WYOMING

NATIONAL AIR MAIL WEEK PARTICIPATION

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A VISUAL LISTING OF CACHETS USED ON ENVELOPES

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CACHETS USED ON ENVELOPES

The 1938 National Air Mail Week was a unique and very successful postal event that was held between the dates of May 15th and May 21st, 1938. Although there were many goals established for the event, the primary focus was to celebrate the 20th anniversary of the first regularly scheduled air mail flights that were made on May 15, 1918 between the cities of Washington DC, Philadelphia, and New York. The participants included the forty-eight States, the District of Columbia, and the territories of Hawaii and Puerto Rico.[1]

In 1938, Wyoming's population was about 250,000, with the cities of Cheyenne, Laramie, Casper, Sheridan, Rawlins, and Rock Springs accounting for one-third of that number. This means that the remaining two-thirds of its citizens (about 170,000) made their homes in or around the State's approximately 100 smaller communities. Many of these smaller places (about 25) had a population of less than 3,000. The remaining towns and locations (about 75) contained not more that a few hundred citizens, and sometimes less than 100.[2] In spite of the fact that the Wyoming possessed a small population, and that the majority of that population was distributed in a great many small and very small towns, its participation compared quite well with the other States in the National event. For example: Wyoming processed one letter for every 4.8 residents compared to one letter for every 4.1 residents in Massachusetts, which had a population about seventeen times greater than that of Wyoming.

The Cheyenne Postmaster, William G. Haas[3], was the State's chairman. He was supported by several subcommittees, as well as by numerous public and private organizations. There were 10 pilots involved who flew to 63 pick-up stops, logging a total of 1,967 air-miles. There were 51,700 air mail letters posted during the week, as well as 63 parcels. The Executive Summary of the event stated that Wyoming used 54 cachets that were pre-printed or rubber-stamped on envelopes submitted for delivery during the week. Letters that were flown on May 19th received a back stamp at the "stop point" airport where they were collected and processed.

The following pages provide an alphabetical listing of the post offices that used cachets. The cachets consisted of theme-based designs and artistic designs. Many of the artistic designs highlighted local industry, tourism, resources, or history. It is possible that the "20th Anniversary" used by ALBANY was a commercially available cachet.

- 63 Post Offices listed
- + 2 Additional cachets used (Bright and Lusk)
- - 10 Commercial, Unknown or Used another PO's cachet
- **55** Individual/Unique cachets in listing[4]

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(1)   The Territory of Alaska did not participate. Alaska became the 49th State on January 3, 1959 and Hawaii became the 50th State on August 21, 1959.
(2)   Each participating location possessed a Post Office which accepted, and sometimes sponsored the cachet.
(3)   Served from 1920 to 1948.
(4)   It is possible that the Niobrara County map was not considered a cachet by the 1938 POD. This reduces the count to 54. Also, it is possible that the towns of Superior and Wheatland, both with large populations, participated and that each had a unique cachet. Both are now marked as having unknown cachets. Certainly it is possible that they did not create or use a cachet.

SOME OF THE VERY SMALL POST OFFICES

Of the participating Wyoming post offices, one is immediately drawn to the novelty of a few of the names. A simple search reveals that in addition to the interesting names, the places themselves are like phantoms that cause the present-day collector to wonder if they ever existed. Online maps and internet searches increase the mystery because of the absence of information. This is a very discouraging reality for a potential collector of Wyoming NAMW covers. The participation of so many of these very, very small post offices means that not many covers originating from them should be expected. Unfortunately, many collections may forever be absent of covers originating from these places.

One indication of the population size in 1938 is the delivery statistics in the "Post Offices by States and Counties" section near the end of the 1937 Postal Guide.

P = post office boxes; R = RFD deliveries; S = star route deliveries

Bill	P 5, S 17
Bright	S 14
Dad	S 2
Daniel	P 21, S 49
Dogie	S 20
Encampment	P 110, S 20
Frontier	P 120
Hat Creek	S 30
Jireh	P 6
Keeline	R 41, P 22
Kirtley	S 4
Lance Creek	P 60, S 44
Leverett	P 15, S14
Moran	S 7
Node	P 16
Savageton	P 98, S 75
Shawnee	P 14, S 49
Spencer	S 23
Van Tassell	P 34, S 60
Veteran	R 44, P 38
Whitman	Nothing listed, meaning General Delivery only.

All fourteen post offices in the county of Niobrara participated in the NAMW by using an individualized cachet. The post offices were shown on a county map which was pre-printed on envelopes. The post offices were: Bright, Dogie, Hat Creek, Jireh, Keeline, Kirtley, Lance Creek, Leverett, Lusk, Manville, Node, Spencer, Van Tassell and Whitman. The envelopes contained two foldout inserts. The first provided a history of the Cheyenne and Black Hills Stage Line that ran the entire length of the county, south to north. The second insert was a description of the county, its attributes, services, industries, churches, and so on. The effort of Niobrara County was well organized.

The following provides some information on a few of the smaller Wyoming post offices that participated in the NAMW. Some of these locations no longer exist.

Bill, Converse County, Wyoming

Bill is an unincorporated community in Converse County, Wyoming. The settlement is rumored to have begun shortly after World War I, when a doctor moved there. It was called "Bill" by the doctor's wife because she noted that most men in the area had that name. A post office was established on 12 September 1919 and it's still in operation. The population was always very small. In the 1980s the Union Pacific Railroad established a station in the town which increased the town's size and vitality.

Bright, Niobrara County, Wyoming

The Bright post office was established on 2 January 1933 and its operation was discontinued on 28 February 1959. This post office and its town (circa 1936) were on the north side of Lightning Creek. The first town of Bright was formally known as Warren (circa 1921) and it was located on the south side of Lightning Creek. Its post office was established on 30 January 1900 and its operation was moved on 31 December 1932. Neither Bright nor Warren exist today.   The location is about 35-miles north of Lusk, Niobrara County, Wyoming.   No historical Census data exists for Bright.

Dad, Carbon County, Wyoming

The origin of the town of Dad is not known. It is believed that it is named after Arthur Thomas "Dad" Corlett, a rancher who lived in the area. The Dad post office was established on 24 October 1910 and its operation was discontinued on 31 January 1940. The place currently has a US Census status of U6, which means that it is a populated place that is wholly or substantially located outside the boundaries of any incorporated place or Census Designated Place that has an authoritative common name recognized by the U.S. Geological Survey. The place is located at the junction of the Lincoln Highway (789) and Wamsutter Road. It is located about 45-miles southeast of Rawlins, Carbon County, Wyoming. No historical Census data exists for Dad.

Daniel, Sublette County, Wyoming

The town of Daniel is a census-designated place. The population was 150 at the time of the 2010 US Census. The post office was established on 1 February 1900 and it is still providing postal services. The town lies on US Route 189 in the Green River valley as the water flows out of the Gros Ventre Range to Daniel's north and the Wind River Mountains to the town's east. Horse Creek, a Green River tributary that joins just west of Daniel, has its headwaters west in the Salt River Range. Daniel is about 10-miles west of Pinedale, Sublette County, Wyoming.

Dogie, Niobrara County, Wyoming

The Dogie post office was established on 12 February 1929 and discontinued service on 31 May 1939. Dogie is located about 50-miles northwest of Lusk, Niobrara County, Wyoming. No census data is available that would inform us of the population in 1938.

Encampment, Carbon County, Wyoming

Encampment, also as "Grand Encampment", was, at the turn of the twentieth century, a booming center of copper mining and smelting. The town received its name as it was the site where Indians and trappers would meet each summer to barter. The beginning of Encampment as a town began in 1897 with the founding of a copper mine. A sharp drop in copper prices and disastrous fires drove the mining company into bankruptcy.   Mining operations ceased in the early twentieth century.   The population at the time of the 1938 NAMW was about 300. That number has remained relatively constant since that time. In 2010 it was 450. The Encampment post office was established on 22 May 1897.

