their general store was located across the street from the Inn. This site is now occupied by a Mobil service station. Members of the Denton family who served as postmasters were Richard S Denton Sr. from February 23, 1827 to August 11, 1837, Richard S. Denton Jr., from May 7, 1851 to June 9, 1856, Solomon E. Denton from May 23, 1878 to June 12, 1882, Solomon S. Denton from June 12, 1882 to March. 2, 1886 when Aaron S. Blanchard became the postmaster, then back to Solomon S. Denton on March 18, 1890 to January 9, 1895. At that time Wicks S. Board became postmaster and moved the post office to his general store located near the Vernon Crossing railroad station. On April 13, 1897, Solomon S. Denton became postmaster once again and served until he died on September 13, 1898 at which time his widow sold the general store to their nephew Richard Denton Wallace. He served as postmaster until May 22, 1925 when William D. Parker became postmaster.

On February 7, 1928, Ethel D. Wallace, a second wife of Richard D. Wallace, would take over as postmaster. She would be replaced by Alvin E. Mott on February 10, 1934 and the long service by the Denton family to the postal history of Vernon would come to an end.¹

Among my collection of memorabilia of the Denton family is the following letter from Theodore Denton to his father Richard S. Denton. The letter is written while Theodore was seeking his fortune in California during the gold rush days. As a postal history buff I have collected for many years old letters of local historic interest, and the following is one such letter.



Fig. 2: Letter from Secret Ravine, in Placer County in California, addressed to Richard S. Denton in Vernon, NJ. It bears the date July 29 but no California markings. The cancel shows an August 30 (1856) date at New York.

The following transcribed letter was mailed in a stamped cream colored postal stationery envelope bearing a ten cent pale green stamp (Scott #U17a) of the 1853-1856 series shown above. The hand-written letter is datelined Secret Ravine, (in California) July 29, 1856. The stamp is cancelled with a New York circular postmark dated AUG 30. Also on the face of the envelope is the date July 29 in script. It would appear because of the two dates that the stamp was not cancelled at its source in California but received its cancellation one month later when it arrived in New York. There is no clear indication as to how this letter traveled from California to New York, but it may have been privately carried. The letter follows.

Secret Ravine-July 29th 1856

Dear Father

Yours of May 20th came to hand two months after date. I was very glad to receive it for I had begun to think that you had given up the idea of writing again. I left Rattlesnake the 1st of July and have been stopping at this place ever since if the claims upon which I have located here prove good as we will not be able much more than get our claims properly opened this summer. At present we cannot get water to work half of the time nor do I expect we will until the first of September, but it is about as well as it is for the weather is very hot and it is very unhealthy in this section at this season of the year. Fever and ague is the prevailing complaint I have not had it yet I suppose it is because I am too lazy to shake. If I can steer clear of it for four weeks longer, there will be little or no danger.

The account of your spring Elections which you sent me although late were by no means unacceptable. I like to hear how things are moving along in old Vernon and vicinity and as I have to look to you for to keep me posted, I hope you will continue to do so. I expect that if I don't make my fortune pretty soon and come home there will be little chance for me as far as matrimonial prospects are concerned but I do not fret myself much about this for I have accustomed myself to make myself at home anywhere providing I have money enough to foot my bills, and if ever I should be so fortunate as to arrive at a position in which I could with justice to myself and others make up my mind to settle down for life I will take the desperate chance for getting a mate.

For the last two weeks the country for fifteen or twenty miles around has been kept in a constant state of excitement in consequence of the continued depredations of a notorious band of thieves. More than a dozen men have been robbed within ten miles of this place so that if a person is traveling and troubled with much money he wants to be armed to the teeth and have company besides, but I think their race is nearly over in the vicinity. The people are all on the alert, men are stationed at almost every turning of the road and if the robbers are not caught it will become so that they will have to leave. The County would not be put to much expense for trying the first half dozen caught, I assure you.

Times are getting to be pretty quiet in San Francisco. The vigilantes hung two men yesterday, one was an old offender named Brace, the other named Millerton was for shooting Dr. Randell at the St. Nicholas hotel a few days ago. Judge Terry is still in confinement but is thought will soon be released. As Hopkins is pretty nearly well, I presume they will dismiss him with the injunction to go and sin no more. They are about disbanding and the most of them will form independent military companies and will then be an efficient force to protect their chief men, providing they should get into difficulty hereafter. The Committee of Vigilantes has done a great deal of good. They have rid the country of a set of scoundrels who for a long time have been rioting on public rapine and robbery. They have been censored by some but these were primarily tools for their own handy-work. Neely Johnson, our new Governor undertook to make a

VERNON, NJ & DENTON CORRESPONDENCE ~ Len Peck

*demonstration against them but gave it up for a bad job. Had he persisted and called on the people of the State of California to assist him he would have found himself at least ninety out of one hundred in the minority.*²

I saw David Linn 4th of July. He looks better than I ever saw him before. He got a good billet in Sacramento and is well satisfied and contented.

I received a letter from Lois yesterday. She says she is alone now as Mrs. Hensley has gone to the Sulphar[sic] Springs for the benefit of her health. John and Lois are both well.

I will now close. When you write, direct your letters to Secret Ravine, Placer County, Cal.

*From your Affectionate Son
Theodore Denton*

ENDNOTES:

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- ¹ Further information available at the New Jersey Historical Society which houses a large collection of Denton and post office material. See: <http://www.jerseyhistory.org/findingaid.php?aid=0314> (Feb. 10, 2007)
- ² For further reading on this subject, The Committee of Vigilantes, formed in 1856, is discussed at length in several online sources. One is an entire book on the subject, by James O'Meara, entitled *The Vigilance Committee of 1856 - By a California Pioneer Journalist* ([http://www.books-about-california.com/Pages/Vigilance Committee of 1856/Vigilance Committee Main.html](http://www.books-about-california.com/Pages/Vigilance_Committee_of_1856/Vigilance_Committee_Main.html) February 11, 2007). Answers.com also has an article on the subject at: <http://www.answers.com/topic/constitution-of-the-committee-of-vigilantes-of-san-francisco-adopted-15-may-1856> as does The Virtual Museum of the City of San Francisco, which has an eyewitness account at <http://www.sfmuseum.org/hist6/woolley.html>. (both February 11, 2007). Governor J. Neely Johnson is also discussed at length at [http://en.wikipedia.org/wiki/J. Neely Johnson](http://en.wikipedia.org/wiki/J._Neely_Johnson). (February 11, 2007)



Fig. 3: A later (1887) cancel from Vernon, NJ.

RURAL FREE DELIVERY

By Len Peck

History of Rural Free Delivery

Rural Free Delivery (RFD) was officially established by Congress on Oct. 1, 1896, although the first Postmaster General to champion this cause was John Wanamaker – seven years earlier in 1889. His motives in this initial effort to establish such a system were widely questioned by many of the small merchants in the rural areas. Although they knew such a service would benefit the farmers in the outer areas, they accused Wanamaker of attempting to crush the small country-store owners while creating a greater market for his large Wanamaker store in Philadelphia via its catalog mail-order business.

In the larger cities, mail delivery had been in effect since 1863, and by 1890 the farmers in the rural areas were asking the question; "why should the cities have fancy delivery mail service while the old colonial service still prevails in the country districts?"

Thus it was that between Feb. 1st & Sept. 3rd 1891, Wanamaker experimented with an RFD system in communities with populations of 800 to 4000 people, and received favorable comments from both the rural postmasters as well as the rural recipients.

In New Jersey, James Harold, postmaster at the Dunellen post-office wrote, "I am pleased to state that the experimental free delivery system is working very satisfactorily. As anticipated the box rent has and will no doubt continue to fall off but this is considered secondary to the benefits derived by the patrons of this office."

To the farmer, it would be impossible to over-emphasize the importance of RFD. It meant he could receive daily market reports that were so important in selling his crops. It meant receiving daily weather reports which were also important in planting and harvesting his crops. It also meant the saving of many valuable hours in traveling to the post office to pick up his mail, and it would bring to his door the delivery of newspapers with news of the world. It also meant they would no longer be shortchanged in the service they received by having to pay the same postage as the city folks without the advantage of home delivery.

But all of Wanamaker's efforts would be short lived, as his term as Postmaster General would end in 1893 when President Grover Cleveland would replace him with Wilson Bissell, who did not favor Rural Free Delivery.

During the next three years, much debate took place between Congress, Postmaster General Bissell, and the rural public. Finally, on June 9, 1896, Congress, under pressure, appropriated \$10,000 to be added to a previous appropriation of \$30,000, and authorized rural delivery. But PMG Bissell, who had all along opposed rural delivery, resigned his position rather than put it into effect.

President Cleveland then appointed William L. Wilson as Postmaster-General. He promised to begin experimental rural deliveries even though he disagreed with the concept. Wilson set up 44 widely diversified experimental routes in 26 states. One of the routes he established was in his hometown of Charles Town, West Virginia. The reports received from all experimental routes were so overwhelmingly in favor of the new system that on Sept. 29, 1896, Wilson issued the following letter inaugurating RFD.

“The success of the experiment of rural free delivery of mail, now being tried in the vicinity of Uvilla, West Virginia, will depend largely upon the speed and promptness with which the letter carriers will make deliveries to patrons on their routes. This will be insured if patrons erect at the roadsides boxes in which carriers may deposit the mail as they pass. The time otherwise consumed by carriers in reaching residences some distance back from the main roads will thus be saved, the service rendered efficient and its cost limited to a reasonable figure. It is hoped the Department will receive the cooperation of those who will be benefited by RFD in order that it may be able to satisfactorily demonstrate by this test the usefulness of the service.”¹

With the experiment a complete success, Oct. 1, 1896 is considered the official date RFD went into effect.

Not only was RFD a boon to the farmer but it also went a long way in development of the mail order business. Sears Roebuck & Company which started their mail order business in 1888, after only one year of limited RFD service reported that they were selling “four suits and a watch every minute, a buggy every ten minutes and a revolver every two minutes.”²

Because of the deplorable condition of certain roads, the Post Office Department had to turn down hundreds of petitions for the service. This caused local governments and the farmers to get involved with grading and development of a better highway system.

But once RFD became a fact, requests for the service multiplied rapidly. Each new route established usually brought immediate requests for additional routes from surrounding areas. By June 30, 1900 there were 1214 rural routes established in 42 States and Territories, with some 2100 additional routes pending.

