



# The Maine Philatelist

Vol. 31, No. 4

April 1999

Whole No. 115

## Maine has the most remote post office in New England

By Kelvin Kindahl  
*Of Massachusetts*

The post office at Clayton Lake has been in the building shown since at least the 1960s. The building itself was moved onto its present foundation from only a few feet away several years ago. Clayton Lake is the most remote operating post office in Maine, or anywhere in New England, for that matter! It is a permanent logging camp, located in western Aroostook County in Township 11, Range 14 (T11 R14)

1930. The book shows Seven Islands being in T13 R15 WELS, so I suspect the post office was moved from one logging camp to another, or maybe the whole camp at Seven Islands was replaced by the one at Clayton Lake. The map shows several islands (at least five, probably seven) in the area of T13 R15 and T13 R14.

Clayton Lake's Zip Code was 04018 from 1963 when the Zip Code program began, until about 1981 when it was changed to 04747. I have heard that it was assigned a Port-

land Zip code because mail was flown from Portland to Quebec City and trucked in. Since the time of the Zip Code change, if not earlier, mail has been brought over from Ashland, thus the Aroostook Zip Code.

Sometime during the 1980s, after the Zip change, Clayton Lake was changed from an independent post office to a CPO (rural branch) of Ashland. The CPO contract holder is International Paper Company, and the post office is run by an IP employee. The hours are officially 7:30 to 8:30



*The post office at Clayton Lake, the most remote in all New England*

WELS. It's about 25 miles from the Quebec border on unpaved paper company roads and about 55 miles west of Ashland.

According to *The Post Offices of Maine: A Rarity Guide*, the post office was called Seven Islands when it was first scheduled to open in 1908, but the opening was rescinded and Seven Islands didn't actually open until December 16, 1919. The name was changed to Clayton Lake as of May 16,

a.m. and 1:30 to 2:30 p.m. on Tuesdays and Thursdays, before and after an employee makes the trip to Ashland.

On the day I visited, though, the afternoon hour was moved up and shortened because the operator had to go to a company meeting. The change in hours probably didn't affect the community, since most of the townspeople were at the meeting, too! Four families live at Clayton Lake year-round, with probably a few other individuals from time to time.

*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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**BOARD OF DIRECTORS**

Richard Warren of Cushing (2000)  
 Ray Gagnon of Lewiston (2000)  
 Jim Foote III of Manchester (2000)  
 Bob Vear of Waterville (1999)

**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 beginning at 7:30 p.m. at the Sanford Masonic Hall, Elm Street, 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 Levasseur, 329 Ross Corner Rd., 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.

**AUGUSTA STAMP CLUB**

The Augusta Stamp Club meets every first and third Tuesday at the Buker School from 6:00 to 8:30 p.m. Nonmembers are invited to attend. For information, contact Ray Gagnon, 23 Sylvain Ave., Lewiston, ME 04240.

## MPS board votes to end MUDPEX, change format

MUDPEX, the Maine Philatelic Society's annual spring show, has been officially ended by a unanimous vote of the Board of Directors at a recent meeting. But that does not mean there will be no stamp shows sponsored by MPS.

"We are developing a plan which will be announced soon that will see the stamp show concept continued and actually enhanced," said MPS President Everett L. Parker of Greenville. "We cannot announce the plans until all elements are in place, but I think it will be a dramatic new development."

It has become increasingly more difficult to staff and manage the annual MUDPEX show, held for the past several years at the Kennebec Valley Technical Institute in Fairfield. As costs continued to rise and profits diminished, the Board of Directors was faced with a serious challenge.

While two volunteers did offer to manage the April 24 show, there wasn't a strong cadre of other personnel to help them. That coupled with the fact that a number of key players have had to cut back on their non-work related activities brought the Board of Directors to realize the show might not happen. A final vote to end the show came at a March 6 meeting at the Weathervane Restaurant in Waterville.

There was a strong commitment from Board members that the Maine Philatelic Society would continue and that the society would explore new ways to attract collectors and offer events for them to participate in.

Parker said he is committed to the survival of MPS, even if the society is held together only through the quarterly journal, *The Maine Philatelist*. "We want to offer other things for members, and we want to utilize those members who have in the past said they would be willing to help with stamp shows, auctions and other activities," Parker said. "There is no way that we will abandon MPS and the members should clearly understand that."