Frontier, Lincoln County, Wyoming

Frontier (also North Kemmerer) is an unincorporated community in southern Lincoln County, Wyoming. It lies 2-miles north of the city of Kemmerer, the county seat of Lincoln County. Although Frontier is unincorporated, it had a post office which was established on 20 January 1899.   It was closed in 2011.   The population of Frontier in 1938 is not known. However, the population of Kemmerer was about 2,000.

Hat Creek, Niobrara County, Wyoming

In 1877 the town of Hat Creek was open for business.   In addition to the Hat Creek Ranch and Stage Stop there was a hotel, telegraph office, stock and hay supplier, bakery, grocery, brewery and a blacksmith shop. The post office was established at "old" Hat Creek on 2 February 1877 and it remained in operation until 31 May 1923. The name was changed, as part of a nationwide "simplification", to Hatcreek in 1895. In 1909, the town moved to "new" Hat Creek, about 5-miles north of the first location. Hatcreek closed 31 May 1923, but it reopened as Hat Creek on 23 January 1924, which remained until 10 December 1971. No census data is available that would inform us of the population in 1938.

Jireh, Niobrara County, Wyoming

The town of Jireh was founded in 1909 at the same time as its primary benefactor, Jireh College. Jireh took its name from the place where Abraham was about to offer his son up as a sacrifice to Jehovah. The town at one time had two banks, a lumber yard, post office, store, express office, three general stores, a rooming house, hotel, blacksmith and newspaper. The post office was opened on 17 September 1908 and it served both Jireh and smaller towns further to the south as far away as Flattop, Wyoming. The college was intended to provide a liberal arts education to the children of settlers in the area and actively supported the dry-farming movement of the day. The college closed in 1920. The post office closed on 31 October 1943. No census data is available that would inform us of the population in 1938.

Keeline, Niobrara County, Wyoming

Keeline is an unincorporated community in Niobrara County, Wyoming. The community was named for George A. Keeline, a cattleman who had established his large ranch in the area in 1876. The town had a post office, lumber yard and elevator, livery barn and dray service, restaurant, grist mill, several churches, drug store, bank, hotel, grade and high schools, potato cellar, creamery, a depot agent and telegraph operator, a hardware store, a newspaper, an attorney, Chevrolet garage, barbershop, pool hall, dance hall, Keeline Telephone Company and various other stores. A post office called Keeline was established on 7 November 1908 and remained in operation until it was discontinued in 1995. Keeline never had a bar or a police officer. At one time Keeline had a population of 440. In 1986 it had a population of 4.

Kirtley, Niobrara County, Wyoming

The settlement of Pleasant Ridge in 1889 predates the town that became known as Kirtley. It was known as Pleasant Ridge until a post office was established on 10 April 1895. The Post Office Department chose the name Kirtley as the name for the post office in recognition of Emma Kirtley, its first postmistress. Before the post office was established people got their mail at Voorhees post office and at the old LZ Ranch. The post office closed on 31 March 1950. No census data is available that would inform us of the population in 1938.

Lance Creek, Niobrara County, Wyoming

Lance Creek is a census-designated place in Niobrara County, Wyoming. Lance Creek is the namesake of the Lance Formation, a rock strata from the Late Cretaceous period (65-100 million years ago) that has yielded fossils from a diverse number of species. Originally a cattle ranching area, Lance Creek Oil Field became the largest producing oil field in the Rocky Mountain Region. This discovery brought an immediate boom and derricks sprang up everywhere. Lance Creek did not have a bank but there were numerous cafes, barber shops, beauty parlors, mechanic shops, grocery stores, filling and service stations, cold storage plant, lumber companies, hardware and feed store, drug stores, turkey farm, grade A dairies, laundry, shoe repair shop, trucking companies, construction companies, and oil well cementing company, several bars and a beer parlor.   Production started dwindling and the 1950's saw many workers being transferred to oil fields in other regions. As people moved out, so did the houses and little remains of the many camps that made up the community. The population was 43 at the 2010 census. The post office at Lance Creek was established on 19 November 1919. It is still active.

Leverett, Niobrara County, Wyoming

Leverett had a post office that was established on 7 December 1923 and discontinued operations on 16 June 1942.

Moran, Teton County, Wyoming

Moran is an unincorporated community in south central Teton County, Wyoming. It lies in Grand Teton National Park northeast of the city of Jackson, the county seat of Teton County. Moran, also called Moran Junction, is a main passageway through central Wyoming and Grand Teton National Park, and is named for the English artist, Thomas Moran, who explored the valley on a survey trip. The town of Moran began to grow after 1903 when Ben D. Sheffield bought two homesteads on the Snake River and built up an outfitting business at the location, called the Teton Lodge Resort. A toll bridge over the Snake, possibly operated by Sheffield, was a major link in the local transportation network. Sheffield also operated the Moran post office from 1907 to 1919. The Sheffield ranch's lodge, which housed the post office, burned in 1916. A replacement lodge was built around 1922. The Sheffield complex of cabins comprised the bulk of the town. In 1928, Sheffield sold out to the Snake River Land Company, which renovated and expanded the facility, in part to head off new development in the area. The main lodge was destroyed by fire in 1935. The remaining cabins, and thus most of the community, were moved to Jackson Lake Lodge in 1955. Moran had a post office that was established on 22 May 1902. It is still in operation. The current population is about 325.

Node, Niobrara County, Wyoming

Node is located nine miles east of Lusk on Highway 20. When Node first became a town is somewhat of a question. March 17, 1910 was the date that the post office was established. Several stores came into being to service the homesteaders and the nearby Tom Bell ranch. The Bell Ranch was probably the largest ranch around at that time. The brand used by the Bell Ranch was a knot and that was the source of the name Node (which meant knot). Around 1915 there were several stores including the DeHoff grocery, Burnaugh grocery, the Stuart Lumber Company, a café and a pool hall, the Lutheran Church which is now the Lutheran Church of Lusk, the Congregational Church which is now the building that was the Node school house for many years. It is still used for a community building and for Sunday school.   There was a railroad storage at Node for coal, salt and feed. Also, there was a large stock yard and a chute for loading livestock. With the decline of dry farming, Node had declined to a population of 25 by the late 1930's. By the late 1980's the town had declined to a population of three. The Post office officially closed at the end of business, October 8, 1991.

Savageton, Campbell County, Wyoming

Campbell County was started by the early 1900 influx of thousands of homesteaders who hoped that their hard labors would transform raw land into a successful home or ranch. Most failed. One family remained. This was the Rassback family. Hard work and shear determination resulted in some success, but plenty of hardship. One cousin, Pearl Sharkley, married Bailie Savage. A short distance from their small ranch they established a small post office and store to serve the neighboring farmers. The post office was established on 16 May 1917 under the name Savageton. The post office discontinued service on 31 May 1949. However, a bar and small store continue to serve the local cowboys, roughnecks and daring families. No population numbers exist for Savageton. However, it is safe to assume that those numbers are quite small.

Shawnee, Converse County, Wyoming

Shawnee is an unincorporated community in southeastern Converse County, Wyoming. A post office called Shawnee was established on 7 February 1887 and closed on 20 July 1888. It was reestablished on 28 February 1911 remained in operation until being closed in 2007. The community took its name from nearby Shawnee Creek. That name was given by the tribe and it means "Southerners". The tribe had been relocated from the Savannah River in Georgia. The town of Shawnee was central to a very productive mining district. The current population is about 100.

Spencer, Niobrara County, Wyoming

The town of Spencer no longer exists. However, the location had a post office that was established on 18 September 1906. It was closed on 31 October 1944. The county had an economy that was based on livestock ranching and oil production. Locations such as Spencer were established to serve the immediate needs of oil workers. When the wells no longer produced oil the workers moved to other locations. Whatever Spencer was, it quickly vanished.

