

The Maine Philatelist

Vol. 30, No. 4

April 1998

Whole No. 111

It's time for the annual MUDPEX show to be held at KVTC on Saturday, April 25

Just as sure as it's time to put away the snow shovel and dig out the mud boots, it's time for the Maine Philatelic Society's annual MUDPEX spring show. This year's event will be held on Saturday, April 25, in Carter Hall on the campus of the Kennebec Valley Technical College (KVTC).

One of the highlights of this year's events will be the third annual running of the "MUDPEX Challenge," featuring competitive exhibits from stamp clubs throughout Maine. In 1997, the Portland Stamp Club won the trophy and bragging rights for the year.

MUDPEX will be open to the public from 9 a.m. to 4 p.m., and exhibits of postage stamps and postal history will be available for viewing. Collectors also may participate in a silent and oral auction. Literally thousands of auction lots will be laid out on tables for the silent auction. The oral auction will be held during the afternoon.

Stamp dealers from throughout New England and eastern Canada will be in attendance to tend to collectors' needs. Refreshments also will be available. KVTC is located at Exit 35 on Interstate 95 in Fairfield and is visible from the interstate.

This is YOUR show and we hope you will take time to participate, visit with the dealers and take part in the auction. And plan to stop by the Maine Philatelic Society table to chat, renew memberships and pick up freebies!

Longtime MPS member, civic leader Capt. Albert L. Prosser dies in Springvale

Captain Albert L. Prosser, a well-known philatelist and civic leader, died on January 17, 1998 in Springvale, and his loss was keenly felt in southern Maine communities. At one time, Prosser was involved in virtually every local civic group, as well as several state and national organizations, was the way the *Sanford News* a local newspaper, described him.

Prosser retired from the U.S. Navy in 1947 and began a second career in community service. He held many titles including library trustee, member and officer of historical societies, church officer and leader and author. He had been a member of the Maine Philatelic Society for many years.

Survivors include his wife, Marion Williams Prosser, a sister, Virginia Prosser Clark of Connecticut, a nephew and two nieces. Spring interment will be in Bloomfield, Connecticut. We offer our condolences to the family.

Changes in MUDPEX auction put on hold

The Board of Directors of the Maine Philatelic Society have decided to put on hold changes in the oral and silent auction as outlined in the January issue of *The Maine Philatelist*.

Meeting in Fairfield, the board decided there was not time to fully implement the changes in time for the April MUDPEX show, and despite news of the pending changes being published in the journal, some attendees might not be prepared.

President Everett Parker emphasized the board agreed the changes will be made, but will be implemented at the 1999 show rather than being rushed to completion this spring.

The changes, which increased the number of silent bids on an auction item before it went to oral auction, and imposing a 10 percent buyers fee, came about as board members struggled with ways to streamline the auction process and also to increase the society's dwindling coffers.

DUES TIME AGAIN!

If it's spring (at least in some parts of Maine) then it must be dues renewal time. Maine Philatelic Society memberships run from July 1 through June 30 of each year. If the date to the right of your name on the mailing label reads (6-98) then it's time to renew.

Dues are only \$5.00 a year, and you may renew for more than one year at a time, as many do. Renew today by sending a check or money order, made out to the Maine Philatelic Society, to:

Mr. Bruce Hazelton

MPS Secretary

P.O. Box 67A

Cumberland Center, ME 04021

**YOU MAY ALSO RENEW AT THE MPS TABLE AT
MUDPEX ON APRIL 25!**

The Maine Philatelist is published quarterly by the Maine Philatelic Society, Inc.

The purpose of the Society, a non-profit Maine corporation, is to promote philately in the Pine Tree State. Membership is open to anyone. Membership applications are available from the Secretary, listed below. Dues are \$5 per year.

A Life Membership is also available.

Contact the Secretary for details.

Articles for publication should be sent to the President/Editor at address below.

OFFICERS

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PUBLISHING SCHEDULE

The Maine Philatelist is distributed to members in January, April, July and October of each year. Below is a list of deadlines for each issue and the anticipated mailing date. While deadline for copy (articles) is firm, the anticipated mailing date is just that -- a "best guess" of mailing.