To be eligible for a rural route at the turn of the century, 100 families or more along the proposed route had to sign a petition, which was then sent to their Congressman or Senator. Upon their recommendation to the Post Office Department, the request was put on the waiting list until a postal agent was available to assess and lay out the route. Road quality, year round usability, and true rural use were the principal requisites for a route to be established, with assurance by the patrons on the route that certain road standards would be maintained. The length of all routes was restricted in length so the carrier could complete all deliveries and return home in one day.

RURAL FREE DELIVERY ~Len Peck

Once a route was mapped out and established by these Special Agents, it was then advertised for a carrier. Qualifications required carriers to be of good character, neat and tidy, with no criminal record, and morals above reproach. They could be either male or female, and a few women did apply and become carriers. Carriers were required to be bonded for \$500.00 as were their substitutes. Under no circumstances were non-bonded carriers to handle the mail. The carriers were placed under the direct authority of the local postmaster, who was required to report any postal infractions or violations to the postal department immediately.

Once the route was established and a carrier chosen by the special agent, the postmaster informed the families on the route of the rules they needed to follow. They were informed "that the service was free to any family adjacent to the route, provided a suitable receptacle was installed to receive the mail in a place that can be conveniently reached by the mail carrier without alighting from the mail buggy. No mail will be delivered if a suitable box is not provided to receive it."

At first, all types of receptacles were used to receive the mail, in all shapes and sizes. Carriers reported finding such unsuitable containers as lard pails, empty coal oil cans, syrup cans, soap, sugar and apple boxes---even leaky milk cans, which were hung on a post or tree next to the road. This prompted the postmasters to warn their patrons that certain standards were expected for a rural mail box.

In 1901 a commission was appointed to set up specifications which were to be followed in constructing mailboxes. Of some 63 models submitted, 14 were considered acceptable. Later, in 1915, Postmaster General Albert Burleson approved a design submitted by Roy J. Joroleman, a post office engineer. It was the now familiar tunnel-shaped mailbox with a signal attached that could be raised or lowered. The carrier would raise the signal when mail was delivered and patrons could raise the signal so the carrier could pick up outgoing mail even if no mail was to be delivered. The signal was a great boon to the carrier on cold or inclement days when they did not have to stop for no purpose. Some carriers equipped themselves with whistles, which they would use to signal their patrons who lived a distance back from the road when mail had been delivered.

Mail routes were inspected twice a year by special inspectors who reported on the physical condition of the route, the efficiency of the carrier and mail boxes that did not conform to specifications. Inspectors turned in a report containing 36 questions encompassing every phase of the service, as well as carrier conduct.

In many cases the salary of the carriers was hardly considered adequate. In farming areas where horses were readily available and forage was abundant, the salary was considered quite good and there were always farmers' sons scrambling to get appointments. In other areas, where the carrier had to purchase a horse and wagon and pay for feed and care of his animal as well, the salary of \$50.00 a month hardly covered operating expenses. In such cases, these carriers soon learned how to supplement their income by offering special services to patrons on the route. This included purchasing and delivering supplies and errand running of all kinds.

On one occasion, where a farm-boy carrier had advertised for practically any type of service, he found a message in the mailbox requesting that he “feed the chickens and animals in the barn,” as his patrons had gone away for the weekend. Of course, this type of activity was not sanctioned by the Post Office Department, but was overlooked in most cases by the local postmasters in those areas where carriers were hard to come by.

Like everything that is new and different, there were those who were apprehensive about the RFD system. Some patrons along the route feared that anyone passing by their mailbox could remove stamps and letters that were placed in the box while small merchants in town feared the loss of revenue if farmers did not have to come to town as often.

Rural carriers were also expected to have the latest information on everything that was going on in the area. As postcards were the principal means of communication during the early years of RFD, the carrier had easy access to birth, death, wedding, and other announcements of all kinds, and the patrons along the route expected him to share this information. Thus, on cold days, the carrier would be welcomed into the homes of patrons for a hot cup of coffee or soup, or a cold glass of lemonade on those hot, humid summer days. The carrier had to be cautious about these visits and limit the number of such stops on each trip to avoid complaints of dallying, which could result in a serious reprimand or even dismissal.

But there was no question about the overall success of RFD, not only to the farmer and other patrons along a delivery route but also to the Post Office Department as well. From its inception until 1915, over 26,000 of the smaller fourth class post offices had been discontinued. Of course, there were many complaints from some of the fourth class postmasters who lost their jobs, but this was considered unimportant compared to the overall advantages gained.

The number of rural routes in service reached its highest point of 45,315 in 1926. It had grown from 82 in 1897 to 24,566 in 1904, then averaged from 35,000 to 45,000 from that point until 1926.

Road improvements and the advent of the automobile played the major part in limiting the number of routes in use. Whereas all kinds of horse-drawn conveyances were first used in covering a mail route, it was soon learned that light rigs called “runners” were the best for negotiating muddy, rutted roads. Such rigs were soon made available by carriage manufacturers. They were nothing more than a box on wheels, completely enclosed, with a sliding window through which the driver could service the mailbox without leaving the wagon.



Fig. 1: Mail Delivery runner for Hamburg, N.J., photographed May 18, 1912.



Fig. 2: Sparta RFD runner, pictured in front of the home and post office (c. 1905) of Charles Halsey on Main Street, Sparta. Halsey was postmaster from 1906-1914, and was succeeded by Herbert Dodge.

R.F.D in New Jersey

In Sussex County – my specialty -- the greatest number of post-offices in existence at any one time was 45 in 1895. Today, there are only 25, with those discontinued offices being serviced by a regular RFD carrier from a larger post-office in an adjacent area.

Other articles in *NJPH* have touched on RFD service. William Coles,³ in 1993, provided a synopsis of the earliest work, by Edith Doane – the same whose name lives on in “Doane cancels” – described the growth of the Rural Free Delivery System in New Jersey in her article in January 1959 in the Proceedings of the New Jersey Historical Society.⁴ She pointed out that:

New Jersey was not represented in this initial group but it did receive four routes near the very end of the next appropriation for fiscal 1897-1898. Three of these were started in Moorestown on June 5th and one was started from nearby Riverton on June 13, 1898.

It is unclear why Burlington was chosen to receive a concentration of these first offices. Edith Doane suggests perhaps it was the result of an active and supportive Congressman. The next rural routes to be activated from the new 1898-99 budget were Chatham (Morris Co.), Washington (Warren Co.), and in Burlington County, Marlton, Palmyra, Mount Laurel, and Moorestown. All of these had one route each, with the exception of Moorestown, which had four. These were inaugurated in late 1898 (the first four) and early 1899 (the last two). By 1904, New Jersey had 166 rural routes, operating from 90 different post offices. Burlington still maintained the highest number of routes, but New Brunswick in Middlesex County held the honors for the largest number of routes from one post office with six.

On the 100th Anniversary of Rural Free Delivery, two articles appeared in the pages of *NJPH*, a long one covering the history of the RFD by Mary K. Law,⁵ and another showing related ephemera by Robert Larason.⁶ Further contributions to this subject have been made by Richow's *Encyclopedia of R.F.D. Markings*,⁷ which records markings from 65 different post offices in New Jersey.

Special cancellers were originally issued for mail picked up by rural route carriers. Ms. Doane gave an interesting description of the cancellers in use by such RFD carriers:

Beginning in December, 1899 ... the Department had furnished a type of small canceller for the use of each rural carrier in postmarking mail he collected for delivery later along his own route. Effective August 1, 1900, the Postmaster General's Order No. 875 required carriers to cancel all mail collected on their routes and he authorized a special canceller for this purpose.

This was rectangular in shape, about 3¼ inches long, a scant inch wide and ½ inch thick. It had a deep trench into which the carrier set the movable rubber type for each date. The other hard-rubber letters were affixed to a pressed cork foundation. A small folding ring handle was soldered to the top.

The handstamp was carried face down in a small brass shell, with a narrow strip of inked felt at the bottom upon which the indicia side of the device rested. The whole fitted neatly into the carrier's palm when in use and was conveniently carried in his pocket at other times. Several of the earliest carriers interviewed in other states confided that they were so proud of this little postmarking device that they usually carried it with them because it might have been “lifted” had it been left at the post office. Their real excuse for removing it from the office was that they frequently had time to cancel their collected items while the horse jogged along between boxes or on the way back to the base office.⁸

RURAL FREE DELIVERY ~ Len Peck

<i>List OF RFD Routes Compiled by Edith Doane From The New Jersey Section Of The 1905 Post Office Guide⁹</i>		
<p>Bergen</p> <p>2 Allendale 1 Englewood 1 Hackensack 1 Midland Park 2 Ridgewood 2 Westwood</p>	<p>Gloucester</p> <p>1 Clarksboro 1 Franklinville 3 Mullica Hill 2 Newfield 2 Paulsboro 5 Sewell 3 Swedesboro 1 Thorofare</p>	<p>Ocean</p> <p>1 Tuckerton</p> <p>Passaic</p> <p>1 Paterson</p> <p>Salem</p> <p>5 Elmer 3 Monroeville 1 Pedricktown 1 Pennsgrove 2 Salem 2 Woodstown</p>
<p>9 (6 offices)</p> <p>Burlington</p> <p>1 Beverly 3 Burlington 2 Columbus 2 Jobstown 1 Kinkora 3 Marlton 3 Medford 5 Moorestown 3 Mount Holly 1 Mount Laurel 1 Palmyra 1 Riverside 2 Riverton 2 Vincentown</p>	<p>18 (8 offices)</p> <p>Hunterdon</p> <p>1 Bloomsbury 1 Milford 1 Pattenburg 2 Pittstown 5 (4 offices)</p> <p>Mercer</p> <p>1 Hightstown 3 Princeton 2 Robbinsville 3 Trenton</p>	<p>14 (6 offices)</p> <p>Somerset</p> <p>1 Bellemead 1 Boundbrook 1 Millstone 1 Somerville</p>
<p>30 (14 offices)</p> <p>Camden</p> <p>1 Berlin 1 Haddonfield 1 Laurel Springs 1 Merchantville 1 Mt. Ephraim 1 Sicklerville</p>	<p>9 (4 offices)</p> <p>Middlesex</p> <p>4 Cranbury 2 Jamesburg 1 Monmouth Jct. 6 New Brunswick</p>	<p>4 (4 offices)</p> <p>Sussex</p> <p>1 Lafayette 2 Newton 1 Sussex</p>
<p>6 (6 offices)</p> <p>Cape May</p> <p>1 Tuckahoe</p> <p>Cumberland</p> <p>6 Bridgeton 6 Vineland</p>	<p>4 (3 offices)</p> <p>Monmouth</p> <p>2 Asbury Park 2 Englishtown 1 Red Bank</p>	<p>4 (3 offices)</p> <p>Union</p> <p>2 Plainfield 3 Rahway</p>
<p>12 (2 offices)</p> <p>Essex</p> <p>1 Caldwell 1 Orange 2 (2 offices)</p>	<p>13 (4 offices)</p> <p>Monmouth</p> <p>2 Asbury Park 2 Englishtown 1 Red Bank</p> <p>Morris</p> <p>2 Boonton 2 Chatham 2 Dover 1 Montville 2 Morristown 1 Newfoundland 2 Whippany</p>	<p>5 (2 offices)</p> <p>Warren</p> <p>1 Belvidere 1 Blairstown 1 Bridgeville 1 Broadway 1 Danville 2 Delaware 1 Oxford 2 Phillipsburg 1 Port Murray 2 Stewartsville 1 Townsbury 1 Washington</p>
	<p>12 (7 offices)</p>	<p>15 (12 offices)</p>