Van Tassell, Niobrara County, Wyoming
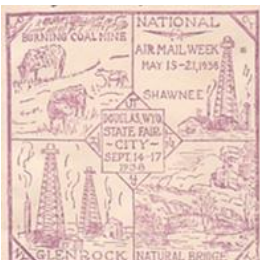
Van Rensselaer Schuyler Van Tassell acquired the land surrounding his namesake village and gradually added to his holdings. When the railroad crossed the border into the Wyoming Territory in 1886, officials were quick to recognize that the depot just over the territorial border would soon burgeon into an important community. In 1886, four years before statehood and in a period of rapid settlement of the American West, the railroad reached Wyoming and opened the territory to the migrating homesteaders. It was therefore necessary that the stop-off be given a name, and since Van Rensselaer Schuyler Van Tassell owned everything in site, the railroad people thought it was only proper to name the station in his honor. The newly named depot community of Van Tassell set roots that would hold the town together for the next century. In 1903, the first batch of homesteaders arrived in the sparsely populated Van Tassell region, an area dominated by cattlemen. A post office was established on 9 April 1910. In April 1916 the community was incorporated and attained what in those days amounted to municipal status. By 1919, the town could boast of a new hotel, a bank, furniture store and billiard parlor. In 1920 and 1921, the town could point with pride to its two hardware stores, lumber yard, bank, two churches, weekly newspaper, blacksmith shop, electric light plant, three cafes, hotel and city jail. The town is an incorporated municipality. The population in 1938 was about 85. The population reported by the 2010 US Census was ten.