ISSUE COVER DATE	DEADLINE FOR COPY	JOURNAL TO PRINTER	ANTICIPATED MAILING DATE
January	Dec. 15	Dec. 30	Jan. 15
April	March 15	March 30	April 15
July	June 15	June 30	July 15
October	Sept. 15	Sept. 30	Oct. 15

Maine stamp club meetings



Stamp clubs in Maine are invited to become members of the Maine Philatelic Society. We will publish, free of charge, meeting information and locations.

PORTLAND STAMP CLUB

The club meets on the second Wednesday of each month at the Maine Veterans Home, 290 U.S. Route 1, Scarborough. The meeting starts at 6:30 p.m. and usually ends about 8:30 p.m. Nonmembers are invited to attend.

WATERVILLE STAMP CLUB

The club meets on the first and third Friday from September to May and on the third Friday only during June, July and August. Meetings are from 6:30 to 9 p.m. at the Kennebec Valley Technical College (KVTC) on Western Avenue in Fairfield (Exit 35 of Interstate 95). For information, call 872-5107. Nonmembers are invited to attend.

BELFAST STAMP CLUB

The club meets on the third Thursday of the month at noon. The location changes each month. For information, call Dick Gerry, president, at 866-3583.

YORK COUNTY STAMP CLUB

The club meets on the second and fourth Thursday of each month from 7:30 to 9 p.m. in the basement of People's Heritage Bank on Main Street in Sanford. Usual events include raffle, auction, presentations, refreshments, and an occasional visit from a stamp dealer. Dues are \$5 per year. For information, contact Secretary Tracey Lesvaseur, Rt. 1, Box 3206, Shapleigh, ME 04076.

UNION RIVER STAMP CLUB

The Union River Stamp Club meets the first Thursday of each month at the Ellsworth Library, beginning at 7:30 p.m.

UNITARIAN-UNIVERSALIST STAMP CLUB

The Unitarian-Universalist Stamp Club has members throughout the U.S., and you don't have to be a Universalist to join. For information, send a business size SASE to George Barner, 8 Arlington Street, Kennebunkport, ME 04046-6343. Mr. Barner also edits the club's newsletter.

Pony Express With Wings ... Or how Uncle Sam's Flying Postmen came to be

By H. Steve McCord

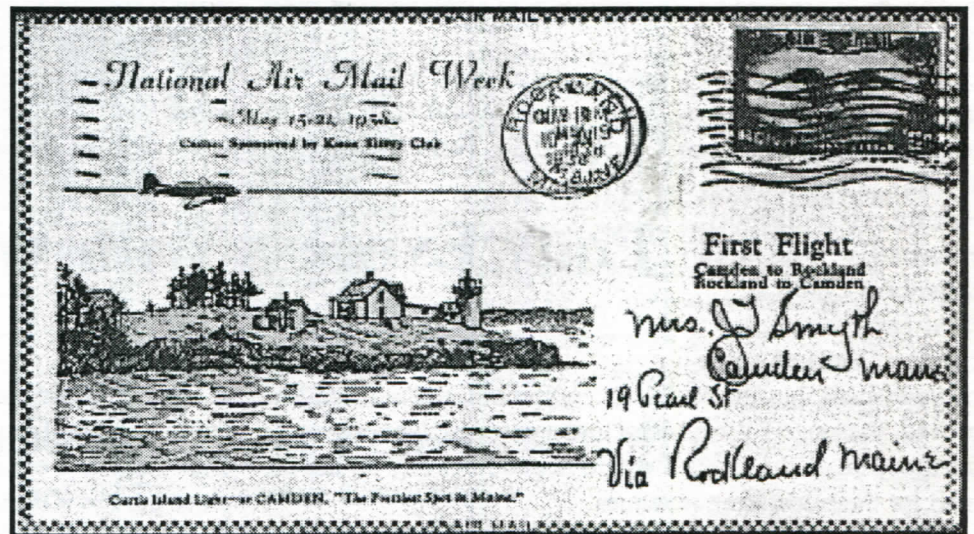
This is part two of a two-part series which was originally published in the Fall 1996 issue of *Strut & Axle*, quarterly journal of the Owls Head Transportation Museum in Owls Head, Maine. It is reprinted with kind permission of the museum. The first part of this series was printed in the January 1998 issue of *The Maine Philatelist*.