In fact, another membership recruitment drive is now under way. With membership standing at around 225 people both in-state and out-of-state, the MPS is a strong society with a devoted following, Parker said. "There are a number of other state societies outside of Maine which have far fewer members than MPS and offer fewer services."

Hopefully, the Board of Directors will have the new concept in final form by mid-summer, and there will be an announcement in *The Maine Philatelist* in the July issue. Please stay tuned!

*Final part of a series.....*

## Postal history of Bridgton, Maine began as early as 1800

By Richard Williams

Of Waterville

Always dependent on the availability of transportation for its operation, the Post Office Department could not have offered much in the way of service until the railroad lines approached this area. The water route from Portland had its limitations and it was a long 40 miles by horse and wagon.

With the coming of the Grand Trunk Railroad to South Paris in 1853, and the extension of the Portland and Ogdensburg Railroad through Brownfield to North Conway some years later, lines of transport were coming closer. Stages from both points provided real mail "service" for the first time and the marvel of two mails a day came to be accepted as a matter of course. Then on January 23, 1883, the "Narrow Gauge" steamed into Bridgton Depot and the tie with the outside world by rail was completed. Initially there were three trains daily between Bridgton and Bridgton Junction, and up to the 1920s, the local post office opened up in the evening to distribute the mail from the "night train."

Such changes brought about a more formal approach on the part of the federal government toward the handling of the mail. Leased quarters were required rather than a spare room in the postmaster's home or store, and the public's convenience was of greater concern than that of the postmaster.

It appears that the first Bridgton post office building approaching today's concept was established during the tenure

of Charles E. Gibbs in the 1870s. This was located on the corner at the foot of Main Hill and had a variety of tenants after its use for post office purposes. The Bridgton Savings Bank operated from these quarters as did *The Bridgton News* at one time. It became a part of the complex of woolen mill properties and in its last years was used by the Pondicherry Woolen Company for storage.

With the appointment of Thomas J. Douglas as postmaster in 1885, the Department set geographical limits to the locations of post offices. This development led to the construction of the so-called Staples Block financed by W. M. Staples and A. H. Harriman on the side of the March Block at the corner of Main and Nulty streets. One side of the first floor was occupied by Mr. Douglas as a post office and the store of Mr. Staples took the remaining space. The second floor contained the meeting hall and anterooms of the Highland Lodge, Knights of Pythias.

Fred H. Kimball was the master carpenter for this structure which measured 55 feet by 38 feet. It is interesting to note that the total elapsed time for construction was just in excess of three months. *The Bridgton News* commented that "everything, within and without, is a model of convenience, good taste, and adaptability to the purposes designed." It is worthy of mention that the hall doors in this open outwards, and are the only hall doors in this place that conform to the

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## Postal history of Bridgton, Maine began as early as 1800

Continued from page 3

State Law.

The office contained 301 lock boxes and 56 general boxes, a considerably larger number than are provided at the present office. But at that time, everyone came to the post office to pick up mail in the absence of any delivery service. Thus with the building of this block, Post Office Square came into being and the succeeding postmasters carried on the government's business in these quarters until the winter of 1898 when fire consumed the entire new block.

Adjacent stores and shops were also damaged but the Bridgton Steam Fire Engine Company, under the direction of Chief Engineer S. Minot Lord, received the plaudits of the town for confining the fire to a relatively small area. Both engines went into position on Tannery Bridge and concentrated on other buildings. Postmaster Frank P. Bennett set up temporary quarters in a fruit store owned by Byron Harnden and was open for business the following day!

Messrs. Staples and Harriman unhesitatingly decided to rebuild the block and by summer had erected a building in much the same form as it is today. Mr. Harriman had previously succeeded Mr. Staples in the space adjacent to the post office and was operating his grocery business there at the time of the fire. The new space for the post office contained 500 lock boxes and was lighted by "ten 16-c.p. incandescent lights." A piazza extended along the westerly side of the building as a shield from the summer's (afternoon) sun. Commented *The News*, "Bridgton has rarely if ever been better served in the nearly one hundred years of its post-office history."