Veteran, Goshen County, Wyoming

In the early 1920s, Goshen County was among the last areas in the country open for homesteading. Free parcels of land up to 620 acres were set aside for soldiers returning from World War 1. It was known as "Veteran's Area" until the Civilian Conservation Corps built a camp and officially incorporated the town. Before long, Veteran was home to a school, several churches, a post office, a lumber yard, a hardware store and a grocery store. During World War II, the old Civilian Conservation Corps camp was used to house German and Italian prisoners of war. Many of those POWs liked the area so much, they settled there after the War. Most remnants of Veteran's glory days have long since disappeared and the population has dwindled to 23. The post office was established on 2 August 1922. It is still serving the community.
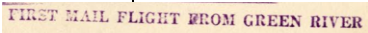
Whitman, Niobrara County, Wyoming
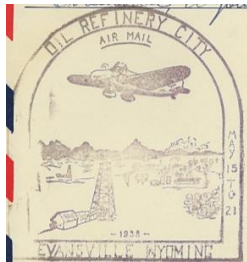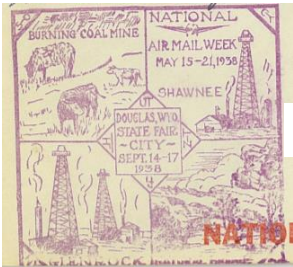
Mr. and Mrs. Estle Rollo Whitman came to Wyoming in 1910 filing on the homestead along the east line of Wyoming. They were among several families that came from the Crawford, Nebraska area and moved their belongings and family of three small daughters and a son in a hayrack. For some time, the ranchers and homesteaders in the area got their mail at different places - some at Harrison, Wyoming, some at Kirtley, some at Hat Creek and some at Lusk. A more convenient post office was needed, and the Post Office Department decided to establish one at Whitman and Mr. Whitman was commissioned postmaster on January 10, 1924. The post office was closed on 31 October 1953. No information was found on the population of Whitman or its surrounding area.
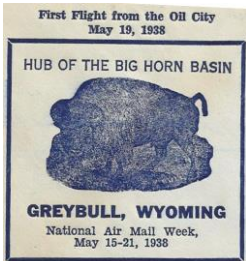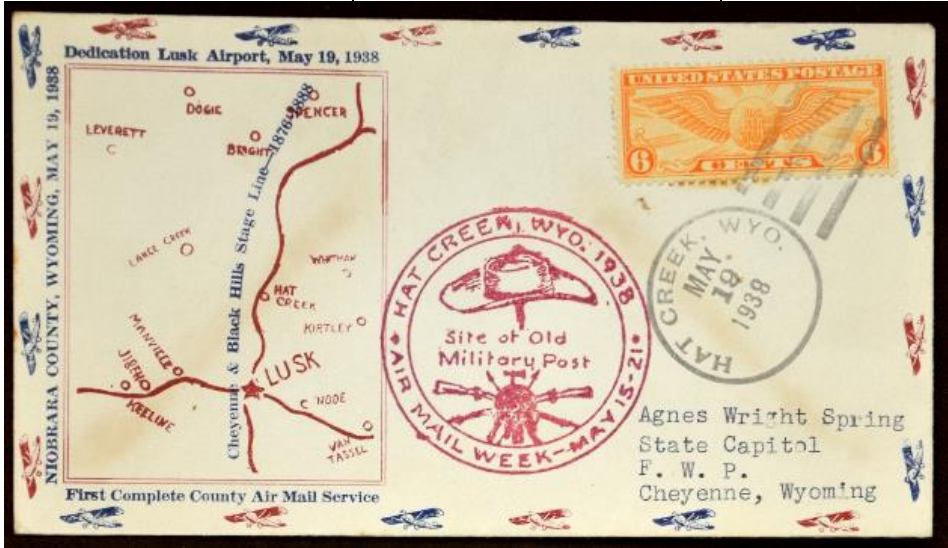
#	Post Office	First Cachet	Second Cachet	Imprint - Dater
1	AFTON	Map of the USA Ref. 2	This Map of the USA is an example of the cachet that was used by Afton and several Wyoming Post Offices.	
2	ALBANY	2Oth Anniversary Ref. 2	The cachet used by Albany was identified as a "20th Anniversary" design. It is possible that this generic design was used.	
3	BAGGS	Map of the USA Ref. 2	See AFTON for example.	
4	BASIN	Map of the USA Ref. 2	See AFTON for example.	
5	BIG PINEY			NATIONAL AIRMAIL WEEK
6	BILL		Used Douglas cachet	
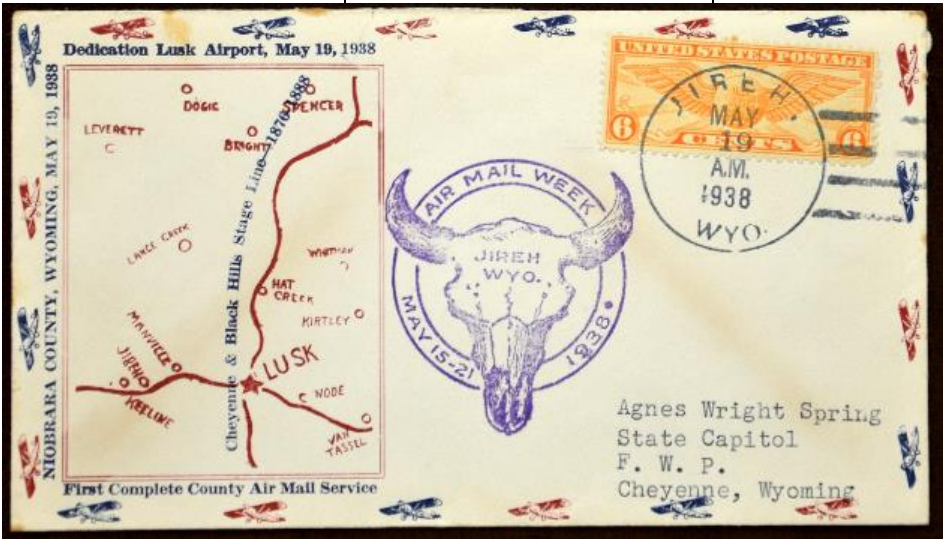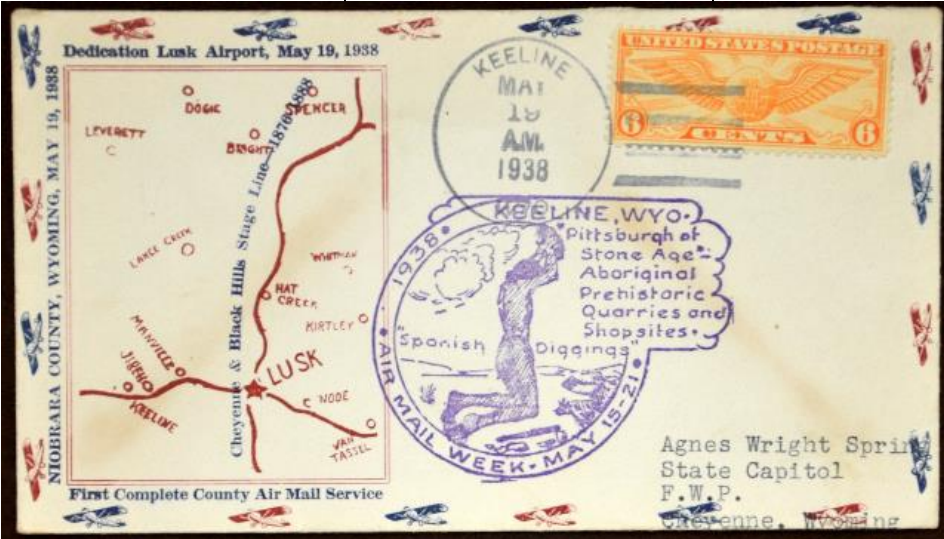
#	Post Office	First Cachet	Second Cachet	Imprint - Dater
7	BRIGHT			
8	BUFFALO			
9	CASPER			
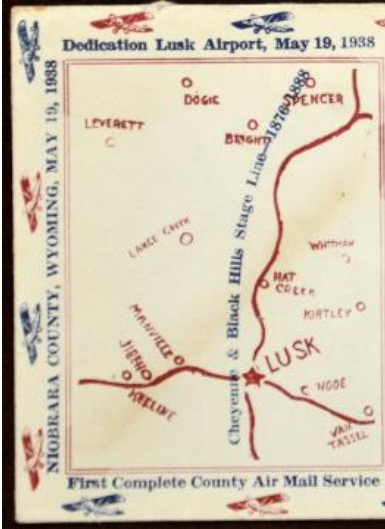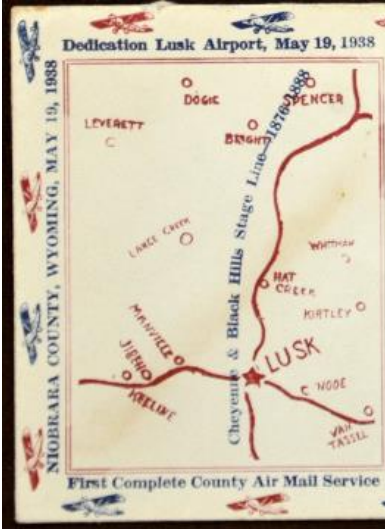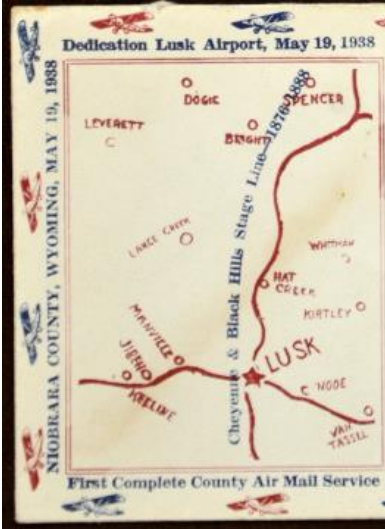
#	Post Office	First Cachet	Second Cachet	Imprint - Dater
10	CHEYENNE			
11	CODY			
12	DAD	NAMW (Unknown Design) Ref. 2		
13	DANIEL			
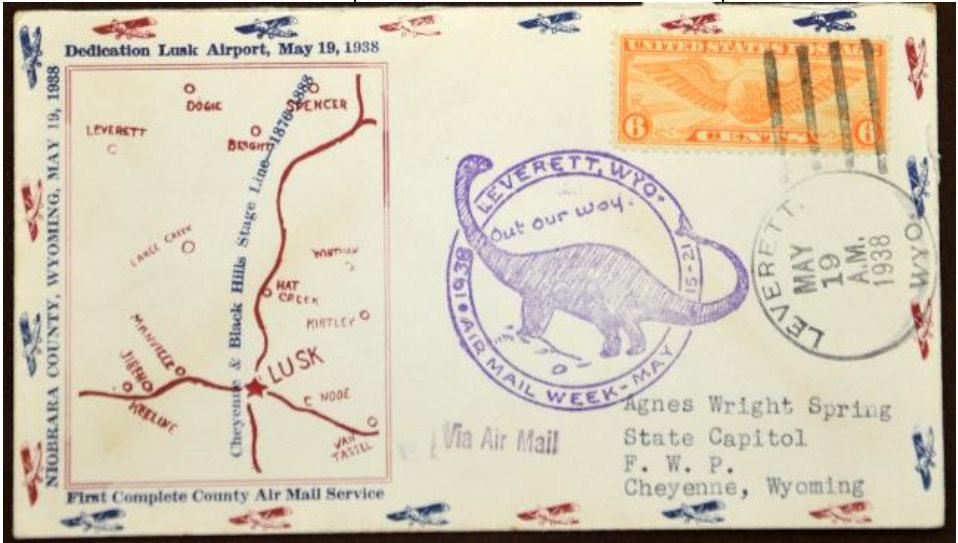
#	Post Office	First Cachet	Second Cachet	Imprint - Dater
14	DOGIE			
15	DOUGLAS	Black		
		Blue		
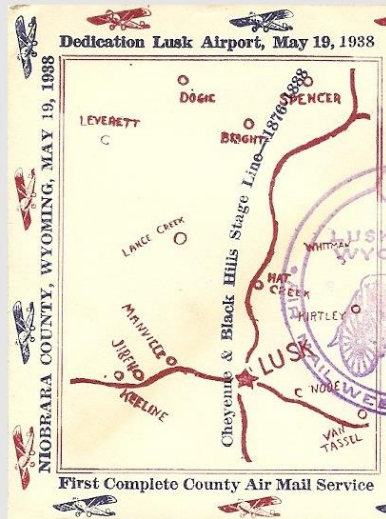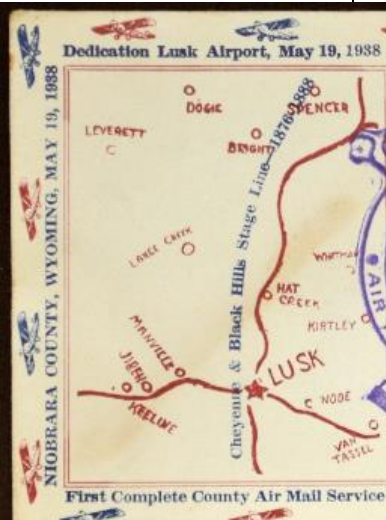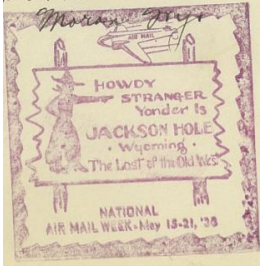
#	Post Office	First Cachet	Second Cachet	Imprint - Dater
16	ENCAMPMENT	NATIONAL AIR MAIL WEEK MAY 15-21, 1938 ... BATTLE LAKE, ENCAMPMENT, WYOMING Where Edison discovered incandescent lamp in 1879		
17	EVANSVILLE	OIL REFINERY CITY AIR MAIL ... 1938 EVANSVILLE, WYOMING		
18	FRONTIER	NATIONAL AIR MAIL WEEK MAY 15-21, 1938 AIR-MAIL KEMMERER, WYOMING Home of the Famous Kemmerer No. 5 and Brilliant coals	Used KEMMERER cachet	
19	GILLETTE	AIR MAIL FROM GILLETTE, WYO. SEE THE THICKEST COAL VEIN IN U.S.A. National Air Mail Week May 15-21, 1938		NATIONAL AIRMAIL WEEK
20	GLENROCK	NATIONAL AIR MAIL WEEK MAY 15-21,1938 BURNING COAL MINE SHAWNEE DOUGLAS,WYO. STATE FAIR CITY SEPT.14-17 1938 NATIO...	Used Douglas cachet	GLENROCK MAY 1938 WYO. NATIONAL AIRMAIL WEEK
21	GREEN RIVER	"A TOWN SURROUNDED BY SCENIC SPLENDOR" CASTLE ROCK GREEN RIVER, WYOMING NATIONAL AIR MAIL WEEK - MAY 15-21, '38		GREEN RIVER COMMUNITY CLUB GREEN RIVER, WYO. "A FIRST MAIL FLIGHT FROM GREEN RIVER