Although the postal authorities published impressive statistics about the Air Mail Service, the truth is that very little mail was actually carried by air; on most flights the pilots could have carried the mail in their jacket pockets. Worse still, widely publicized crashes were diminishing the public confidence, and also that of Congress. An independent investigation authorized by Congress turned up a dismal record of late or incomplete flights, inadequate equipment and sloppy maintenance practices. The future of the Air Mail Service seemed to be in serious doubt. However, a solution to the problem was soon forthcoming.

In 1925, the 68th Congress passed the landmark Kelly Air Mail Act (Public Law 359) "to encourage commercial aviation and authorize the Postmaster General to contract for Air Mail Service." As its name signifies, the Kelly Act was sponsored by Representative Clyde Kelly of Pennsylvania, who was known as the "voice of the railway mail clerks." The following year, passage of the Air Commerce Act gave the federal government broad authority to regulate and promote the civil aviation industry.

On June 3, 1926, the Kelly Act was amended by the McNary-Watres Act, which changed the method of payment. Under the Kelly Act, air mail payments were computed on the basis of cents-per-pound-per-mile. Under the McNary-Watres Act, carriers were paid according to the amount of space available in their aircraft, whether the space was utilized or not. Even if the operators put passenger seats in the space designed for mail, they would still be paid. Besides being a camouflaged subsidy, the new payment method was designed to en-

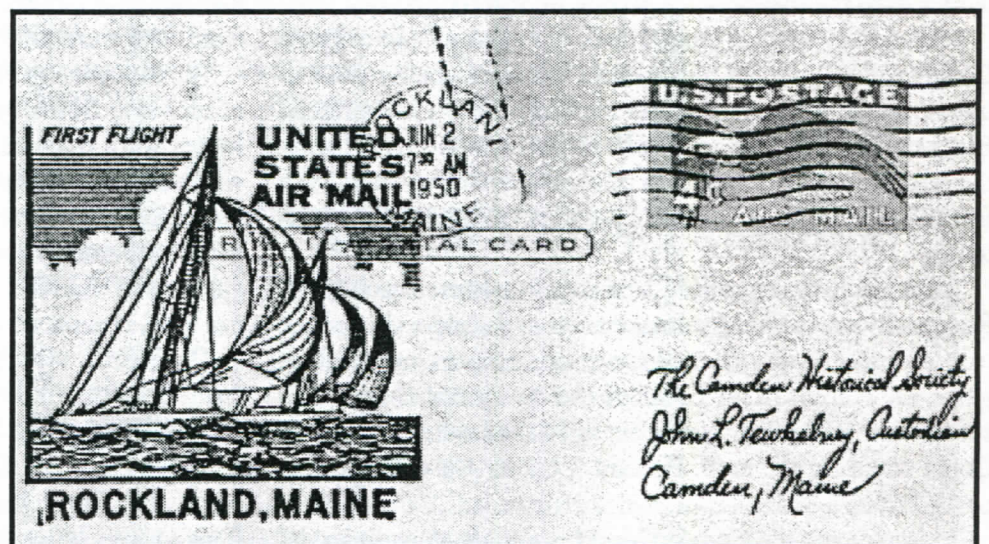
courage the use of new, larger and more sophisticated airplanes; obviously, it also promoted the carrying of passengers. In addition, bonuses were paid for the use of multi-en-



This cover was sponsored by the Knox Stamp Club and was issued to celebrate National Air Mail Week, May 15-21, 1938. The cover also commemorates a first flight from Camden to Rockland and return.

gine aircraft, two-way radios and the latest navigational aids. McNary-Watres was clearly a boon to the civil aviation industry, and especially to the larger carriers and manufacturers.

Continued on page 4



This cover commemorates a first flight from Rockland on June 2, 1950. There is no indication whether the Knox Stamp Club sponsored the cover which is addressed to the Camden Historical Society.

In September 1927, the Post Office made its last flight and transferred the air mail business to private enterprise. One of the first companies to emerge was Colonial Air Transport, which began operating on June 18, 1926 with the new all-metal Ford Trimotor -- the so-called "Tin Goose" -- manufactured by a division of Ford Motor Company. Bill Boeing, Donald Douglas, Glen Martin and many others were quick to realize the potential of the rapidly growing aviation industry and began to produce a new generation of airplanes designed for commercial transport.