The post office remained here until March 1, 1921 when the fixtures and business were moved diagonally across the street into the K. of P. Block in space previously occupied by Bennett's Drug Store and now by Reny's Department Store. Clayton R. March had become the owner of the Staples Block and he refused to accept the lease conditions stipulated by the Post Office Department. It is quite likely that side issues were involved, including political ones! To complete the round, Mr. Bennett, who had had his experience as postmaster some years previous, moved his drug store into the March Block from whence the post office had just departed. The space leased in the K. of P. building was approximately half the first floor area, although eventually an appendage was stuck onto the back of the building to provide an area for carriers' cases.

The K. of P. Block was to be the home of local postal operations for the next 40 years, although during that period there were political efforts made at various times to secure a government building. In 1951 the Department solicited bids on sites for constructing a new post office, and went as far as selecting a location. The negotiations dragged out to such an extent that eventually the costs of the Korean Conflict took precedence over such governmental building and the oppor-

tunity was lost.

Ten years later, however, during the administration of President John F. Kennedy, an accelerated construction program brought results. A location on Elm Street, which years before had been corn shop property, was approved by the Post Office Department and bids were invited for constructing and leasing a post office building according to government specifications. Under this procedure, the successful bidder retained ownership of the property and leased to the government for a fixed number of years. The contract was secured by M. H. Parsons & Sons of York who had considerable experience throughout New England in this type of venture.

The plan for the Bridgton office specified a building of colonial design containing approximately 3,000 square feet of floor space and parking and loading areas. Construction was begun in the fall of 1961 and the new office occupied in May of the following year, the first day of business "out of the Square" being May 17, 1962. Dedication exercises were held on June 2.

Bridgton residents were generally pleased to have a modern post office building but were less than enthusiastic about its location. They would have liked this attractive brick-faced structure to grace Main Street. But the only spot the Department would consider on a main thoroughfare was across the stream on Portland Street and businessmen opposed any such drastic move. Furthermore, town officials were concerned that traffic problems would be created by the Elm Street location, concerned enough to promote the construction of a new street (Park) connecting Elm and Nulty streets and cutting through the town parking lot. Five years later there are still people who look for the post office in the K. of P. Block but they are mostly visitors or former residents.

### Rural Free Delivery

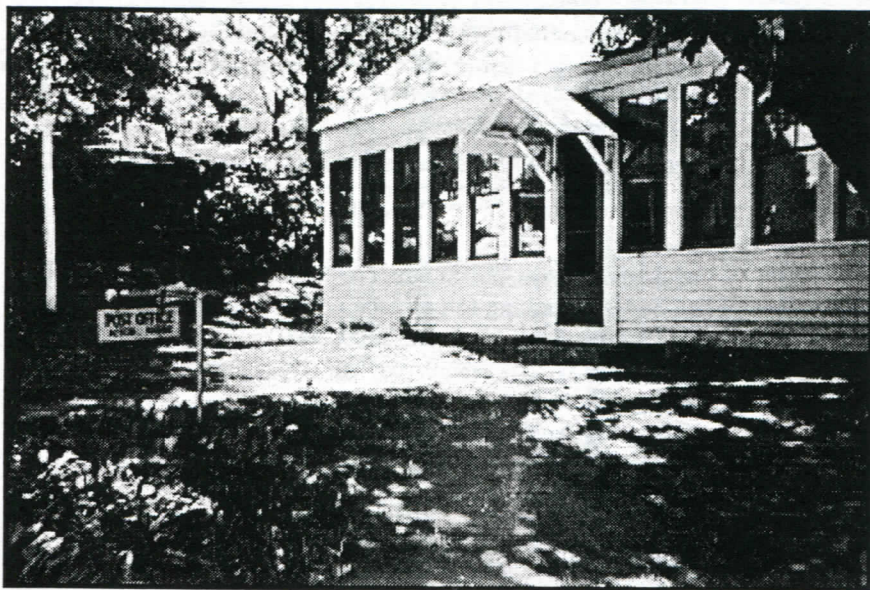
Delivery service first came to Bridgton patrons on October 1, 1901 when a route was authorized for residents on Sweden Road, in West Bridgton, Hio, Sandy Creek and along Route 117 to South High Street, a distance of 27.5 miles. Lyman H. Spiller, who had done the groundwork and promotion for this service, was appointed rural carrier and the route was designated as R.F.D. Route No. 1. Charles H. Potter was named by the Department as the substitute carrier, in the event of Mr. Spiller's absence.