We have illustrated a few such cancellations. It should be noted that not all RFD mail carried cancels of this type. Some carriers purchased or created their own. By July 1903, cancellers for new routes were discontinued, although those still in existence were used for several years thereafter. When cancellers were no longer supplied, an indelible blue pencil – carried easily in the pocket – was also used into the 1920s. Eventually, no special cancels existed or were required for rural free delivery, as the service became an integral part of almost every post office.

In 1913, with the official inauguration of Parcel Post, the Post Office provided service to the door of packages, while other express companies stopped at the local train depot. Amongst the Parcel Post stamps issued that year, one (the 4¢) featured the rural carrier with his runner, or wagon.



Fig. 3: US Parcel post stamp depicting an RFD runner, issued Dec. 12, 1912.



Fig. 4: RFD cancel from Lafayette, NJ August 31, 1905.

RURAL FREE DELIVERY ~Len Peck

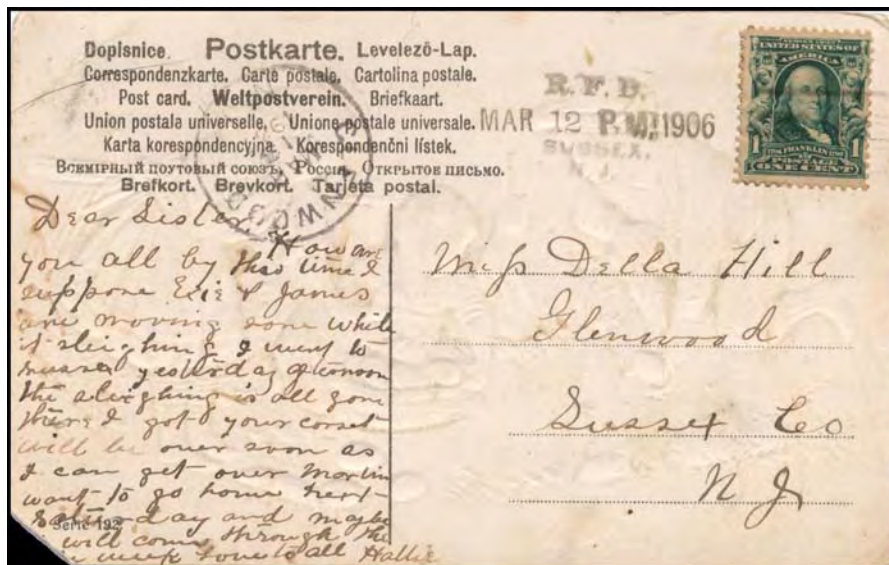
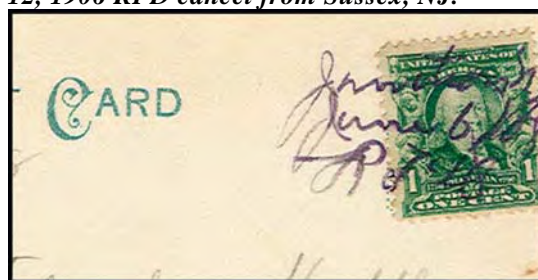


Fig. 5: March 12, 1906 RFD cancel from Sussex, NJ.



Courtesy Jim Walker

Fig. 6: Typical RFD blue pencil cancel from Junction, Jun 6, 1908.

Today, rural routes operate out of so many New Jersey post office that we no longer think of it as a “special” service. No distinctive markings indicate their existence or the service they provide.

ENDNOTES:

- ¹ Law, Mary, “Celebrating 100 Years of Rural Free Delivery in *NJPH*, Vol. 24, No. 4, Whole No. 119, Sep 1996, pp. 100-123.
- ² Ibid.
- ³ Coles, William C., Jr. “Rural Free Delivery in New Jersey NJ,” in *NJPH*, Vol. 21, No. 2, Whole No. 102, Mar 1993.
- ⁴ Doane, Edith R., “The Beginning of Rural Free Delivery in New Jersey,” in *Proceedings Of The New Jersey Historical Society*, New Jersey Historical Society, Newark, NJ, January 1959, Pp 27-31
- ⁵ Mary Law, ob cit.
- ⁶ Larason, Robert “Rural Free Delivery Centennial - 1896-1996” *NJPH* Vol 24, No. 4, Whole No. 120, Nov. 1996, pp. 130-159.
- ⁷ Richow, Harold E., *Encyclopedia of R.F.D. Cancels*, Lake Oswego, OR: La Posta Publications (Printed by Raven Press), c1995.
- ⁸ Edith Doane, ob cit.
- ⁹ Ibid.

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
W=Became part of Warren County X=Discontinued C=Current			Act. PM=Acting PM O.I.C.=Officer in charge	
Anderson	W	May 3, 1821	Became Warren County on November 20, 1824.	Caleb Dusenbery
Andover	C	July 1, 1805		Lemuel D. Camp
		Aug. 2, 1821		Caleb Dunsicker
		Sept.6, 1824		Joseph Northrup Jr.
		July 1, 1841		Richard W. Iliff Jr.
		July 14, 1845		John Crate
		Apr, 26, 1848		Alex. McDaniels
		May 25, 1851		James E. B. Stiles
		Apr. 16, 1853		Sylvester R. White
		June 12, 1861		Schieb S. Smith
		Aug. 21, 1866		Henry M. Freeman
		Sept. 4, 1866		Lawrence McKinney
		July 2, 1868		Schieb S. Smith
		Dec. 14, 1885		Nathan H. Stackhouse
		Apr. 22, 1889		Watson R. Ayres
		Dec. 18, 1893		Nathan H. Stackhouse
		Dec. 4, 1897		Virgil B. Freeman
		Jan. 30, 1909		Wm. S. Slater
		Dec. 13, 1913		Helen G. Miller
		Feb. 15, 1924		Elmira L. Phillips
		May 7, 1936		Edwin D. Hill
		Sept. 21, 1963	(Act.P.M.)	Alfred W. Conrads
		May 8, 1967		Alfred W. Conrads
		Nov. 10, 1972	(O.I.C.)	Ms. Mary Mooney
		Feb. 23, 1974		George E. VanAuken
		Dec. 29, 1976	(O.I.C.)	Joseph J. Rein
		May 7, 1977		Brian R. Hough
		Mar. 1, 1994	(O.I.C.)	James H. Carson
		May 14, 1994		Laura A. Griffen
		Jan. 4, 2000	(O.I.C.)	Leandra M. Williams
		May 11, 2000	(O.I.C.)	Theodore M. Englander
		Apr. 27, 2001	(O.I.C.)	Paul Kelly
		Aug. 25, 2001		Paul Kelly
Asbury	W	July 1, 1812		Johnson Dunham
		June 16, 1818	Became Warren County on November 20, 1824.	Silas Dunham

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster	
Augusta	C	May 15, 1812		Thomas P. Gustin	
		Aug. 31, 1815		John Gustin	
		May 11, 1830		Abraham Bray	
		June 1, 1838		Nathanial H. Beardslee	
		Apr. 6, 1839		Obadiah Pellet Jr.	
		July 28, 1841		William H. Roe	
		May 17, 1849		James H. Brink	
		Apr. 16, 1850		George J. Bowman	
		Apr. 17, 1852		Alpheus Gustin	
		July 1, 1862		Mrs. Eliza Gustin	
		Apr. 6, 1863		Samuel A. Everitt	
		Aug. 6, 1867		Discontinued October 23, 1868 and serviced from Newton.	Canfield Struble
		Jan. 16, 1871		(reestablished)	William M. Cramer
		June 17, 1884			Jennie Cramer
		May 3, 1886			Abram Boss
		Apr. 22, 1889			Mary A. Mills
		Oct. 23, 1928			Margaret D. Roe
Nov. 10, 1928			Milton J. Price		
June 19, 1930			Archibald W. Caldwell		
Oct. 12, 1936			Mrs. Margaret Meyer		
Aug. 7, 1937			Lewis A. Boss		
Dec. 2, 1942			Mrs. Anna E. Meyer		
Aug. 14, 1971			Mrs. Jeanne C. Truesdell		
Sept. 23, 1988			Mrs. Jeanne C. O'Kroy		
Baleville	X	Sept. 15, 1890		William A. Struble	
		Aug. 23, 1893		George N. Harris	
		Dec. 8, 1898		William A. Struble	
		May 12, 1914	Discontinued August 15, 1918 and serviced from Newton. Previous to Sept. 15, 1890, this P.O. operated as Pleasant Valley.	Ms. Margaret Quince	
Beaver Lake	X	Mar. 2, 1906		Theodore C. Kimble	
		Sept. 3, 1907		Denton W. Clark	
		Feb. 8, 1915		Bertha E. Clark	
		May 26, 1925		Phoebe E. Clark	
Beaver Run	X	Oct. 15, 1869		Benjamin K. Jones	