Some, like Boeing, also got into the air mail business. Using an airplane of his own design -- the Model 40 -- Boeing began flying the mail from Chicago to San Francisco on July 1, 1927. His company, Boeing Air Transport, eventually became United Air Lines.

At first, the contract carriers limited their cargo to mail, but gradually, as equipment and service improved, passengers were added to the payload. Nevertheless, for many years the airlines would depend heavily on the air mail for their operating revenues.

In 1933, a growing scandal finally erupted. Walter F. Brown, Postmaster General under President Herbert Hoover, had been awarding air mail contracts with a heavy hand, favoring the larger and better-equipped contractors over the smaller ones. Whatever his motives, Brown's heavy-handedness earned him many enemies in aviation.

Finally, when it came to light that he had awarded the lucrative New York-Washington route to Eastern Air Transport whose bid was three times that of the much smaller Ludington Line, the Ludington brothers appealed to their personal friend Fulton Lewis Jr., a well-known Washington radio commentator. Lewis then launched a private investigation.

Meanwhile, Senator Hugo Black of Alabama had begun a Congressional inquiry into federal subsidies being paid to trans-oceanic mail carriers. On learning of Lewis' findings, Black decided to include air mail contracts in his own investigation. As evidence began to pile up against Brown and the favored carriers, the excluded operators demanded new contracts.

Troubled by the growing scandal, President Franklin D. Roosevelt ordered his Postmaster General, James A. Farley, to cancel all existing air mail contracts. Major General Benjamin D. Foulois, then Chief of the Army Air Corps, was summoned to the White House and asked whether the Air Corps could fly the mail. He said it could -- a decision that proved to be a bad mistake.

To implement the changeover, President Roosevelt issued Executive Order No. 6591 on February 9, 1934. The next day, the *New York Times* announced the news in a three-line banner head:

***Air Mail Contracts Canceled
Army to Carry the Mail
President Acts Quickly***

The story carried across the country. Subheads said the Air Corps would begin carrying the mail in nine days.

In the Corps itself, news of the new service-designed AACMO (Army Air Corps Mail Operation) struck like a bolt of lightning. Rumors flew thick and fast. Personnel and equipment were dispersed in all directions. Some officers and enlisted men barely had time to pack their personal effects. Supply depots were turned inside-out in a desperate search for parts.

Before the Air Corps was called upon to fly the mail, the military life had been fairly casual. After all, it was a time of peace. Commanding officers and pilots were little concerned about flying

Pony Express With Wings

Continued from page 3

at night or in bad weather. Most military flights were made in daylight under favorable conditions. Moreover, military aircraft were not equipped to fly in adverse weather. Single-place pursuit planes, like the Boeing P-12, were ill-suited for flying the mail, yet they were pressed into service. Although larger military planes, including bombers, were eventually used, these too proved inadequate.

Crash training programs often turned out to be exactly that: "crash" programs. On one practice flight in a Curtiss A-12, Second Lieutenants Jean D. Grenier and Edwin D. White planned to fly from Cheyenne, Wyoming to Salt Lake City, Utah. Both were young, inexperienced pilots. All went well at first, but when they reached the mountains east of Salt Lake City they ran into snow squalls.

While groping their way through a mountain pass under low-hanging clouds, they crashed into the side of a mountain. Both were killed.

The cancellation of civilian contracts involved 27,062 miles of airways, flown by 10 commercial carriers. Although the routes were drastically reduced to 11,106 miles, the Army was unequal to the task. Army pilots were courageous enough, but lacked the necessary equipment, training and experience. Within a month, 10 were killed. Furthermore, the Post Office announced that Army air mail operations were costing \$2.21 per mile, compared with only 54¢ under private contractors.