In June of that year rural Agent E. P. Boutelle accompanied Mr. Spiller by horse and buggy around the proposed route. The buggy was equipped with a cyclometer attached to a 12 inch wheel axled onto a long rod, and towed slowly behind the wagon to measure mileage; also a compass showed direction of travel following each corner or turn. Mr. Boutelle's survey and report based on Mr. Spiller's preliminary efforts apparently were favorable; Lyman Spiller served Route 1, with several changes and extensions, for nearly 28 years, re-

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# Post Offices of Maine

A regular feature



*This photo shows the post office in Acton at an unknown date. Notice the "Post Office/Acton, Maine" sign on the front lawn and the "United States Post Office" sign in the window to the left of the front door. The post office was originally established on December 24, 1830 at Shapleigh Corner. The name was changed to Acton Corner in 1833. The current tenure at Acton Corner began on November 28, 1853 and the post office is still operating. 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.*

## Upcoming New England stamp shows of interest to the collector

**April 10-11, 1999:** MALPEX '99, annual exhibition and bourse sponsored by the Malden Stamp Club, Norman Prince Hall, 428 Main St., Melrose, Mass. Saturday, 10 a.m. to 5 p.m., Sunday, 11 a.m. to 4 p.m. Free admission, refreshment booth, parking in rear.

**April 11, 1999:** Riverside Stamp Bourse, Holiday Inn, Grove Street, Newton, Mass., 9:30 a.m. to 3:30 p.m., free parking, 21 dealers expected.

**April 11, 1999:** Q-PEX, 39th annual stamp show, sponsored by the Manchester (N.H.) Stamp Club, 10 a.m. to 5 p.m., Holiday Inn, 700 Elm St., Manchester, New Hampshire.

**April 24-25, 1999:** MANPEX '99, East Catholic High School, 115 New State Road, Manchester, Conn., 10 a.m. to 5 p.m. Contact John Bereuter, P.O. Box 448, Manchester, CT 06045. Telephone (860) 289-8313 (home) or 954-5412 (work).

**April 25, 1999:** West Haven Stamp & Coin Show, Masonic Temple, 304 Center St. (one block from West Haven Green off Campbell Avenue), West Haven, Conn. 10 a.m. to 3 p.m. Contact Dan Lester, P.O. Box 99, Chester, CT 06412. Telephone (860) 526-0000.

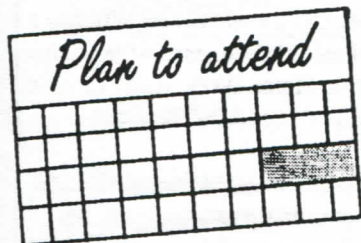
**April 30 - May 2, 1999:** Philatelic Show '99, a World Series of Philately qualifying exhibit, Holiday Inn at Boxborough Woods, Rt. I-495 at Exit 28, Boxborough, Mass. Over 300 exhibit frames, 50 plus dealers, youth exhibit. Sponsored by Northeastern Federation of Stamp Clubs. Friday, 11 a.m. to 6 p.m., Saturday, 10 a.m. to 5 p.m., Sunday, 10 a.m. to 4 p.m.

**May 2, 1999:** First Sunday Stamp Bourse, Holiday Inn, Route 1 at junction of Rt. 128, Dedham, Mass. 9 a.m. to 4 p.m. 17 dealers, free parking.

**May 2, 1999:** Danbury Stamp and Coin Show, Holiday Inn, Exit 8 on I-84, Newtown Road, Danbury, Conn. 9:30 a.m. to 4:30 p.m. Contact Barry Rickert, 26 Schoolhouse Rd., Danbury, CT 06811. Telephone (203) 792-4659.

**May 23, 1999:** West Haven Stamp & Coin Show, Masonic Temple, 304 Center St., West Haven, Conn. (one block from West Haven Green off Campbell Avenue), 10 a.m. to 3 p.m. Contact Dan Lester, P.O. Box 99, Chester, CT 06412. Telephone (860) 526-0000.