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Beaverrun	X	Dec. 1, 1895	(name change)	Benjamin K. Jones
		Aug. 21, 1905		Harry W. Jones
Beaver Run	X	July 1, 1931	(name change)	Harry W. Jones
			Discontinued December 30, 1933 and serviced from Hamburg.	
Beemersville	X	Apr. 12, 1825		Jacob H. Beemer
		Mar. 26, 1827		William P. Woodruff
		May 25, 1829		David H. Gale
Wantage	X	July 28, 1830	(name change)	David H. Gale
Beemerville	X	Feb. 18, 1837	(name change)	David H. Gale
		Mar. 29, 1837		Gabriel L. Dunning
		Sept. 17, 1849		Jansen H. Beemer
		Aug. 28, 1852		William C. Howell
		May 24, 1853		Gabriel L. Dunning
		July 25, 1861		James Lain
		Nov. 15, 1862		Gabriel L. Beemer
		July 30, 1866		James Wyker
		Feb. 13, 1868		Gabriel L. Beemer
		June 25, 1886		Uz Vanauken
		Nov. 25, 1889		Gabriel L. Beemer
		Sept. 21, 1893		William P. Wolfe
		Apr. 22, 1896		Della L. B. Smith
		Dec. 31, 1896		Benjamin W. Ferguson
		Feb. 19, 1906		David C. Truex
			Discontinued March 15, 1915 and serviced from Sussex.	
Belvidere	W	Sept.18, 1800		Thomas Paul
		Dec. 8, 1802	Became Warren County on November 20, 1824.	John Kinney
Benville	X	July 25, 1828	Discontinued Feb. 13, 1838. Reestablished on Sept.23, 1844 as Tuttle's Corner.	Benjamin Tuttle
Bevans	X	Jan. 20, 1829		James C. Bevans
Bevens	X	Feb. 19, 1851	(name change)	James Martin
		May 24, 1853		Robert Stoll
		Jan. 30, 1863		Benjamin Aber
		July 18, 1882		Anthony S. Stoll

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Mar. 2, 1886		John A. Westbrook
		Apr. 23, 1889		Anthony S. Stoll
		July 12, 1893		George W. Van Sickle
		Dec. 6, 1897		Anthony S. Stoll
		Jan. 28, 1904		George W. Van Sickle
		May 12, 1905		Mrs. Julia P. Ellett
		Dec. 18, 1908	Discontinued June 30, 1910 and serviced from Layton	Carrie M. Keen
		July 5, 1913	(reestablished)	George J. Johnson
		May 29, 1916		Flora M. Coss
		Aug. 25, 1937		Howard Cole
		Aug. 19, 1946	Discontinued April 18, 1969 and serviced from Layton.	Mrs. Margherite Pitman
Blair	X	Feb. 17, 1890	Discontinued Sept. 30, 1910 and serviced from Halsey.	Ross Coursen
Branchville	C	Jan. 2, 1824		Bonnell M. Haggerty
		Aug. 24, 1825		Samuel Price
		Dec. 15, 1841		Benjamin S. Stivers
		June 24, 1844		William Lewis
		Jan. 9, 1850		Henry McDonald Jr.
		Jan. 19, 1853		Peter C. Osborne
		Aug. 25, 1856		Charles Roe
		June 12, 1861		Uzal H. Struble
		Apr. 10, 1863		William McDonald
		Aug. 21, 1866		Charles Roe Jr.
		Mar. 26, 1867		James S. McDonald
		Jan. 15, 1872		John L. Everitt
		Mar. 5, 1880		William McDanolds
		Dec. 14, 1885		Jacob N. V. Dimon
		Apr. 22, 1889		James S. McDanolds
		Aug. 21, 1889		L. J. McDanolds
		Feb. 22, 1892		Benjamin E. Knox
		July 5, 1893		Jacob C. Price
		Jan. 18, 1898		George Phillips
		July 24, 1911		William P. Ellett
		Aug. 14, 1915		George W. Roe
		May 12, 1924		Harriet C. Rosenkrans
		Apr. 1, 1936		Mrs. Edna M. Davenport

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		June 2, 1958		Robert C. Kroy
		Oct. 30, 1971		Wm. R. MacCallum
		Jan. 23, 1982		Marcus H. Shay
Brick House	X	Jan. 6, 1815	Discontinued under this name in 1823 Same post office as Montague.	Samuel Hull
Butt's Bridge	X	June 29, 1820	Became Warren County on November 20, 1824.	William Hankinson
Byram Cove	X	Mar. 20, 1928		Harry Lambert
		May 20, 1931		Mary Lambert
		Apr. 8, 1937		Joseph Silva
		June 5, 1947		Gerald W. Strubeck
		Aug. 26, 1952		Carl J. Sutphin
		Sept. 10, 1956	Discontinued September 15, 1957 and serviced from Sperry Springs.	Harold L. Rockefeller
Canisteer	X	May 8, 1894	Discontinued September 12, 1895 and serviced from Stockholm.	Benson F. Snyder
Clove	X	Jan. 7, 1841	Discontinued February 4, 1848 and serviced from Deckertown.	John B. Decker
		June 22, 1848	(reestablished)	William Benjamin
			Discontinued August 23, 1853 and serviced from Deckertown	
		Feb. 16, 1863	(reestablished)	Jansen H. Beemer
		Sept. 4, 1865		Richard J. Wilson
		Apr. 13, 1866	Discontinued October 26, 1874 and serviced from Deckertown.	John B. Decker
Colesville	X	Mar. 14, 1850		William J. Owen
		Jan. 31, 1855		Joshua Y. Cokeman
		May 8, 1857		Joseph D. Kilpatrick
		Jan. 9, 1861		Moses L. Cole

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Apr. 13, 1866		George B. Smith
		Sept.4, 1866		Henry J. Cole
		Apr. 14, 1870		Alanson Potts
		Mar. 7, 1871		Timothy Veil
		Dec. 14, 1885		Isaac S. Losey
		Sept.14, 1889		Joseph N. Cole
		Oct. 13, 1902		Geo. M. C. Compton
		Dec. 23, 1903		Hiram E. Cole
		Feb. 4, 1905		Raymond S. Couraen
		July 8, 1930	Discontinued January 31, 1957 and serviced from Sussex.	Eaton R. Coursen
Columbia	W	Apr. 28, 1818		Peter B. Shafer
		Jan. 7, 1820		Isaac Stinson
		Aug. 15, 1823	Became Warren County on November 20, 1824.	Frederick Salade
Courseville	X	July 2, 1824		Vantile Coursen
		May 9, 1826		William C. Pellet
		Feb. 23, 1828		Jonathan Whitaker
		Apr. 1, 1836		Lewis L. Smith
		May 29, 1837		Henry G. Coursen
		Apr. 9, 1846	Name changed to Wykertown on April 9, 1850.	John W. Pellet
Cranberry Lake	X	Aug. 3, 1926		Harriet S. Howe
		Sept.2, 1944		Regina H. Johnson
		Feb. 16, 1961	Discontinued June 15, 1961 and serviced from Andover.	Lila E. Mackerly
Culvers	X	Mar. 19, 1903	Discontinued September 20, 1904 and serviced from Branchville.	Uzal J. Sammis
Culvers Lake	X	June 24, 1914	Discontinued September 30, 1915 and serviced from Branchville	Frank Lyons

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Cutoff	X	Mar. 11, 1915	Discontinued November 5, 1915 and name changed to Greendell.	Floyd F. Marvin
Deckerstown	X	Feb. 2, 1816		Levi A. Sayre
Deckertown	X	June 17, 1822	(name change)	Horace Vibbert
		Mar. 10, 1827		Leonard Fletcher
		Mar. 29, 1832		E. G. Coursin
		Jan. 6, 1834		Abram Smith
		Nov. 24, 1834		James B. Sayre
		Feb. 23, 1836		Samuel Whitaker
		Feb. 17, 1841		Jonathan Whitaker
		Nov. 10, 1848		Samuel Whitaker
		Feb. 6, 1849		John A. Whitaker
		Feb. 14, 1857		Moses Stoll
		Dec. 6, 1858		Jacob E. Hornbeck
		May 28, 1861		Alpheus Howell
		Aug. 21, 1866		John A. Beemer
		July 15, 1867		John Loomis
		May 3, 1877		Martha E. Kerns
		May 29, 1886		John W. Decker
		Apr. 10, 1889		James E. Stanton
		Feb. 14, 1894		Humphrey Martin
		Feb. 10, 1898	Discontinued June 8, 1901; name changed to Sussex.	Edward C. Tuttle
Edison	X	Nov. 24, 1891		James McCarthy
		Feb. 8, 1895		Mary McCarthy
		Aug. 26, 1903	Discontinued Apr. 15, 1908 and serviced from Sparta.	Michael W. McCarthy
Flatbrookville	X	Nov. 21, 1828		Jacob Smith
		July 15, 1853		Benjamin Hull
		Aug. 10, 1861		Anthany S. Stoll
		May 23, 1863		Jonas K. Smith
		Apr. 19, 1878		Jonas S. Decker
		Apr. 18, 1881		Seely Rosenkrans
		Nov. 23, 1885		Martin Hull
		July 28, 1889		Martin Decker
		Dec. 15, 1891		Eugene Rosenkrans

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		July 31, 1893		Martin Hull
		July 21, 1897		Eugene Rosenkrans
		Mar. 3, 1915		Victor B. Trauger
		Jan. 13, 1917		Evander S. Aker
		Dec. 8, 1917		Ethel Smith
		Feb. 13, 1929		Marie Saulter
		June 26, 1958	Discontinued Feb. 25, 1959 and serviced from Columbia.	Loretta H. Drelich
Fosters Ferry	X	Jan. 13, 1815	Became Warren County on November 20, 1824.	Julius Foster
Franklin Furnace	X	Apr. 25, 1838		Nathanial Wetherall
		Oct. 13, 1840	Discontinued September 22, 1846 and serviced from Hamburg.	William S. Ames
		May 14, 1847	(reestablished)	John H. Brown
		Feb. 16, 1856		I. LaForge Bonnell
		Aug. 25, 1856		Louis M. Lawrence
		Nov. 20, 1857		Caleb K. Scott
		Apr. 4, 1859		Samuel Fowler
		Aug. 11, 1862		John H. Brown
		Dec. 26, 1877		Hugh T. Lawrence
		Jan. 5, 1880		Wyatt W. Pierce
		Dec. 5, 1884		Edward M. Wildreck
		Apr. 22, 1889		Wyatt W. Pierce
		July 8, 1893		Chas. J. McCarthy
		June 19, 1897		David W. McCarthy
		Dec. 19, 1903		Uzal S. Hancey
		Apr. 1, 1905		David W. McCarthy
		Jan. 13, 1909		Uzal S. Hancey
		May 29, 1913		Dan'l W. Sheldon Jr.
Franklin	C	May 29, 1913	(name change)	Dan'l W. Sheldon Jr.
		Jan. 12, 1914		George Lee Shaw
		Jan. 11, 1916		Mary A. Hyde
		Dec. 18, 1924.		Vivian D. Walters
		July 27, 1933	(Act.P.M.)	William C. Nestor
		Sept. 12, 1935		William C. Nestor
		July 11, 1942	(Act.P.M.)	Elizabeth K. Massey
		Apr. 26, 1943		Elizabeth K. Massey
		Apr. 24, 1953	(Act.P.M.)	Lester W. Schroeder