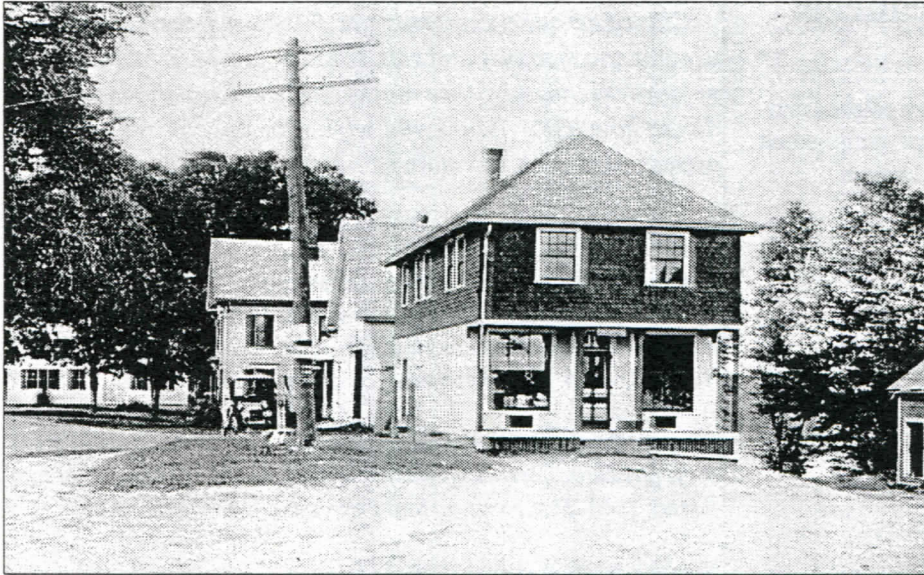
The public outcry resulting from news accounts of the Army's dismal failure forced the government to rescind its order and return the air mail to commercial carriers. On May 8, 1934, TWA and United flew the first air mail under new contracts. The Roosevelt Administration had dealt the airlines a heavy blow; they had to reorganize and recapture their lost revenue. They did not fully recover until 1939.

Notwithstanding the difficulties, both operational and po-

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Post Offices of Maine

A regular feature



This photo of the post office in Abbot (Piscataquis County) was taken in the early days of the century (notice the old car to the left of the store behind the telephone pole). At this time, the post office was in Greenleaf's Store, shown here. Later, the post office was in Buxton's Store. Now, the small town has its own tiny post office. The post office was established on July 27, 1861. Thanks to Secretary Bruce Hazelton, who loaned the photo. Do YOU have a photo of an old post office? Send it to the editor with as much information as you know about it.

New England stamp shows of interest...

April 19: Third Sunday Stamp Show, Holiday Inn (I-84, Exit 58), 363 Roberts St., East Hartford, Conn. Bourse. 9:30 a.m.

to 4 p.m. Free admission. Contact Max C. Kaye, P.O. Box 1070, Southwick, MA 01077 (413) 733-4591.

April 25: MUDPEX '98 Stamp Show & Auction, sponsored by Maine Philatelic Society, Kennebec Valley Technical College,

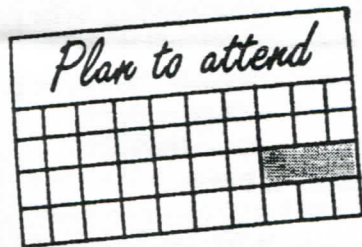
Fairfield, Maine. I-95 Exit 35. 9 a.m. to 5 p.m. Stamps and supplies, auction, etc.

April 25: WACOPEX '98, Montpelier Elks Club, Country Club Drive, Montpelier, Vermont. Bourse. 9 a.m. to 4 p.m., free admission. Contact Bob Edson, RR1, Box 2290, Worcester, VT 05682. (802) 223-2953.

April 26: Stamp & Coin Show, Radisson Heritage Hotel, 10 Independence Dr., Chelmsford, Mass. (Exit 34 off Rt. 495 on Rt. 110). 9 a.m. to 3 p.m., free admission. Contact Monty Gibson, 1147 Main St., Ste. 105, Tewksbury, MA 01876, (978) 640-0017.

April 26: Stamp & Coin Show, Masonic Temple, 304 Center St., (one block from West Haven Green off Campbell Avenue), West Haven, Conn. 10 a.m. to 4 p.m., free admission and parking. Contact Christopher Komondy, 33 Liberty St., Chester, CT 06412. (860) 526-2700.

Know of an upcoming stamp show in your area? Let us know so we can tell others!