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
22	GREYBULL			
23	GUERNSEY	LAKE GUERNSEY		
24	HANNA	Map of the USA Ref. 2	See AFTON for example.	
25	HAT CREEK			
26	JACKSON		Both Jackson and Moran used this cachet. It is likely that Jackson sponsored the cachet. However, this needs to be confirmed.	

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
27	JIREH			
28	KEELINE			
29	KEMMERER			

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
30	KIRTLEY			
31	LA GRANGE			
32	LANCE CREEK			

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
33	LANDER		NATIONAL AIRMAIL WEEK	
34	LARAMIE			
35	LEVERETT			
36	LINGLE	LARGEST SUGAR BEET		
37	LOVELL			
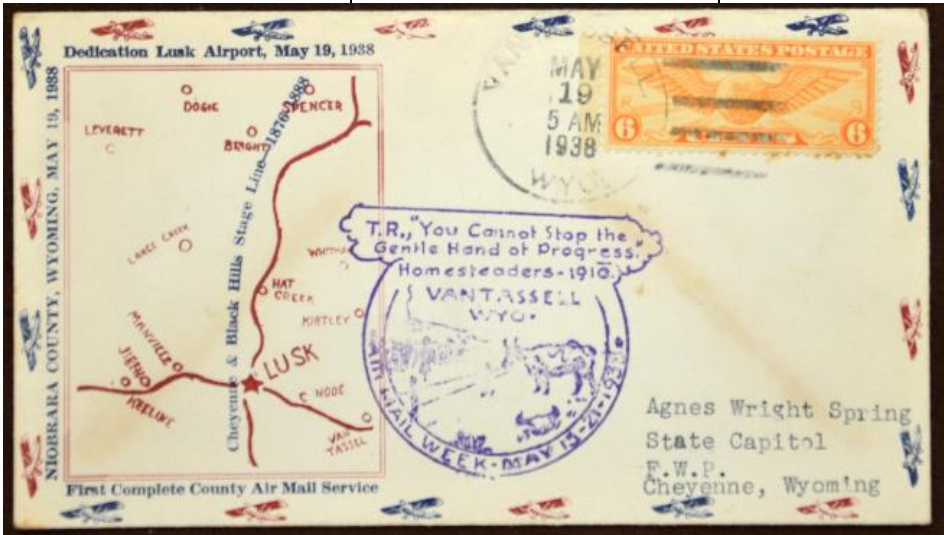
#	Post Office	First Cachet	Second Cachet	Imprint - Dater
38	LUSK			
39	MANVILLE			
40	MOORCROFT			
41	MORAN		Both Jackson and Moran used this cachet. It is likely that Jackson sponsored the cachet. However, this needs to be confirmed.	

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
42	**NEWCASTLE**			
43	NODE			
44	PINE BLUFFS			
45	PINEDALE			

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
46	RAWLINS	Envelope Cachet	THIS Is the Cachet Used at RAWLINS During National Air Mail Week / Postmaster Sample	
47	RIVERTON	Riverton, Wyo.		RIVERTON MAY 19 3 PM 1938 WYO.
48	ROCK SPRINGS	ROCK SPRINGS, WYOMING NATIONAL AIR MAIL WEEK-MAY 15-21,'38		
49	SARATOGA	AIR MAIL SARATOGA, WYO.	NATIONAL AIRMAIL WEEK	
50	SAVAGETON	NATIONAL AIR MAIL WEEK MAY 15-21, 1938 1938 1938 SPEARFISH, S. DAK.	Used SPEARFISH, SD cachet	

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
51	SHAWNEE		Used Douglas cachet	
52	SHERIDAN			
53	SHOSHONI	Map of the USA Ref. 2	See AFTON for example.	
54	SPENCER			
55	SUPERIOR	UNKNOWN 1938 pop. 1,200		

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
56	THERMOPOLIS			
57	TORRINGTON			
		FRONT		
		BACK		

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
58	VAN TASSELL			
59	VETERAN	AIR MAIL FROM VETERAN		
60	WHEATLAND	UNKNOWN 1938 pop. 2,100		

#	Post Office	First Cachet	Second Cachet	Imprint - Dater
61	WHITMAN			
62	WORLAND			
63	YELLOWSTONE PARK			

Used Livingston, MT cachet. Livingston and Gardiner highlight themselves as being the "Northern Gateway to Yellowstone".

Niobrara County Envelope Insert
The Cheyenne & Black Hill Stage Line

The
Cheyenne & Black Hills
Stage Line

The Pony Express

Coming of the Railroad

NOW -- The Air Mail

(By J. B. Griffith, Editor Lusk Herald)

THE DISCOVERY OF GOLD in the Black Hills of South Dakota in the early 70's led to one of the greatest and most spectacular gold rushes in the history of the West. Spectacular, because the early prospectors were beset with all kinds of dangers—hostile Indians, robber bands, and severe winter weather, all of which claimed many lives.
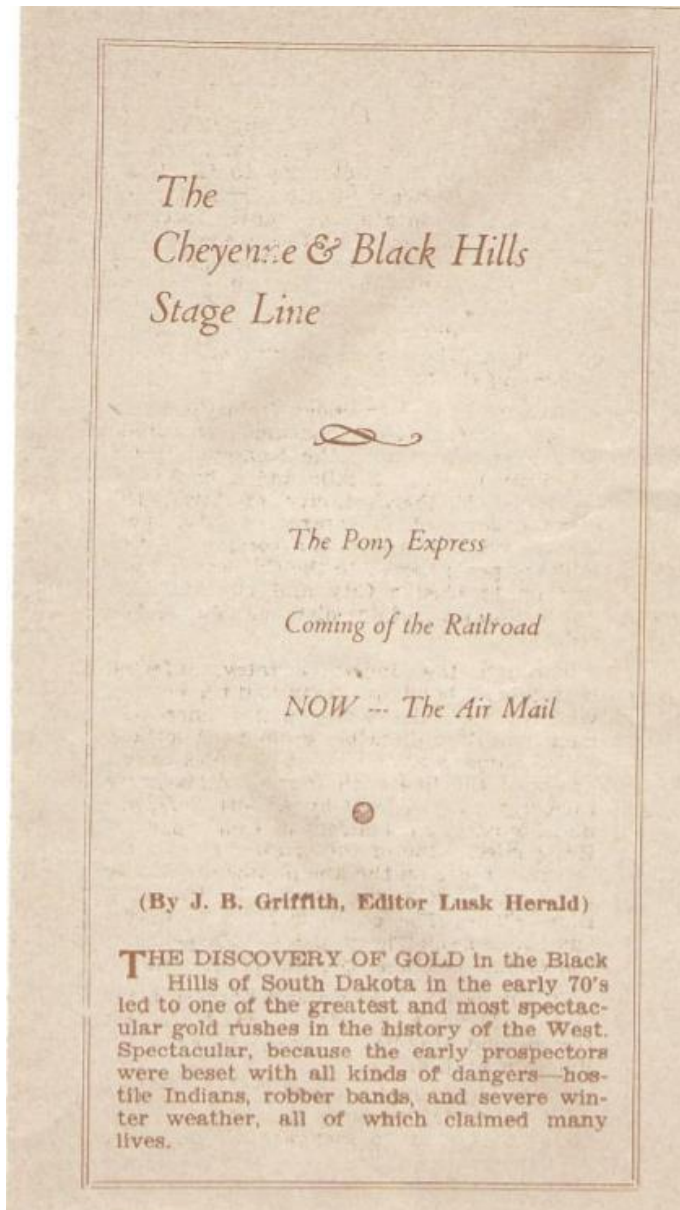
As a result of the gold rush, the Cheyenne & Black Hills Stage and Express Line was established in 1876 by Gilmer & Salisbury, old-time Overland stage men. They delegated full authority to Mr. Luke Voorhees, afterward State Treasurer of Wyoming, to locate the most practical route from Cheyenne to Deadwood, establish stations, fully equip the line, and placed in him the full responsibility for the safety of passengers, the safe delivery of the gold bullion, and the proper safeguarding of the company's property interests along the line.