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Aug. 6, 1954		Lester W. Schroeder
		Apr. 29, 1975	(O.I.C.)	Raymond M. Riddell
		Aug. 2, 1975		Robert F. Carroll
		May 21, 1982	(O.I.C.)	Walter M. Hahn
		Sept. 4, 1982		Joseph L. Kabatyr
Fredon	X	June 8, 1829		Isaac V. Coursen
		Sept.3, 1853		Wm. P. Coursen
		July 26, 1893		Henry W. Ward
		Dec. 23, 1893		William Smith
		Dec. 2, 1897	Discontinued June 15, 1901 and serviced from Newton.	Wm. P. Coursen
Glasser	C	July 27, 1933		Wm. P. Glasser
		Mar. 31, 1950	(O.I.C.)	Marion E. Morgan
		June 12, 1950		Wm. H. Glasser Jr.
		Dec. 29, 1972	(O.I.C.)	Marcus H. Shay
		Sept. 28, 1973	(O.I.C.)	Harry F. Speck
		Feb. 23, 1974		Joseph Z. Sabo
		Sept. 27, 1979	(O.I.C.)	Lawrence Tellini
		Nov. 16, 1979	(O.I.C.)	Joseph S. Inserra
		Nov. 20, 1979	(O.I.C.)	Elmer E. Hobbs
		Feb. 23, 1980		Henry C. Cleffi
		Feb. 18, 1981	(O.I.C.)	Wayne Oakley
		May 2, 1981		Elmer E. Hobbs
North Vernon	X	May 14, 1868		Andrew J. Cook
Glenwood	C	Oct. 16, 1868	(name change)	Andrew J. Cook
		Mar. 26, 1877		Daniel Bailey
		Mar. 2, 1886		George Baxter
		June 8, 1894		Stephen Rog
		Nov. 30, 1912		Alvin R. Trumbull
		Feb. 8, 1915		Nicholas P. Ryerson
		Sept.23, 1926		Grover G. Smith
		May 28, 1971	(O.I.C.)	Shirley E. Vance
		July 14, 1972	(O.I.C.)	Helen M. Smithe
		Oct. 28, 1972		Helen M. Smithe
		Nov. 26, 1986	(O.I.C.)	Douglas Patzelt
		May 14, 1987	(O.I.C.)	Ralph L. Heater
		Aug. 19, 1987		Thomas P. Quigley
		Jan. 2, 1988		Elizabeth M. Veraldo

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Gratitude	X	Apr. 9, 1828	(Died Dec. 9, 1829)	John Hunt
		?????????	(no date listed)	Benjamin Lowe
		Dec. 15, 1837		John Hunt Jr.
		Apr. 19, 1859		John Shaw
Hunts Mills	X	July 20, 1868	(name change)	Asa B. Palaubet
		Mar. 15, 1870		Theodore F. Hunt
		Mar. 2, 1879		George Currant
		May 13, 1887		Ryerson Trauger
		Apr. 19, 1888		Wm. F. Haase
Huntsburgh	X	May 16, 1888	(name change)	Wm. F. Haase
		July 25, 1889		Theo. F. Hunt
Huntsburg	X	Dec. 1, 1894	(name change)	Theo. F. Hunt
			Discontinued April 15, 1901 and serviced from Fredon.	
Greendell	C	Nov. 5, 1915		Floyd F. Marvin
		Dec. 31, 1950	(Act.P.M.)	Eugene F. Abel
		May 14, 1951		Eugene F. Abel
		July 31, 1975	(O.I.C.)	Leola Henry
		Nov. 28, 1975	(O.I.C.)	Elizabeth G. Orr
		July 16, 1977		Leola D. Henry
Greenville	X	Sept. 6, 1824		William Green
		Apr. 27, 1830		Andrew Shiner
		July 2, 1832		Nathaniel Drake
		Apr. 2, 1838		Isaac Shiner
		June 25, 1846		William Hall
		Apr. 29, 1847		Daniel S. Hetzel
		Apr. 8, 1848		Isaac Shiner
		Sept. 5, 1849		Wm. M. Hazen
		Apr. 11, 1851		Abram G. Bennett
		July 3, 1851		Casper Shaffer
			Discontinued September 19, 1851-See Lincoln.	
Hackettstown	W	Oct. 1, 1794		William Helms
		Jan. 1, 1802		William S. Dunlap
		Apr. 1, 1807		Thomas A. Helms
		Oct. 1, 1808		William M. Helms
		July 1, 1810		Benjamin Gustin
		Dec. 2, 1812		Silas C. Ayers

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Apr. 20, 1816		William Little Jr.
			Became Warren County on November 20, 1824.	
Hainesville	X	Jan. 13, 1845		John A. Westbrook
		Feb. 6, 1845		Isaiah V. Shay
		Apr. 20, 1848		Francis Rosenkrans
		June 5, 1849		Amos Van Etten
		Apr. 25, 1854		Hiram C. Clark
		Sept. 19, 1859		John S. Jagers
		July 11, 1861		Wm. Vannattan
		Oct. 21, 1862		Aaron W Clark Jr.
		Mar. 26, 1867		Daniel Carmer
		Apr. 22, 1889		Jas. M. Stoll
		July 10, 1893		James B. Fuller
		June 19, 1897		James M. Stoll
		Sept. 8, 1930		Lena Major
		Nov. 14, 1930		Lena M. Stoll
Highland Lakes	C	Sept. 1, 1951		Grace M. Lane
		Jan. 24, 1958	(Act.P.M.)	Natalie F. Steele
		June 30, 1959		Natalie F. Steele
		Jan. 7, 1981	(O.I.C.)	Marilyn F. Murdter
		May 2, 1981		John J. Reeth
		Mar. 2, 1988	(O.I.C.)	Charles F. Bauer
		Aug. 27, 1988		Robert Brooks
Hopatcong	C	Apr. 11, 1918		Otto Peters
		Feb. 9, 1934		Ernest B. Helmrich
		Oct. 31, 1956	(O.I.C.)	Alice M. Dwyer
		Sept. 6, 1957		Alice M. Dwyer
		June 30, 1972	(O.I.C.)	Carmine C. Sarno
		Sept. 15, 1973		Carmine C. Sarno
		Oct. 14, 1986	(O.I.C.)	Robert D. Brooks
		Mar. 27, 1987	(O.I.C.)	Richard T. Jones
		Dec. 19, 1987		Otto P. Rancati
Hope	W	Apr. 2, 1802		Chris H. Hickmeulder
		Oct. 1, 1803		Adolph Hartman
		Apr. 1, 1809		James Kenney
		June 8, 1812		Barnabas Swayze
		Oct. 16, 1815		Gerson Courison

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Sept.10, 1821	Became Warren County November 20, 1824.	James Dewitt
Houses	X	Sept.18, 1882	Discontinued January 26, 1883 and serviced from Sparta.	Ira C. Johnson
		Dec. 19, 1883	(reestablished)	Ira C. Johnson
		Aug. 29, 1918	Discontinued February 15, 1921 and serviced from Lafayette.	Seeley B. Kimble
Hunts Mills	X	July 20, 1868		Asa B. Palaubet
		Mar. 15, 1870		Theodore F. Hunt
		Mar. 2, 1879		George Current
		May 13, 1887		Ryerson Trauger
		Apr. 19, 1888		Wm. F. Haase
Huntsburgh	X	May 16, 1888	(name change)	Wm. F. Haase
		July 25, 1889		Theodore F. Hunt
Huntsburg	X	Dec. 1, 1894	(name change)	Theodore F. Hunt
			Discontinued April 15, 1901 and serviced from Fredon.	
Huntsville	X	July 11, 1870		Lewis Willson
		Mar. 6, 1878		Isaac A. Straley
		May 26, 1900		Moses W. Northrup
		Aug. 28, 1902		Harry Morris
		Feb. 4, 1907		Francis W. Straley
		Mar. 29, 1912	Discontinued April 29, 1922 and serviced from Andover.	Gertrude Smith
Johnsonburg	W	Jan. 20, 1796		Jonathan Johnson
Johnsonburgh	W	Jan. 1, 1802		Henry Johnson
		Jan. 1, 1804		Aaron Kerr
		July 1, 1807		Jacob Stinson
		Mar. 7, 1814		Abraham Shaver
		June 28, 1817		William Gibbs
		Mar. 1, 1819		Joshua Swayze
		Nov. 1, 1819		Morris Sharp
		July 14, 1821		Richard Stillwell
		June 11, 1822		Abraham Shaver
		Oct. 28, 1824	Became Warren County on November 20, 1824.	Joseph W. Kerr

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Kampe	X	Apr. 20, 1898		Daniel R. Forgerson
		Mar. 18, 1907	Discontinued September 15, 1915 and serviced from Vernon.	Wm. A. Forgerson
Kays	X	Apr. 13, 1887		George D. Kays
		Apr. 17, 1888		Mathew Flood
		May 1, 1889	Discontinued February 20, 1890 and serviced from Ogdensburgh.	Andrew C. Martin
Knowlton's Mills	W	Apr. 1, 1807		Jacob Kerr
		May 1, 1813	Became Warren County on November 20, 1824.	Elisha Lambert
Lafayette	X	Mar. 31, 1826		Jonathan Owens
		June 1, 1831		Alexander Boyles
La Fayette (1836)	X	July 31, 1845	(name change)	Wm. A. Richards
		May 9, 1849		John H. Wood
		May 20, 1851		Obadiah Armstrong
		May 24, 1853		Abraham A. Richards
		Aug. 4, 1861		George W. Price
		Sept. 3, 1861		Wm. A Bunting
		Aug. 21, 1866		Thomas W. Howell
		July 9, 1867		James Terwilliger
		Dec. 7, 1871		Eliz. Terwilliger
		Sept. 29, 1881		Samuel E. Ingersoll
		Apr. 22, 1889		Wm. H. Hunt
		Dec. 8, 1892		Edward M. Myers
		June 13, 1893		Samuel E. Ingersoll
		Apr. 8, 1898		Jacob W. Rude
		Sept. 26, 1914		Edgar Allen
		Aug. 13, 1917		Katherine R. Allen
		Sept. 8, 1919		Elnora Allen
		Aug. 21, 1920		James S. Treible
Lafayette	C	Dec. 1, 1931	(name change)	James C. Treible
		Jan. 15, 1954	(Act P.M.)	Alice R. Garrison
		Aug. 31, 1954	(Act.P.M.)	Anna P. McGill
		Mar. 17, 1954		Anna P. McGill
		Mar. 28, 1988		Robert D. Stromberg