Pony Express With Wings

Continued from page 4

litical, that hampered and threatened to destroy the Air Mail Service, it not only survived but ultimately flourished. Nowadays, most first-class mail and many parcels are whisked across the U.S. and around the world in hours -- a tribute to those whose courage kept the early service going through snow, rain, heat and gloom of night.

BIBLIOGRAPHY

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- Aviation Quarterly*, Vol. 1, No. 1, Airtrails, Inc., Arlington, Virginia, 1974.
- Aviation Quarterly*, Vol. 2, No. 4, Airtrails Inc., Arlington, Virginia, 1976.
- Borden, Norman E. Jr. *Air Mail Emergency, 1934*. Bond Wheelwright, Freeport, Maine, 1968.
- Jackson, Donald D. *Flying the Mail*, Time-Life Books, Alexandria, Virginia, 1982.

Rules for MUDPEX Challenge

- 1) Exhibit open only to organized Maine stamp clubs.
- 2) Exhibits are limited to nine standard pages in one frame.
- 3) Exhibits may be of one theme or any combination thereof.
- 4) Only one exhibit may be submitted per club.
- 5) Winning exhibit will be determined by popular vote of those attending MUDPEX.
- 6) A trophy will be awarded, inscribed with the winning club's name and year won. This trophy will be used yearly.

For information, contact

Dave Muzzy, 455 Duck Pond Road, Westbrook, ME 04092.

Orrs Island was the Maine post office with most complicated color cancels

By Bruce L. Corey

Of Westbrook

In a recent issue we discussed Maine 20th century colored cancels. Orrs Island in Cumberland County has the most complicated listing of colored cancels. Here is a listing of those known.

ORRS ISLAND, MAINE Doane 2/5 29,13

16 AUG 1909 A.M., Brown/gold mix

10 FEB 1910 A.M., Lavender

1 APR 1911 6 A.M., Maroon.

"ORRS ISLAND, MAINE" rotated 1/2 turn on cancel.

15 AUG 1911 4 P.M. - 16 AUG 1911 4 P.M., Maroon

26 AUG 1911 5 A.M., Maroon/lavender mix.

Cancel Repaired

24 JUN 1912 5 A.M. - 6 JUL 1912 P.M., Maroon

12 AUG 1912 5 A.M., Green/black mix

15 AUG 1912 P.M. - 30 DEC 1912 5 A.M., Maroon

10 JUL 1913 4 P.M. - 23 JUL 1913 4 P.M., Maroon.

"ORRS ISLAND, MAINE" Completely worn from cancel

13 AUG 1913 6 A.M. Purple (near to last day of use of Doane).

New cancel, Standard four bar

ORRS ISLAND, MAINE, 4 Bar 31,19

18 AUG 1913 5 A.M., Purple/maroon mix.

New cancel, non-standard four bar

ORRS ISLAND, MAINE Non-standard four bar, 31x21,16

21 AUG 1913 P.M., Purple/maroon mix.

Uncommon cancel style, two circles, type 2mm, bars 5mm wide.

Standard four bar

23 AUG 1913 1 P.M. - 27 AUG 1 P.M. 1913, Purple.

Non-standard four bar

22 JUL 1914 P.M. - 5 AUG 1914 P.M., Blue.

Standard 4 bar - Worn 31x33 oval, 19

18 AUG 1914 5 A.M., Blue/green mix.

Non-standard four bar

18 AUG 1914 P.M. - 19 AUG 1914 P.M., Blue.

Standard four bar

15 SEP 1914, 5 A.M., Purple.

Non-standard four bar

7 JUL 1915, Blue

Standard four bar

27 JUL 1915, 5 A.M., Maroon

13 AUG 1915 P.M., Maroon/purple mix

16 AUG 1915 5 A.M., Violet

Non-standard four bar

17 AUG 1915, Pink.

Standard four bar

18 AUG 1915 6 A.M., Purple.

Standard four bar

26 AUG 1915 1 P.M., Violet.

Non-standard four bar

31 AUG 1915, Pink

2 SEP 1915, Light violet

Standard four bar, 31 x 33 oval, 19

5 JUL 1916 1 P.M. Deep violet

Standard four bar, 32,19

20 DEC 1915 6 A.M., Violet.

THE CLASSIFIEDS

Classified advertisements are free to members. You may use this space to buy and sell, trade or swap. When sending an advertisement, please mark it for the Classifieds and indicate how many issues you wish it to appear. All ads will appear twice and be removed unless otherwise indicated.