The stage route extended from Cheyenne to Chugwater, Fort Laramie, Rawhide Buttes and on across the Running Water (Niobrara), about a mile and a half west of where the thriving city of Lusk, the county seat of Niobrara County, now stands; on to Hat Creek, a former frontier military post; thence to the Cheyenne River and on to Custer City and Deadwood in South Dakota, a total distance of over 300 miles.

Through the Indian country, infested with hostile bands of Sioux and Cheyennes, who resented the white man's encroachment on their hunting grounds, Voorhees built change stations about 15 miles apart, equipped the line with four- and six-horse Concord coaches, built by Abbott & Downing, famed coach builders of Concord, New Hampshire. One of the original four-horse coaches in use on the line is now on display in the Lusk Museum, erected by the Lusk Lions Club. The coach is the gift to the club by Russell Thorp, now of Cheyenne, a son of the one-time operator of the line.

It required 300 horses and harness fitted to each horse, also string teams to freight forage and supplies in order to keep the line in operation.

Stages left Cheyenne and Deadwood on a daily schedule, carrying the United States mail, express and passengers. When there was a shipment of gold, it was usually sent out in a special armored six-horse coach, under constant guard of four to six heavily armed messengers.

The journey was continuous night and day, with stops made only for meals and change of horses. It took a little over three days between Cheyenne and Deadwood.

There were many holdups by the ever-present "road agents," who robbed the passengers and got away with considerable gold bullion and stole many stage horses, all this in spite of armored coaches and armed messengers.

Associated with Mr. Voorhees in the hazardous undertaking was Scott (Quick Shot) Davis, captain of the guard and supervisor of the messengers; George Lathrop, Capt. A. M. Willard, Gale Hille, Captain Smith, Donald Campbell, Ward, Boone May, Jesse Brown, Tom Cooper, Frank Foss, Harry P. Hynds, Charley Partridge, Ed Patrick, Ed Cook, Tom Black, Fred Sullivan, Ernest Logan, Joe Horner, Calvin Morse, and many others whose names have been lost to memory in the intervening years.

Wild Bill Hickok, Buffalo Bill Cody, Calamity Jane, Deadwood Dick, were well-known characters of the time, and were frequent passengers on the stages running between Cheyenne and Deadwood.

Later, Russell Thorp, Sr., purchased the line and continued to operate it until the completion of the Fremont, Elkhorn & Missouri Valley Railway (now the Chicago & Northwestern), in July, 1886. The last coach left Cheyenne in February of 1887.

Undoubtedly the pony express riders delivered letters to prospectors in the vicinity of the present site of Lusk early in 1876.

The first mail to reach Lusk over the Cheyenne & Black Hills stage line arrived here in May, 1876. The exact day of the month is uncertain.

The first mail to arrive here by railroad reached here early in July, 1886.

And now the Air Mail on May 19, 1938.

Niobrara County Envelope Insert
The Cheyenne & Black Hill Stage Line

PONY EXPRESS BETWEEN FT. LARAMIE AND DEADWOOD

FOR a few months in 1876, Seymour and Utter maintained a pony express mail service from Fort Laramie, then a thriving military post, to Deadwood. Leaving Fort Laramie on the Platte river, the horsemen traversed the country now embraced in Niobrara County, passing by the site of Lusk, Hat Creek and on north to Deadwood. The postage rate was 25 cents per letter, and, although the number of letters reached several thousand per trip, the project was not long continued, and was abandoned shortly before the Cheyenne & Black Hills stage line came into existence.

* * *

COMPLETE AIR MAIL SERVICE FOR ONE DAY

KEEPING step with the "march of time," the Lusk Lions Club has sponsored the gathering of mail from all the fourteen Niobrara County postoffices for one day, Thursday, May 19, 1938. A special plane, with a licensed pilot, will visit each of the postoffices in the morning of that day, transporting the mail by air to Lusk, where it will be placed aboard a mail plane from Cheyenne at the Lusk Airport, and sent to every part of the world. It is calculated that the mail from these fourteen postoffices can be gathered in the short period of two hours. Without doubt, this will be the first time in the history of the United States mail service that ALL the postoffices in a single county were served by air mail. This feat is all the more remarkable when it is considered that there are no first-class postoffices in this county. Lusk is a second-class office, Lance Creek is a third-class and the other twelve offices are fourth-class.

Thus completes a brief sketch of the mail service in Niobrara County—comprehending the period of the pony express, the stage coach, the railroad, and now the air mail.

Niobrara County Envelope Insert
NIOBRARA COUNTY, WYOMING

NIOBRARA
County, Wyoming

County Seat—Lusk

At the Crossroads of
Highway 20—Atlantic to Pacific
Highway 85—Canada to Mexico

In the heart of a vast inland empire—

INDUSTRIES

Lance Creek Oil Field—Largest producer
of high-grade crude oil in Rocky
Mountain region

Cattle and Sheep Raising

Poultry Raising   Farming

NIOBRARA COUNTY is located in the
central eastern part of Wyoming and
borders Nebraska and South Dakota on the
east. The county has an area of 3,184,000
acres. Of this, 6,397 acres are under irriga-
tion, all being small projects, cheaply irri-

Churches—Churches of almost every denomination may be found in Niobrara County. In the county seat the denominations with houses of worship are Baptist, Lutheran, Catholic, Congregational, Episcopal and Church of God. There are also fine churches in Manville, Keeline, Van Tassell, Node and Lance Creek.

Hotels—There are good hotels in every incorporated town in Niobrara County. Lusk has four modern hotels. The Ranger, a modern four-story brick hotel; the Henry, a modern two-story hotel, and the Silver Cliff, a two-story modern hotel, also with house-keeping accommodations, and the Lusk Hotel; also several modern apartment houses, the Royal Apartments being the largest. Lusk has the best hotel accommodations of any city its size in the West.

Tourist Camps—Every town in Niobrara county along Highways 20 and 85, the main trunk lines east and west and north and south, is supplied with tourist camps and modern cabin camps.

County Government—The county government of Niobrara County is rated among the most efficient in the State of Wyoming. At the present time, it has a cash balance on hand of about $75,000.00, with no outstanding indebtedness and no bonded debt. The County Commissioners operate the county business on a strictly cash basis, and a low tax rate prevails in the various political subdivisions of the county.

Industries in Niobrara County—Cattle and sheep raising and farming in some sections are the principal industries of Niobrara county. There are many ranches ranging from 10,000 acres upward in the county, which range cattle and sheep on State and Federal government land in addition to their deeded land, for which an annual rental averaging about $30 per section of 640 acres is paid. According to 1938 figures of the County Assessor, 30,000 cat-

gated; 48,173 acres are classed as non-irrigable agricultural lands. The balance, or 958,818 acres, are classed as grazing lands, which support large herds of cattle and sheep.