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Lake Wawayanda	X	Apr. 1, 1916	Discontinued April 30, 1919 and serviced from Warwick, NY.	Charles R. Scott
Layton	X	July 29, 1861		John B. Layton
		Oct. 2, 1866		Lewis Writer
		Mar. 10, 1868		John B. Layton Jr.
		Oct. 27, 1878		Joseph A. Schooley
		Apr. 22, 1889		Stewart Layton
		Mar. 25, 1891		Wm. Dusenberry
		Nov. 24, 1891		Robert H. Everitt
		June 1, 1893		Lester T. Smith
		June 3, 1897		James N. Miller
		Nov. 29, 1898		Washington Lantz
		Feb. 1, 1906		Mort W. Bevans
		Mar. 3, 1906		Elijah C. Rosenkrans
		Oct. 9, 1909		Warren C. Hursh
		Feb. 20, 1913		Lester T. Smith
		Feb. 9, 1940		Miss Mabel E. Smith
		Nov. 23, 1944		Claude V. Layton
		Nov. 12, 1965		Mrs. Mary P. Walsh
		Nov. 30, 1988	(O.I.C.)	Michele Marks
Libertyville	X	Mar. 26, 1832		Silas Hemingway
		Apr. 13, 1838		Jacob Bediscer
		Aug. 24, 1841		Martin Holmes
		Dec. 24, 1842		Ezra W. Overton
		Apr. 19, 1847		Thomas Perry
		Oct. 5, 1848		Jeptha Cox
		Aug. 4, 1849		Nathaniel Eddy
		Apr. 18, 1851		John B. Adams
		July 22, 1853		Levi Beemer
		Apr. 25, 1860		John W. Beemer
		Feb. 24, 1863		Ezra W. Overton
		Dec. 23, 1872		William Ayers Jr.
		July 10, 1882	Discontinued Apr 8, 1892 serviced from Deckertown.	Wm. P. Van Gorden
Lincoln (see Greenville)	X	June 28, 1870		John B. Stinson

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Aug. 25, 1878		Charles S. Stackhouse
		Aug. 22, 1887	Discontinued November 14, 1891 and serviced from Tranquility.	Wm. Simonson
Lockwood		May 8, 1816	Discontinued June 7, 1855. (No further information given)	Alexander McKain
Mansfield	W	Feb. 11, 1814		John G. Robbins
		Aug. 24, 1815		Joseph U. Wilson
		July 17, 1816		Imla Drake Jr.
		July 9, 1817		James Lanatta
		Dec. 5, 1822	Became Warren County on November 20, 1824.	Joseph Barton
Marksborough	W	Dec. 20, 1820	Became Warren County on November 20, 1824.	Grant Fitch
Maxville	X	July 16, 1841	Discontinued October 31, 1845. (No further information given)	Aaron H. Kelsey
McAfee Valley	X	Dec. 28, 1868		William Simpson Jr.
		Apr. 30, 1890		Ora C. Simpson
		Mar. 22, 1894		Seely A. Drew
		May 27, 1897		John F. Wright
		Nov. 20, 1905		Frank A. Mingle
		Aug. 21, 1909		Stella B. Mingle
		Oct. 2, 1922		Frank E. Roche
McAfee (1924)	C	Feb. 28, 1928	(name change)	Earl G. Gardner
		June 28, 1952	(Act. P.M.)	Miss Mary L. Sammis
		Jan. 9, 1963	(Act. P.M.) became	Mrs. Mary L. Benson
		June 9, 1964		James R. Howell
		Nov. 6, 1972	(O.I.C.)	Mrs. Hannah A. Clark
		Aug. 25, 1973		Randy E. J. Sexton
Middleville	C	July 8, 1846		Hampton Andress
		Jan. 26, 1852		Robert H. Howell
		July 15, 1853		Joseph Andress Jr.
		Oct. 5, 1857		Joel W. Huff
		Jan. 11, 1859		Andrew Swartwelder
		Aug. 10, 1861		Oscar Andreas
		Mar. 22, 1866		Simeon Yetter

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		July 26, 1889		Oscar Address
		Feb. 20, 1890		Edith C. Address
		June 30, 1893		Aaron C. Huff
		June 19, 1897		Oscar Address
		Jan. 15, 1904		Amos L. Pettit
		May 16, 1914		Victor M. Robbins
		Jan. 4, 1951		Donald A. Robbins
		Jan. 2, 1988		Robert Miller
Monroe	X	Dec. 15, 1817		William Inglea Jr.
		Dec. 8, 1847		John F. Dunn
		Sept. 17, 1849	Discontinued December 5, 1865.	William Inglea
		Jan. 29, 1868	(reestablished)	Ephraim M. Kimble
		Aug. 3, 1874		John H. Sutton
		May 15, 1897		James F. Lane
		Oct. 16, 1905		Mark N. Congleton
		Dec. 7, 1914		Frank L. Smith
		Jan. 31, 1950	(Act.P.M.)	Mrs. Edna R. Smith
		Aug. 15, 1950	(Act.P.M.)	Mrs. Pauline C. Smith
		Mar. 6, 1951	Service suspended May 31, 1978. Discontinued March 16, 1984 and serviced from Sparta.	Mrs. Pauline C. Smith
Montague	X	Jan. 6, 1815		Samuel Hull
		Mar. 24, 1819		James Stoll
		Apr. 16, 1840		John Hull
		June 21, 1841		James Stoll
		July 10, 1845		Horatio N. Gustin
		Dec. 8, 1847		Eben Owens
		Oct. 22, 1849		Henry R. Brodhead
		Dec. 6, 1851		James B. Armstrong
		June 10, 1853		Jacob L. Vandeusen
		Sept. 6, 1861		Thomas J. Bonnell
		Apr. 10, 1863		Andrew J. Coykendell
		Sept. 4, 1864		George H. Wells
		June 9, 1868		George W. Phillipa
		May 18, 1869		Andrew J. Coykendell1
		July 23, 1869		Peter N. Jacobs
		June 3, 1872		Andrew J. Coykendell1
		Mar. 18, 1873		Job C. Ellett

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Apr. 6, 1874	Discontinued February 29, 1908 and serviced from Port Jervis N.Y. From 1815 until 1823, this P.O. was also known as Brick House. This P.O. was re-opened in 1981 as a branch of Branchville P.O.	Thomas V. Cole
Mount Salem	X	June 22, 1848		William Gibson
		July 16, 1850		David D. Elston
		Mar. 24, 1852		Jacob Callum
		July 5, 1853	Discontinued June 27, 1862.	George C. Castertine
		Oct. 3, 1867	(reestablished)	Moses Stoll
		July 11, 1870		Thomas Y. Wickham
		Dec. 20, 1871		Jacob Gesner
		Jan. 13, 1875		James R. Northrup
			Discontinued October 19, 1883 and serviced from Unionville, N.Y.	
Sussex Court House	X	June 12, 1792		Thomson Darragh
		Oct. 12, 1793		John Johnson
Newtown(1795)	X	Feb. 27, 1799	(name change)	Job Halstead
		July 15, 1800		John Holmes
		Oct. 7, 1807		Charles Pemberton
		Jan. 1, 1818		George H. McCarter
Newton(1825)	C	June 18, 1841	(name change)	Wm. H. Johnson
		Feb. 27, 1843		George H. McCarter
		Oct. 20, 1848		Edward T. Moore
		Feb. 17, 1849		George H. Coursen
		May 3, 1849		William H. Johnson
		May 24, 1853		John McCarter Jr.
		Jan. 20, 1860		Henry C. Kelsey
		June 12, 1861		Oakley B. Pellet
		Nov. 17, 1866		Henry C. Kelsey
		Nov. 8, 1867		John F. Conger
		Apr. 21, 1869		William R. Mattison
		Nov. 9, 1885		Thomas G. Bunnell
		May 21, 1889		William M. Smith
		May 3, 1894		John C. Kintner

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Sept. 17, 1897		Richard F. Goodman
		Feb. 25, 1910		James E. Baldwin
		Mar. 10, 1914		George N. Harris
		Feb. 19, 1924		Jacob D. Roe
		Apr. 27, 1936	(Act.P.M.)	Walter McCracken
		June 20, 1936		Walter McCracken
		July 16, 1947		William J. Morris
		Mar. 21, 1952	(Act.P.M.)	Clarence E. Hagen
		Apr. 16, 1956		Moses H. Strader
		Oct. 6, 1958	(Act.P.M.)	Sanford B. Tidaback
		Sept.5, 1962	(Act.P.M.)	Frank W. Howell 3rd
		Dec. 12, 1963		Frank W. Howe11 3rd
		Aug. 3, 1985		Michael Tanrath
		April 7, 1990		James Roach
New Village	W	Dec. 28, 1821	Became Warren County on November 20, 1824.	Jacob Melick
Normanock	X	Mar. 26, 1891		Eugene Schumo
		Mar. 28, 1892		Henry M. Ellett
		May 25, 1893	Discontinued November 9, 1894.	Peter A. Callett
		Dec. 17, 1894	(reestablished)	Job C. Ellett
		Mar. 5, 1910		Mary E. Ellett
		Nov. 26, 1912	Discontinued May 15, 1918 and serviced from Branchville.	Ford N. Merring
North Vernon	X	May 14, 1868	Discontinued October 16, 1868; name changed to Glenwood.	Andrew J. Cook
Ogdensburgh	X	Sept. 4, 1860		Warren F. Bishop
		Jan. 4, 1865		John N. Greacon
		Jan. 19, 1869		Herman H. Sharp
		Jan. 27, 1870		John George
		Apr. 9, 1883		Reuben Stidworthy
		Jan. 22, 1886		Patrick J. Dolan
		May 25, 1889		Patrick Madden
Ogdensburg	C	July 19,1890	(name change)	Patrick J. Dolan
		Apr. 11, 1898		John P. Madden
		July 1, 1936	(Act.P.M.)	David L. Nolan
		Dec. 31, 1936		David L. Nolan