WANTED

Father and 13-year-old daughter collecting U.S. postage on a limited budget. Looking to pay face or a little higher for newer issues, mostly Scott numbers 2000-2800. Please contact Robert Vear, P.O. Box 501, Waterville, ME 04903-0501. (2-98)

Wanted: Portland, Greenwood and Albany ad. covers, postal history, postcards. Buy or generous trade for other Maine. Charles Brand, 2031-31st Avenue, San Francisco, CA 94116. (2-98)

Wanted: modern (since 1970) U.S. covers. I am especially looking for junk mail transportation coil covers, Express mail, postage dues, insured mail, Certified mail, etc. Contact Rob Washburn, P.O. Box 840, Skowhegan, ME 04976-0840. (4-98)

Check your collections, accumulations, etc., for Pitcairn Island stamps and covers. I'm looking for 1938 "Radio Established Over Pitcairn" covers with dates other than March 18. Also looking for Newfoundland covers. Everett L. Parker, HC 76, Box 32, Greenville, ME 04441-9727. E-mail to: eparker@moosehead.net. (4-98)

Wanted: Maine hunting and fishing stamps on license. Will pay a minimum of \$10 each for every license I need. Also want Maine (and other New England states) Old Home Week seals. Terence Hines, P.O. Box 629, Chappaqua, NY 10514-0629. (4-98)

Information needed to further research on Maine NARROW GAUGE RPOs. Need RPO, month, day, year, train no. ME 4 BAR COLORED cancels, need P.O. name, month, day, year, time, color. Will respond to all information received. Bruce L. Corey, 108 Marilyn Ave., Westbrook, ME 04092-4624. (3-98)

Wanted to buy: Maine fancy cancels on cover or postal cards, stampless to 1920 only. Let me know what you have. Gil Roderick, 52 Fern St., Bangor, ME 04401. (2-98)

FOR SALE

Precancel approvals: town and types 15¢, classics, 1922-26 general, bicents, prexies, perfins available. Buro approvals starting at 5¢. Good mixed precancel lots. 2,000-\$25.00; 10,000-\$110.00. Mixed buros, 2,000-\$25.00, 10,000-\$110.00. Dick Laetsch, 108 Ashswamp Road, Scarborough, ME 04074. e-mail: precancel@aol.com (2-98)

For sale: DPO, Macy, ME - Doane 1906 on PPC, Rarity 8, First \$75.00 takes it. Carl A. Burnham, RR1, Box 559, Limington, ME 04046. Telephone 637-2871. (1-98)

ADDENDA AND ERRATA (Continued)
The Post Offices of Maine: A Rarity Guide

There are addenda and errata to The Maine Philatelic Society's recent book. Additional updates will be published in forthcoming issues of *The Maine Philatelist*. Note under "Explanation of Terms," New Hampshire should read "Maine."