*Show listings are free. Please send to the Editor before the deadline for the next issue!*



**Collector is looking for covers from the Houlton Air Force Base Station.**

**If you have same, please contact me.**

**Max Leigh Lynds**

**P.O. Box 761**

**Houlton, ME 04730-0761**

**(207) 538-9788 (home); (207) 532-2291 (work)**

**(207) 532-4474 (fax)**

**e-mail: max@ainop.com**

## Bridgton postal history review

*Continued from page 4*

tiring on May 27, 1929.

In the meantime, the substitute carrier, Charles Potter, became interested in having a route of his own. He laid out a proposed line of delivery extending over Bridgton Highlands and east of Bridgton to the Naples line through the Kansas district and return. This route was shortly approved and he was appointed to the position of rural carrier on R.F.D. Route No. 2, effective Sept. 1, 1903. Charles Potter was a veteran of the Civil War and had followed the carpenter's trade after his discharge from the service. He held the position of rural carrier until July 31, 1920 when he reached the mandatory retirement age of 70.

Potter was succeeded by Edward P. Foster, a native of Calais, who had married a Bridgton girl, Cassie Gilman. He served Route 2 for slightly over 20 years and then transferred to Route 1 on Sept. 1, 1941. "Ed" compiled a total of 36 years and eight months in the rural carrier service to become the unofficial "dean" of local rural carriers before retiring in 1955.

When the Sandy Creek office closed in 1927, its patrons were added to the territory covered by R.F.D. No. 1, and R.F.D. No. 2 was adjusted extensively in 1955 to serve those patrons formerly using the South Bridgton office. It has been quite some time, however, since any local carrier went out from the office with horse and buggy or had to resort to snowshoes! Except for short stretches, the roads are now all hard surfaced, in contrast to early days when mud time and snow time were occasionally insuperable hazards.

### Street Carrier Service

Rural service predated street carrier service in Bridgton by some 16 years. Village delivery was not authorized until June 16, 1916 and Roy Hall and Tom Woolley were the initial appointees. On July 1, 1920, on the basis of its revenue, the post office was designated a "second class" office and became eligible for certain extra services.

"City delivery" supplanted "village delivery" December 1, 1926, the principal difference being the status of carriers and the provision for parcel post delivery. Village carriers had to deliver packages by cart or sled, if they couldn't handle the shipment on their backs. Lawrence Dunn and John Cockburn were the first holders of "city carrier" rating.

Over the years the Bridgton mail office became more closely associated with Portland, and the postal service pattern of delivery concentrated on the "working" of mail in the larger offices. All mail received and dispatched moved by truck to and from the Portland Sectional Center. Mail "schemes" have been greatly simplified for the smaller offices as they accept their role of "satellites" to the larger centers. On the other hand postal regulations in general and costs, as we are all aware, seem to proliferate steadily.

*The first part of this two-part series was printed in the January 1999 issue of this journal.*

## 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 Veer, P.O. Box 501, Waterville, ME 04903-0501. (2-99)

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. (2-99)

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. (4-99)

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. (4-99)

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. (4-00)

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. (3-99)

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. (2-99)

### 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 (2-99)

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. (1-99)

**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
88	West Lebanon Rur. Sta., East Lebanon	Lebanon	3				Formerly West Lebanon, changed to West Lebanon CPO, East Lebanon
88	ADD: West Lebanon CPO, East Lebanon	Lebanon	0	York	?	June 1996	Formerly West Lebanon Rur. Sta., East Lebanon
89	West Point Rur. Sta., Sebasco Estates		4				ADD: Formerly West Point
89	West Point CPO, Sebasco Estates	Phippsburg	4	Sagadahoc		1988	Formerly West Point Rur. Sta., Sebasco Est.
89	West Scarborough Rur. Sta., Scarborough						Changed to West Scarborough Contract Station (not sub-station)
89	West Scarborough Contract (not sub) Sta.		1			?	ADD: changed to West Scarborough CPO, Scarborough
89	ADD: West Scarborough CPO, Scarborough	Scarborough	0	Cumberland	?	Operating	Formerly West Scarborough Contract Station
89	West Seboeis		5				
90	West Sullivan		1			(Second line) 2 May 92	
90	West Sumner					1996	Changed to Sumner (2)
90	Whitefield (1)		1			November 1990	
90	ADD: Whitefield (2)	Whitefield	0	Lincoln	1 February 1993	Operating	Formerly North Whitefield
90	White Rock						Whiterock (1 word) seen
90	Whitneyville		1			30 September 1992	
91	Wilson's Mills					22 June 1986	
91	Winslow Br., Waterville		0			Operating	Delete: Changed to...
91	Winslow CPO, Waterville			DELETE			
92	Woodfords Sta., Portland	Portland	0			Operating	
92	York Beach		1			29 February 1996	Changed to York Beach Bra., York Harbor
92	ADD: York Beach Sta., York Harbor	York	0	York	1 March 1996	Operating	Formerly York Beach