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Jan. 24, 1944		Leon A. Nolan
		Oct. 19, 1954	(Act.P.M.)	Patrick J. •Dolan
		July 30, 1955		Patrick J. Nolan
		Mar. 30, 1985		James H. VanderVeer
Owen	X	Nov. 12, 1889		Charles H. Litts
		Aug. 16, 1895	Discontinued May 31, 1911 and serviced from Sussex.	John Ryder
Oxford Furnace	W	May 3, 1813		John P. Robeson
		Sept. 25, 1818	Became Warren County on November 20, 1824.	William P. Robeson
Pepokating	X	Aug. 26, 1851		Robert V. Armstrong
		June 27, 1856		Samuel Dennis
		Mar. 24, 1858		Zachariah H. Price
		May 6, 1859		George N. Armstrong
Papakating	X	Aug. 29, 1862	(name change)	Stephen J. Pellet
		Sept. 12, 1889		Richard W. Pellet
		July 28, 1897		Walter H. Clarke
		Mar. 8, 1898.		John L. McCay
		May 23, 1899		John V. Kymer
		Oct. 7, 1907		Martin R. Knight
		June 29, 1909		George Fuller
		June 4, 1912		Alfred D. Snook
		Mar. 12, 1919	Discontinued May 5, 1923 and serviced from Augusta.	Lester C. Brands
Petauket	X	Mar. 18, 1873	Discontinued Mar.24, 1873. Name changed back to Stockholm.	Hiram H. Strait
Pleasant Valley	W	Aug. 8, 1821		John W. Sherrad
(situated on Pohatcong Creek near Washington, NJ)			Became Warren County Nov 20, 1824; Discontinued June 19, 1826.	
Pleasant Valley	X	Mar. 14, 1850	(changed to Sussex County)	Robert Lewis

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
(new P.O.)				
		Dec. 30, 1854		Benjamin Curry
		Mar. 19, 1867		Benony B. Curry
		Oct. 24, 1877		Charles F, Strubble
		May 16, 1881		Moses B. Northrup
		Dec. 14, 1885		Andrew J. Bale
		Apr. 7, 1890	Discontinued September 15, 1890. Name changed to Baleville.	Wm A. Strubble
Quarryville	X	Feb. 13, 1873		Ephriam Doty
		Feb. 14, 1876		Samuel C. Potter
		Jan. 17, 1884		Theodore Vail
		July 17, 1896	Discontinued August 24, 1896 and serviced from Deckertown.	Ephriam Doty
		Sept.11, 1896	(order rescinded)	Mathias S. Rogers
		Oct. 20, 1910	Discontinued April 15, 1919 and serviced from Sussex.	Theodore Vail
Ramsayburg	W	July 22, 1824	Became Warren County on November 20, 1824.	James Ramsay
Sandyston	X	June 5, 1824		Parshall Howell
		June 26, 1834		John D. Everett
		Apr. 2, 1838	Discontinued January 13, 1845. Name changed to Hainesville.	John A. Westbrook
Sparta	C	May 28, 1796		William R. Willis
		Sept.17, 1798		Robert R. Willis
		July 1, 1799		Noah Hammond
		Nov. 12, 1799		Jame Smith
		Oct. 1, 1801		James S. Smith
		July 1, 1804		John Butler
		Apr. 1, 1805		Joseph Northrup
		Aug. 16, 1810		Stephen Hurd
		Apr. 23, 1823		John McCarter
		Jan. 13, 1830		James S. Morrow
		July 9, 1833		Elias Beach
		July 10, 1841		Whitfield H. Hurd

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		July 6, 1843		Elias Beach
		June 14, 1845		Robert Van Kirk
		Apr. 20, 1848		Benjamin Bradbury
		Dec. 18, 1854		Daniel R. Hudson
		Feb. 2, 1856		David F. Lyon
		May 1, 1856		James B. Titman
		July 30, 1866		John B. Boss
		May 15, 1867		James B. Titman
		Aug. 28, 1885		James L. Morris
		Apr. 22, 1889		Theophilus H. Andreas
		Aug. 23, 1893		James L. Decker
		May 14, 1897		Theophilus H. Andreas
		Dec. 10, 1903		Robert Lantz
		Feb. 13, 1906		Charles Halsey
		Sept. 30, 1914		Herbert C. Dodge
		Feb. 15, 1934	(Act.P.M.)	Floyd J. Kays
		June 12, 1934		Floyd J. Kays
		Apr. 14, 1958	(Act.P.M.)	Warren W. Fredericks
		July 31, 1959		Warren W. Fredericks
		Aug. 29, 1980	(O.I.C.)	William V. Keating
		Jan. 24, 1981		William E. Corby
		Mar. 8, 1988	(O.I.C.)	Donald E. Burns
		Apr. 29, 1988	(O.I.C.)	Richard F. Kane
		May 30, 1988	(O.I.C.)	Vincent Frisella
		Dec. 3, 1988		Jerrold W. Piccola
Sperry Springs	X	Mar. 2, 1922		Emma J. Sutton
		May 16, 1936		Lillian K. Frantz
		July 17, 1948	Discontinued June 17, 1966 and serviced from Hopatcong.	Lillian K. Boos
Stanhope	C	Oct. 7, 1825		Gamaliel Bartlett
		Oct. 14, 1829		Charles Munson
		Mar. 14, 1839		Andrew A. Smalley
		July 8, 1842		Charles Lewis
		Sept. 18, 1844		Andrew A. Smalley
		Jan. 21, 1848		Robert P. Stoll
		Feb. 9, 1848		Augustus G. King
		Aug. 4, 1849		Charles Lewis
		Oct. 11, 1849		Edwin Post
		Apr. 20, 1853		Jacob L. Swazze

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Mar. 14, 1854		Andrew A. Swalley
		Mar. 21, 1859		Elias H. Woodruff
		Aug. 29, 1860		John S. Van Aradale
		July 30, 1866		Augustus G. King
		May 15, 1867		William J. Leport
		Mar. 22, 1869		John S. Van Aradale
		Dec. 14, 1885		George T. Knight
		July 29, 1889		John S. Van Aradale
		Sept. 26, 1889		Catherine Van Aradale
		Sept. 6, 1893		Gilbert Chardavoyné
		Sept. 16, 1897		Jacob McConnell
		Jan. 28, 1901		Thomas J. Knight
		May 10, 1915		John Wills
		Dec. 16, 1915		George C. Valentine
		Sept. 10, 1919		William B. Lance
		June 12, 1933	(Act.P.M.)	Frank Hulse
		May. 1, 1935		Leon P. Kays
		Sept. 19, 1957	(Act.P.M.)	Marjorie E. Peteraon
		Aug. 18, 1958	(Act.P.M.)	Daniel Dietz
		June 4, 1959		Daniel Dietz
		May 17, 1968	(Act.P.M.)	Jeffrey A. Repsher
		Apr. 3, 1971		Marjorie E. Peterson
		Jan. 31, 1979	(O.I.C.)	Robert T. Heslin
		Aug. 1, 1979	(O.I.C.)	Joseph D. Esandrio
		Feb. 1, 1980	(O.I.C.)	George C. Marklin
		May 3, 1980		Harold L. Van Winkle
		Dec. 18, 1987		John F. McGowan
		Mar. 21, 1988		Donald P. Degarmo Jr.
		Aug. 27, 1988		Richard T. Jones
Stewartville	W	Dec. 10, 1816	Became Warren County on November 20, 1824.	Robert D. Stewart
Still Valley	W	Mar. 31, 1817		William M. Kennedy
		Jan. 24, 1818		John F. Simpson
		Jan. 31, 1822	Became Warren County on November 20, 1824.	James J. Kennedy
Stillwater	C	Apr. 29, 1814		Peter B. Shafer
		May 4, 1818		William A. Shafer
		July 7, 1832		Peter B. Shafer
		Aug 13, 1840		Benjamin Van Campen
		Jan. 23, 1841		Nathan A. Shafer

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Apr. 21, 1846		John B. Taylor
		Feb. 23, 1847		Aaron Decker
		Feb. 21, 1848		Charles V. Moore
		June 11, 1853		Elias H. Woodruf
		Nov. 26, 1858		Job Woodruf
		Aug. 10, 1861		Joseph H. Coursen
		Nov. 23, 1885		Charles H. M. Angle
		Apr. 22, 1889		Anson P. Rosenkrans
		July 15, 1893		George D. Garriss
		Apr. 21, 1897		Anson P. Rosenkrans
		Sept. 10, 1910		Berthena P. Rosenkrans
		Dec. 17, 1919		Charles M. Garriss
		July 1, 1947		Carl L. Roof
		Jan. 10, 1982		Alfred Conrads
Stockholm	C	May 12, 1812	(Morris County)	Isaac Beach Jr.
		Apr. 24, 1819	(Morris County)	Mahlon Ford
		Nov. 7, 1828	(Morris County)	Sidney Ford
		Feb. 7, 1837	(Passaic County)	Sidney Ford
		Sept. 1, 1840	(Passaic County)	Joseph Warner
(Sussex County)		Feb. 3, 1843	(Sussex County)	John M. Ford
		Nov. 19, 1845		Alexander Boyd
		June 27, 1861		James Wood
		June 15, 1871	Discontinued March 18, 1873; name changed to Petauket.	Hiram H. Strait
Stockholm	C	Mar. 24, 1873	(re-established)	Hiram H. Strait
		June 5, 1874		William S. Longstreet
		Jan. 3, 188?		Edward Kincaid
		Feb. 19, 1886		James M. Lewis
		June 15, 1889		Edward Kincaid
		Mar. 15, 1894		James M. Lewis
		Mar. 17, 1898		Edward Kincaid
		Jan. 24, 1906		Josephine Lewis
		Sept. 26, 1914		George W. Lewis
		Mar. 15, 1946		Anthony Benedetto
		July 15, 1946		Harry C. Tulp
		Dec. 1, 1948		Harry C. Tulp
		Nov. 24, 1967		John R. Fay
		June 30, 1971		June M. Sims
		Dec. 10, 1983		Ralph Gray