Niobrara County was once an open range country, where vast herds of sheep and cattle were grazed and fattened on the native grasses, once the rich feeding grounds of large herds of buffalo and antelope which supplied Sioux and Cheyenne Indians with their meat.

General altitude is about 5,000 feet.

The average rainfall in Niobrara county, according to government statistics, is from 13 to 20 inches a year. The fact that the heaviest rainfall comes in the growing season, or from April until October, is a big asset to hay growing and crops in general.

Lusk, a city of approximately 2,500 population, established in 1886, is the county seat. There are two other incorporated towns in the county, Manville, ten miles west of Lusk on the Chicago & Northwestern railroad, and Van Tassell, near the Nebraska line on the east, also on the Northwestern. Lance Creek, the center of the great Lance Creek oil field, is the second largest town in the county, and is the home of approximately 1200 people, nearly all of whom are engaged in the oil industry in that important field. Other postoffices in the county are Keeline, Jireh, Node, Kirtley, Hat Creek, Whitman, Spencer, Bright, Dogie and Leverette.

Schools—Niobrara has one of the finest school systems in the West, and there are good school buildings with bus routes in every district in the county. There are High Schools in Lusk, Manville, Lance Creek, Van Tassell, Node and Cheyenne River. District No. 1 of Lusk recently completed a high school plant costing about $100,000.00, equipped with a modern gymnasium and auditorium.

Niobrara County Envelope Insert
NIOBRARA COUNTY, WYOMING

tle and 42,000 sheep were listed in the Assessor's rolls.

Largest Oil Field In Rocky Mountain Region—The Lance Creek oil field, 28 miles north of Lusk, is now the largest and most prolific light oil field in the Rocky Mountain region. At the present time, with only about 60 wells producing, the field is producing in excess of 5,000,000 barrels of high-grade oil a year. Of 48 wells drilled the past year, only one was a dry hole. The wells flow from 300 to 2,000 barrels per day, with a high gas pressure. In the field are the large Continental and Ohio gas plants, and a large Continental re-pressuring plant, which forces the gas back into the oil sands, which prolongs the life of the wells many years.

COUNTY OFFICIALS

Postoffice Address—Lusk, Wyoming

Board of County Commissioners—
Fred B. Cambpell, chairman
George H. Grant
Wm. D. Miller

Sheriff—
D. A. Shoopman
T. L. Cantwell, Deputy

County Clerk and Clerk of Court—
O. P. Harnagel, Clerk
Margaret M. Townsend, deputy

County Treasurer—
J. T. Anstice, Treasurer
Ethel M. Anstice, Deputy

County Assessor—
Lee A. Wood

County Attorney—
Thomas O. Miller

Superintendent of Schools—
Ford B. Kuns

County Coroner—
George Earl Peet

County Agent—
Wilbur T. Brettell

Judge of District Court—
Hon. Harry P. Ilsley
Waldo Teter, Reporter

WILLIAM G. HAAS
CHEYENNE, WY POSTMASTER

William G. Haas was born in Wyoming in 1878. His parents were of German origin. In 1920 he was a Postal Inspector in the Cheyenne Post Office. He was promoted to the position of Acting Postmaster pending a full appointment, which occurred on 4 May 1920. He was a Democrat, which aligned with the initial assignment by the Woodrow Wilson administration. However, he was reappointed in 1924 (Calvin Coolidge, Republican), 1928 (Calvin Coolidge), 1932 (Herbert Hoover, Republican), 1936 (Franklin Roosevelt, Democrat), 1940 (FDR) and 1944 (FDR). Clearly, his position was secured by performance more than by political leanings.

For the 1938 National Air Mail Week event he was selected to be the State's National Representative.

Following his long career with the Cheyenne Post Office he spent many years as a bailiff with the Wyoming Supreme Court. He died at the age of 84 (19 October 1962) in Park, Wyoming.

The following is an envelope that was signed by William G. Haas and Jack Knight. It was postmarked on 15 May 1938 and re-marked in Cheyenne on May 20th. There are no backstamps. The typing on the envelope explains its purpose.
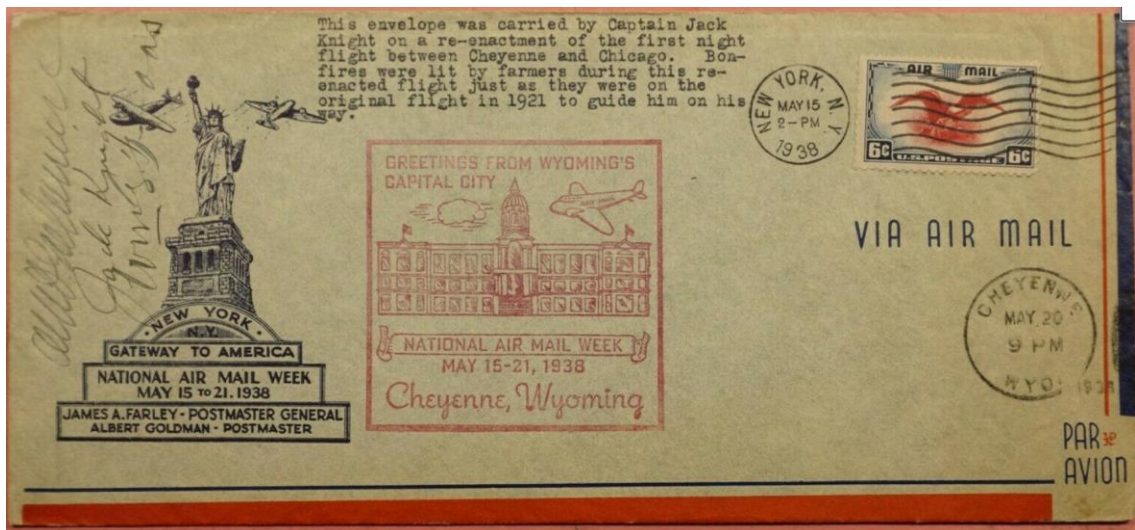
WYOMING PILOTS WHO FLEW AIR MAIL ON 19 MAY 1938

The intent of the National Air Mail Week was that it would be a grand celebration of airplane and air transportation achievements, including, of course, the 20th anniversary of the first, regularly scheduled air mail delivery. To ensure that those achievements would be recognized, as well as showcasing air mail postal service, it was vitally important to involve as many citizens as possible. In addition to the large number of events, a single day was established in which air mail letters were to be flown. This ambitious goal could only be achieved by enlisting an army of civilian pilots who would use their own airplane to carry that air mail along newly created State routes. In addition to using their aircraft, the pilot would contribute their time and cover all the costs of the flight. Although these requirements were substantial, each State obtained volunteers and designed routes and pickup points that would ensure that air mail would be gathered and flown.

Wyoming recruited a number of pilots who volunteered to participate. Although all of the pilots are not yet known to this author, there are four that have been identified. The following is a brief biographical sketch of each of them.

EARL M. CAMPBELL

Unfortunately, not a great deal of information has been found on Earl Campbell. The following are some traces that were discovered.

Contract Air Mail service Route 12 (CAM-12) was awarded to Colorado Airways in 1926. It's route was from Cheyenne, Wyoming to three Colorado locations: Denver, Colorado Springs and Pueblo. The two-way route was about 400 air miles. The only confirmed listing for Earl was in 1931 for the south-to-north route.

In 1933 Earl was living in Cheyenne and he was identified in the phone listing as a pilot.

The contract with Colorado Airways for CAM-12 was cancelled in February 1934. In June 1934 CAM-12 was re-established with the contract being awarded to Wyoming Air Service. In April 1938, Wyoming Air Service was re-organized as Inland Air Lines. Three months later Inland was absorbed by Western Air Express.

In 1935, Earl was identified as a pilot for Western Air Express. This suggests that he may have left Colorado Airways after it lost the CAM-12 contract and went to work for Western.