*This concludes the updates to Bruce Hazelton's book. Additional information will be added when available.*

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

# President's Message

By Everett L. Parker

As the saying goes, we have good news and bad news. The bad news is that the Board of Directors has voted to discontinue MUDPEX, as you'll see on page three of this issue. It's a decision not easily made. The Board had met several times and discussed several options before reaching a decision. But options are being discussed, although it's somewhat premature to discuss them right now. Stay tuned and if what we're planning comes to fruition, I think you'll be pleased with what we're doing.

On an unrelated note, we have lost a board member and our Treasurer. Dave Muzzy, a longtime and active member of our Board, has stepped down to allow more time for traveling and other ventures. Dave is a good friend and I hate to see him leave the Board, but he says he will remain an active and participating member of MPS. Treasurer Terry Drummond has felt the pressure of too many things to do for too long. After taking another job in Waterville, he has regretfully submitted his resignation.

Luckily, Board member Rick Stambaugh has agreed to step in as Treasurer. The books have been transferred to Rick and we're still running smoothly. My thanks to all three valued members. We now have 224 members and counting.

# Are YOU on the Internet?

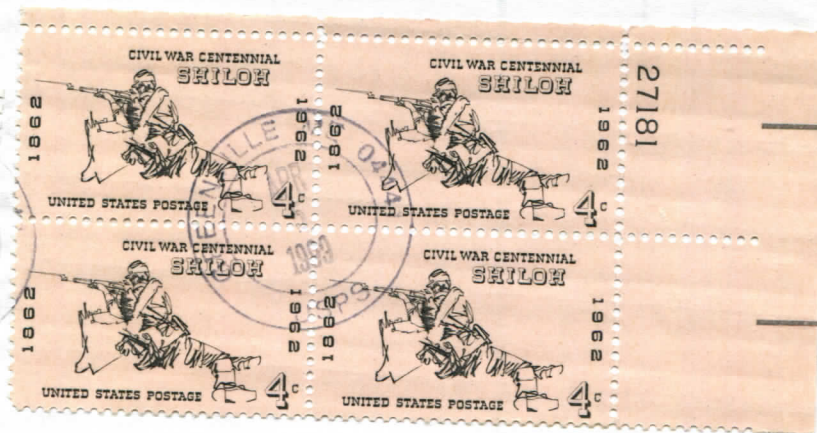
In order to offer more rapid communications, we will publish e-mail addresses of Maine Philatelic Society members and officers ONLY if they wish to be listed. Please e-mail your address to the president to be included here. If you're not on the Web, look into it -- there are hundreds of sites worldwide 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
- Terence Hines = THines@FSmail.Pace.edu
- Kelvin Kindahl = kanda@javanet.com
- Dick Laetsch = precancel@aol.com
- Max Lynds = max@ainop.com
- Paul R. Maynard = prmay13@juno.com
- Dave Muzzy = edmuzzy@ime.net
- Robert W. Olmsted = cal@americanletters.org
- Everett L. Parker = eparker@moosehead.net
- Phil Peverada = peverada@midcoast.com
- Jack Pooler = pooler@voyager.net
- Steven Pottle = sppride@aol.com
- Gil Roderick = destamps@acadia.net
- Roland Simard = manacorp@aol.com
- Rick Stambaugh = rickstambaugh@cybertours.com
- Henry G. Turnbull = AZNPTHGT@webtv.net
- Richard Warren = dickw@midcoast.com
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