PG	POST OFFICE	TOWN	R	COUNTY	ESTABLISHED	DISCONTINUED	NOTES
61	Pearl Street Sta., Portland	Portland			11 July 1934 EKU		
61	Pejepscot (2)					Second line 30 July 1991	
61	Pemaquid		1			December 1987	Formerly Pemnaquan
61	Pembroke						
61	Pemnaquan Rur. Sta.						
62	Peru (1)					May 1990	
62	Peru (2)		1			1989	
62	Pittston (1)						ADD: Established as Pittstown
62	Plaisted		1			17 October 1992	ADD: Suspended
62	Poland (2)		1			Second line June 1994	
63	ADD: Poland (3)	Poland	0	And.	1 Aug. 1995	Operating	Formerly Poland Spring
63	Poland Spring	Poland	1			31 July 1995	Changed to Poland (3)
63	Pond Cove Br., Portland	DELETE					
63	Popham Beach CPO Phippsburg					1980	
63	Portland Sta. 1	DELETE					
63	Portland Sta. 3	DELETE					
63	Portland Br. No. 10		6		1960s	?	
63	Portland, ME U.S. Fleet Post Office	Portland	8		?	?	
63	ADD: Portland Fort Levett Sta.	Portland	9	Cumberland	?	?	
64	Portland Sta. A (1)		6		1923		
64	Portland Sta. A (2)		0	Cumberland		Operating	ADD: Moved to 622 Congress St. (?)
64	Portland Sta. No. 1		6		12 Jan. 1939 EKU	?	
64	Portland Sta. No. 2		6		23 Oct. 1933 EKU	?	
64	Portland Sta. No. 3		6		9 Oct. 1937 EKU	?	
64	Portland Sta. No. 4		6		5 April 1932 EKU	?	Correct Troiano's
64	Portland Sta. No. 5		6		3 April 1934 EKU	?	
64	Portland Sta. No. 6		0		1901	Operating	ADD: 469 Stevens Ave.
64	Portland Sta. No. 7		6		7 Dec. 1934 EKU	?	
64	Portland Sta. No. 8		6		1902	?	
64	Portland Sta. No. 9		6		17 Sept. 1937 EKU	1940	
64	ADD: Portland Sta. No. 11	Portland	6	Cumberland	30 April 1934 EKU	?	
64	ADD: Portland Sta. No. 13	Portland	6	Cumberland	2 Jan. 1933 EKU	1940	
64	ADD: Portland Sta. No. 16	Portland	6	Cumberland	8 April 1933 EKU		
64	ADD: Portland Sta. No. 18	Portland	6	Cumberland	18 Jan. 1937 EKU	1940	
64	ADD: Portland Sta. No. 20	Portland	6	Cumberland	13 Feb. 1937 EKU		
64	Presque Isle Army Air Field	DELETE					

* EKU means "Earliest Known Use." LKU means "Latest Known Use."

President's Message

By Everett L. Parker

Once again it's time for the annual MUDPEX stamp show, and I hope you're planning on attending this outstanding event in Fairfield on April 25. We're lucky in the State of Maine to have a show of this magnitude, but there's no question it takes a lot of work by a dedicated group of people to assure it takes place. Are you interested in helping out? On our membership application there is a place where new members are asked whether they would help out at shows, and over the coming months, we will be in touch with those people who indicated they would help.

We have two members who have already agreed to run the auction in 1999, and a number of other people have indicated a willingness to assist with other facets of the show. But there is still room for others to take part, and I'm asking if *you* would contact me and let me know what you would be willing to do. Perhaps you're thinking that you really don't have a particular talent that would be of help, but I know you do because there is a need for workers, regular folks like me who would help in the myriad of ways that are necessary. Please let me know how you would be willing to help in next year's show.

And stop by the MPS booth and say hello while you're at the show!

Are YOU on the Internet?

In order to offer more rapid communications, we will publish e-mail addresses of Maine Philatelic Society members and officers ONLY if they wish to be listed. Please e-mail your address to the president to be included here. If you're not on the Web, look into it -- there are hundreds of sites worldwide to explore!

- George Barner = gbarner@cybertours.com
- Nancy B. Clark = nbc@Cape.com
- David Costain = dcostain@telplus.net
- Terry Drummond = bulldog@somtel.com
- Jim Forte = jimforte@postal history.com
- Dan Goodwin = dgoodwin@psouth.net
- Dick Laetsch = precancel@aol.com
- Max Lynds = max@ainop.com
- Paul R. Maynard = prmay13@juno.com
- Dave Muzzy = edmuzzy@ime.net
- Robert W. Olmsted = olrob@midcoast.com
- Everett L. Parker = eparker@moosehead.net
- Phil Peverada = peverada@midcoast.com
- Jack Pooler = pooler@voyager.net
- Gil Roderick = destamps@acadia.net
- Richard Warren = dickw@midcoast.com
- Edwin F. Whitney = edwhitney@clinic.net
- Kennedy L. Wilson = k-mew@midcoast.com

Maine Philatelic Society
HC 76, Box 32
Greenville, ME 04441-9727

What are YOU doing to promote philately in Maine?

TO:

Kindahl, Mr. Kelvin
29 Clark Street
East Hampton, MA 01027-2329

(6-98) #549



IMPORTANT NOTICE:
If (6-98) appears after your name on the mailing label, it's time to renew your dues!