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Sussex	C	June 8, 1901		Edward C. Tuttle
		Feb. 19, 1906		Brice P. Walling
		Feb. 22, 1910		Amara W. Bedell
		Feb. 18, 1914		Robert J. Quince
		Jan. 30, 1923		Wilbur Fuller
		Feb. 18, 1935	(Act.P.M.)	Arthur M. Kimble
		July 23, 1935		Arthur M. Kimble
		Mar. 14, 1941	(Act.P.M.)	Mrs. Ina B. Kimble
		Mar. 17, 1943		Lebbens Potter
		June 9, 1949		Harold Wilson
		Apr. 19, 1955	(Act.P.M.)	Holloway W. Case
		Apr. 16, 1956		Holloway W. Case
		Dec. 6, 1963	(Act.P.M.)	William C. Beemer
		Nov. 5, 1966		William C. Beemer
		Feb. 28, 1985	(O.I.C.)	Carol R. Tashik
		Aug. 30, 1985	(O.I.C.)	James Franey
				Jan. 18, 1986
Sussex Mills	X	Dec. 20, 1871	Discontinued	Benjamin C. Wright
Sussex Court House	X	June 12, 1792		Thompson Darragh
		Oct. 1, 1795	Discontinued July 1, 1795; name changed to Newtown.	John Johnson
Swartswood	C	Mar. 14, 1850		Joseph McDanolds
		Feb. 11, 1859		Peter Stoll
		Aug. 10, 1861		John L. McDanolds
		June 27, 1862		James Emmons
		Aug. 26, 1864		Martin E. Hough
		Mar. 16, 1870		Robert S. Stoll
		Mar. 17, 1872		Hugh McDanolds
		Apr. 16, 1876		Joseph H. McDanolds
		Apr. 27, 1885		Bettis H. Titman
		May 25, 1889		Daniel M. Brown
		Mar. 31, 1891		John P. Hendershot
		Oct. 8, 1894		Bettis H. Titman
		Aug. 23, 1895		George B. Southard
		Feb. 20, 1899		John P. Hendershot
		Apr. 10, 1906		Lizzie Hendershot

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Jan. 25, 1913		Mrs. Lizzie Struble
		Feb. 17, 1938	(Act.P.M.)	Gorman Struble
		Aug. 27, 1938		John Rivera
		Jan. 24, 1941	(Act.P.M.)	Richard L. Sherred
		Nov. 28, 1941		Richard L. Sherred
		Jan. 31, 1956	(assumed charge)	Charles A. Counterman
		Aug. 2, 1956		Charles A. Counterman
		Mar. 17, 1978	(O.I.C.)	Diane Miller
		June 28, 1980		Leo W. Conklin
Trade Valley	X	Mar. 29, 1819	Discontinued November 15, 1820; name changed to Hardwick.	Enos Coursen
Tranquility	C	Feb. 18, 1850		George W. Steele
		May. 13, 1854		Elias D. Goodrich
		July 11, 1855		Andrew T. Titus
		Nov. 20, 1855		Elias T. Goodrich
		Apr. 17, 1856		Daniel F. Spreckagast
		Jan. 9, 1858		Samuel Jones
		Mar. 9, 1866		Sedgwick R. Bennett
		Feb. 26, 1868		Clinton Voss
		Jan. 10, 1871		Thomas Hayes
		Apr. 5, 1872		John H. Ayres
		Mar. 20, 1873		J. Anson Vought
		Mar. 29, 1875		Albert Bloom
		Mar. 25, 1880		Lemuel Ellett
		Mar. 6, 1882		William Van Riper
		May 10, 1890		Hezekial Drake
		June 2, 1893		George Irving Lanig
		June 22, 1896		Charles A. Daniel
		Dec. 8, 1900		Irving L. Labar
		May 22, 1922		Fred R. Labar
		Apr. 23, 1928		Miss Mabel C. Harris
		Aug. 27, 1938		Miss Grace L. Stang
		June 3, 1941	(Act.P.M.)	Allen A. Willson
		July 9, 1941		Allen A. Willson
		Aug. 1, 1945	(assumed charge)	Winfred Hinkley
		Jan. 9, 1947	(assumed charge)	Russell M. Dennis
		June 26, 1947		Russell M. Dennis
		Aug. 31, 1968	(Act.P.M.)	Elizabeth G. Orr
		Mar. 4, 1972		Elizabeth G. Orr
		Dec. 29, 1986	(O.I.C.)	Robert J. DeKleine Jr.

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
			Closed Feb. 17, 1987 (pending location of new site); serviced from Greendell while closed.	
		Aug. 16, 1988	(Reopened) (O.I.C.)	Joseph Tregenza
		Oct. 14, 988	(O.I.C.)	Blair R. DeCarolis
Tuttles Corner	X	Sept.23, 1844	Discontinued April 1, 1864 and serviced from Bevans.	Benjamin Tuttle
		Mar. 24, 1871	(reestablished)	Sidney W. Lipley
		Apr, 11, 1871	Discontinued Jan. 2, 1879 and serviced from Layton. Note: prior to Feb. 13, 1838, this Post Office was called Benville (which see).	Joseph E. Layton
Vernon	C	May 12, 1807		William Winans
		Feb. 23, 1827		Richard C. Denton
		Aug. 11, 1837		Evi S. Tompkins
		Oct. 2, 1838		William Brown
		May 24, 1845		John DeKay
		July 14, 1845		John R. Sutton
		May 7, 1847		William McQuoid
		Jan. 28, 1851		Richard S. Denton Jr.
		June 9, 1856		Lorenzo D. Demerest
		Aug. 4, 1857		William H. Carter
		Feb. 8, 1860		Sylvester Givans
		Apr. 10, 1871		George J. Wood
		May 23, 1878		Solomon E. Denton
		June 12, 1882		Solomon S. Denton
		Mar. 2, 1886		Aaron S. Blanchard
		Mar. 18, 1890		Solomon S. Denton
		Jan. 9, 1895		Wicks S. Board
		Apr. 13, 1897		Solomon S. Denton
		Sept. 13, 1898		Richard D. Wallace
		May 22, 1925		William D. Parker
		Jan. 15, 1927		Mary Nagle

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
		Feb. 7, 1928		Mrs. Ethel D. Wallace
		Feb. 10, 1934	(Act.P.M.)	Alvin E. Mott
		Nov. 3, 1934		Alvin E. Mott
		Oct. 14, 1952	(Act.P.M.)	Mrs. Allena M. Baldwin
		May 25, 1954		Mrs. Allena M. Baldwin
		Apr. 22, 1955	(Act.P.M.)	Marjorie E. Houghtaling
		Mar. 22, 1963	(Act.P.M.)	William E. Nagle
		Aug. 22, 1964		William E. Nagle
		Oct. 2, 1981	(O.I.C.)	Michael E. Rochacewicz
		Feb. 20, 1982		Joseph S. Wolf
		Feb. 2, 1984	(O.I.C.)	George Merklyn
		July 21, 1984		William R. Seland
Walpack	X	Jan. 20, 1829	Discontinued January 4, 1844 and serviced from Bevans.	Daniel Shoemaker
Wallpack Centre	X	Jan. 21, 1854		Jasper W. Rundle
		May 2, 1857		John Losey
		June 17, 1862		John W. Wood
		July 15, 1864		Isaac M. Losey
		Jan. 15, 1868		Jacob S. Roe
		Mar. 2, 1873		Emmet Bell
		June 17, 1889		Jacob S. Roe
Wallpack Center	C	Nov. 29, 1893	(Name change)	George V. Schooley
		July 13, 1896		Jacob S. Roe
		Dec. 26, 1908		Elmer T. Roe
		May 5, 1913		Mary E. Ellett
		Mar. 7, 1922		Everitt S. Rosenkrans
		Jan. 19, 1951	(Act.P.M.)	Edith B. Rosenkrans
		June 5, 1951		Edith B. Rosenkrans
		July 21, 1961	(Act.P.M.)	Theodore D. Thum
		Feb. 19, 1965	(Act.P.M.)	Patricia Alma Coul
		June 26, 1967	Post Office closed; May 1988 and serviced from Layton.	Patricia Alma Coul
Wantage	X	July 28, 1830	Discontinued February 18, 1837; name changed to Beemerville.	David H. Gale

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Warbasse	X	June 18, 1897		Edwin L. Kinney
		Oct. 8, 1901		William H. Couse
		July 24, 1911	Discontinued April 15, 1913 and serviced from LaFayette	William E. Struble
Waterloo	X	Dec. 8, 1847		Peter Smith
		Mar. 26, 1877		Seymour R. Smith
		Jan. 28, 1898	Discontinued February 15, 1916 and serviced from Stanhope	Alvin L. Cassaday
Wawayanda	X	Apr. 25, 1854		William E. Brown
		Feb. 16, 1856		John H. Brown
		Nov. 4, 1857		George Hunt
		July 9, 1861		Horatio N. Gustin
		Mar. 14, 1864		George Hunt
		Jan. 27, 1875	(discontinued Mar. 27, 1876)	A. R. Hunt
		May 4, 1876	(reestablished)	George S. Gustin
		May 18, 187?		John H. Brown
		July 7, 1881		John H. Van Gelden
		Nov. 14, 1881		John W. Mabee
Westlake	X	July 31, 1893		William W. Waud
		Apr. 26, 1895		O11iffe Mangen
		Nov. 19, 1897	Discontinued December 28, 1897 and serviced from Landing.	Joseph D. Bailey
Willow Grove	X	Jan. 7, 1841	Discontinued February 16, 1843. No other information given.	John B. Ackerman
Wintermute	X	Feb. 11, 1898		Peter A. Wintermute
		Mar. 19, 1803		William A. Shipley
		Jan. 11, 1904		Joseph H. Steley
		May 7, 1906	Discontinued October 15, 1917 and serviced from Newton.	George C. Ogden

SUSSEX COUNTY POSTMASTERS by Len Peck

Post Office	DPO	Date est.	Notes	Postmaster
Wykertown	X	May 25, 1839		Philip Wyker
			(discontinued May 28, 1842)	
		Apr. 9, 1850	(reestablished)	Alpheus Wyker
		Mar. 20, 1855		Abram C. Vanaukin
			(discontinued June 9, 1868)	
		Mar. 17, 1870	(reestablished)	John A. Johnson
		Apr. 11, 1871		Henry Coursen
			(discontinued Dec. 4, 1876)	
		Sept. 25, 1877	(reestablished)	John V. Keymer
		May 11, 1899	Discontinued August 31, 1907 and serviced from Papakating.	Croel C. Keymer.