In the 1938 NAMW celebration, Earl volunteered to fly the air mail pick-up route from Cheyenne to Lusk to Newcastle and to Sheridan. He would return to Cheyenne with the mail that he had collected along this route and make a brief afternoon stop in Lusk to participate in the dedication of the Lusk Airport. After picking up the Lusk airmail about 10AM, Earl took off and headed to Newcastle. His landing at Newcastle was rough and the plane nosed over. The pilot was uninjured but the plane was damaged and other arrangements were made for the collection and processing of the airmail for the Cheyenne-Sheridan route.

WYOMING PILOTS WHO FLEW AIR MAIL ON 19 MAY 1938

EVERETT VINCENT HOGAN

Everett Hogan was born on October 30th, 1908 in Homer, Nebraska. His parents, William Hogan and Amy Rymill, moved the family to Jay Em, Wyoming about 1917. At the age of 17, Everett took his first flight instruction in a J-1 Standard. In 1927 he was in Denver to check out an OX5 Eaglerock. In the spring of 1928 he was piloting an OX Lincoln Page and Swallow PT. He received his A&E License number 3027 taking his practical on OX5s and Hissos. Starting in April 1929 he was training flight students using his OX5 Eaglerock . He was also using an OX5 Robin doing barnstorming events and providing charter flights. In 1931 he started flying both Boeing 80 and 80A Trimotors for Boeing Air Transport (later named United Airlines). These flights were from San Francisco to Chicago.

Everett married Edith Wysuph in 1931 and their first child, Rex Eugene, was born in Cheyenne on June 2nd, 1932. The family moved to Scottsbluff, Nebraska soon after the birth of their son. Everett operated the Hogan Flying Service and managed the Scottsbluff Municipal Airport. At some date, perhaps in the late 1950's or early 1960's, Everett moved to Colorado. His son, Rex, had moved to Denver in 1957. Everett died in Denver on July 14, 1994.

Everett volunteered to service the May 19, 1938 Niobraba County, Wyoming NAMW pickup route. The distance between Scottsbluff, Nebraska and Lusk, Wyoming is about 100 miles.

EVERETT HOGAN,

WYOMING PILOTS WHO FLEW AIR MAIL ON 19 MAY 1938

FREDERICK WILLIAM WAHL

Frederick "Fred" Wahl was born on September 29, 1905 in Dalark, Arkansas. His parents, Wilhelm and Anna, moved the family to Laramie about 1909 where they established a small ranch. In 1926, while working for the Union Pacific Railroad, he flew with a barnstormer during the Cheyenne Frontier Days. This flight sparked his interest in flying and he took flying lessons which culminated in his earning his private pilot's license in 1928. Also in 1928 he married Margaret Mumm. They subsequently had two children: Allen and Clovina. In 1929 he established Laramie Airways. In 1931 the company was incorporated as Mountain Airways. This company offered flight instruction, charter service, and it was an Alexander Eaglerock Aircraft Company dealership. In 1930 he formed the Top of the World Glider Club in Laramie. In 1933, Mountain Airways purchased Cheyenne Air Service and relocated its operations to Rawlins. The airline company was subsequently relocated back to Cheyenne where it was joined with Inland Airlines. In the 1938 NAMW event he volunteered his services and flew one of the temporary airmail routes that included his hometown of Rawlins. During the Second World War he enlisted and flew C-47 cargo transports. Following his military service he returned to his commercial service with Inland Airways. Inland was purchased by Western Airlines and Fred joined that firm as one of its pilots. He flew for Western until his retirement in 1965. He continued flying as a private pilot until the age 85. He died in Tacoma, Washington at the age of 90 on December 24, 1995.
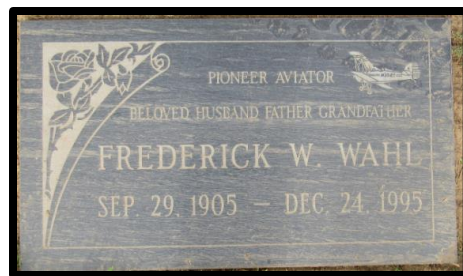
(Inglewood Park Cemetery, California)

WYOMING PILOTS WHO FLEW AIR MAIL ON 19 MAY 1938

JAMES DOUGLAS MORTON

James Morton was born on 27 November 1908 in Douglas, Wyoming. It appears that he was the only child of John and Sarah Morton. About 1934 he married Lillian Clayton and they had three children.

From various US Census records and telephone directories it seems that James was a very successful entrepreneur. He was a "ranch manager" and owned a business that used his name as the company. We see: Morton's, Incorporated and Jim Morton Company as two examples.

It is safe to assume that his business success provided him with the economic security that permitted the ownership of a plane that he used for personal and, perhaps, business purposes.

In the 1938 NAMW he volunteered to fly one of the air mail pick-up routes. The covers from his hometown of Douglas bear the rubber-stamped information: "Carried by James D, Morton, Private Aviator and Owner of Plane." Many of the covers originating from Douglas are signed by the pilot.

NIOBRARA COUNTY AIR MAIL
CRASH COVERS

Earl M. Campbell, flying a mail plane out of Cheyenne on Thursday, May 19, 1938 was scheduled to make a stop at Lusk Airport at 10 AM on his way to Newcastle and Sheridan. He was designated to pick up all the mail that had been collected by Everett Hogan, a Lusk-based pilot, who would be collecting air mail during his early morning flights.   Campbell was scheduled to return to Lusk at 3 PM from his flight to Sheridan, WY and points north to participate in several planned events.

Everett Hogan's route consisted of the following:
1. Martin Ranch pickup point for Node and Van Tassell air mail (5:15 am)
2. Zum Brunnen Ranch for Kirtley and Whitman air mail (5:40 am)
2. Hat Creek store for their air mail and Bright (6:15 am)
3. Rumney meadow for Spencer air mail (7:20 am)
4. Dogie for their and Leverett air mail (7:45 am)
5. Continental Field for Lance Creek air mail (8:25 am)
6. Keeline for their air mail (9:00 am)
7. Manville for their air mail (9:20 am)
8. Return to Lusk (9:40 am)

After the loading of the Niobrara County air mail, Earl Campbell flew to Newcastle, Wyoming to pick up the mailbags that awaited him. However, the landing was rough, and the plane nosed over. Both the pilot and the mail were okay. The Niobrara County NAMW air mail was forwarded by train and truck to Cheyenne for processing. The author does not know how the Sheridan airmail was handled. It certainly was not flown on May 19th.

Noted Errors

Research papers are seldom without errors. These can be annoyances, or they can create time-consuming efforts that waste time and resources. The stamp collector is often confronted with these unwanted distractions. Two examples for Wyoming must be highlighted.

The National Air Mail Week Historical Society Complete Compendium (reference 2) misidentified a NAMW cachet as being from Lakeview, Wyoming. That identification is in error. The town is Lakeview, Oregon that hosts the annual Lakeview Round Up, which is the theme of the cachet.

The Aerodacious Aviation and Airmail History website misidentified a cachet as being from Keyser, Wyoming. This is not a Wyoming town. It is a community in West Virginia. That town's cachet is shown on the following cover.

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2.   National Air Mail Week Historical Society Complete Compendium, State Listings: 2012. Jon E. Drabyk, President.

3.   James A. Farley "National Air Mail Week" May 15 – 21, 1938. Smithsonian National Postal Museum, Washington, DC https://postalmuseum.si.edu/finding-guide/james-a-farley-%E2%80%9Cnational-air-mail-week%E2%80%9D-may-15-%E2%80%93-21-1938

4. Aerodacious Aviation and Airmail History http://www.aerodacious.com/NAMW-WY.HTM

5. 1937 United States Official Postal Guide

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7. History of Wyoming, I.S. Bartlett, Editor, S.J. Clarke Publishing Company, 1918