



# *The Maine Philatelist*

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Whole No. 162

## **Welcome to our relaunched *The Maine Philatelist!***

This may be the first time you have heard of the Maine Philatelic Society, or you may have been a member prior to the society taking a hiatus some years ago.

In either case, we welcome you to a relaunched and revitalized journal.

If you were not a member of MPS earlier, you may be wondering how we got your name. The American Philatelic Society (APS) provided us with a list of its members in the Pine Tree State and New England. That is the reason many of you are receiving this invitation to join. So now it's up to you to decide whether we can continue providing philatelists with a state journal. Let the undersigned know you want to continue a FREE subscription to *The Maine Philatelist* for 2022.

But PLEASE do it NOW so we will know there is enough interest to restart the MPS.

**Just send an email to [everettparker1245@gmail.com](mailto:everettparker1245@gmail.com) to start your free subscription, or use the address below to make contact. The important thing is to do it NOW! This is the only notice you will receive, and you will not receive additional journals by mail unless you "sign up."**

Obviously, dues will have to be charged to offset production costs for a quarterly journal. Dues will start in 2023, but we need to secure at least 100 members to make the relaunch successful. That number should be attainable as we had nearly 250 members in 1999. Another key to a successful journal is YOUR involvement!

We need members to submit articles for publication. You need not be a professional writer! If you need help, the editor is willing to work with you.

The bottom line is this venture will not be successful without your involvement! Inside this special issue is a sampling of articles from past issues of the journal to give you an idea of what we used to do. Let's do it again!

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

**Website: TBA**

The purpose of the society is to promote philately in the Pine Tree State. Membership is open to anyone. Membership details are available from the Secretary, listed below.

**Articles for publication should be sent to  
the Editor, listed below.**

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## **MUDPEX is coming!**

Spring is just around the corner, and that means it's time for the annual MUDPEX, sponsored by the Waterville Stamp Club.

**April 9, 2022**

**MacCrillis-Rousseau VFW,  
175 Veteran Drive, Winslow**

8:30 a.m. - 3:30 p.m.

Dealer Tables, Huge Auction!

All Welcome!

Contact Al Tieman, email: cantdog1@gmail.com

## **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. Please send information to the editor.*

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### **WATERVILLE STAMP CLUB**

The Waterville club meets on the first and third Friday of each month at 6 p.m., except during June, July and August, when the meeting is on the third Friday only. Meetings are held at the Getchell Street Baptist Church, 3 Getchell St., Waterville. Buy, sell, trade, auction items, program, business meeting. For information, contact Alan Tieman, 156 Deer Run St., Apt. 2, Pittsfield, ME 04967 Email: cantdog1@gmail.com.

### **YORK COUNTY STAMP CLUB**

The club meets the second and fourth Thursday of each month from the fourth Thursday in August to the second Thursday in June. Meetings begin at 6:30 p.m. at the Sanford Masonic Temple basement on Elm Street in Sanford (behind the library). Usual events include raffle, auction and presentations by members. Dues are \$10 per year. For information, contact Secretary Tracey Levasseur, 329 Ross Corner Rd., Shapleigh, ME 04076.

### **UNION RIVER STAMP CLUB**

The Union River club will meet via Zoom through February, and perhaps March. Regular meetings are held on the third Thursday of the month at 6 p.m. at the Church of the Nazarene, 445 High St., Ellsworth. Contact President Art Wittine at lindawittine@yahoo.com or Bruce Downs (email: bruce-downs@yahoo.com) for additional information and to learn more about the Zoom meetings.

***Let us list your stamp club  
meetings here. There is no charge!  
Send information to the editor.***

# Maine had the most remote post office in New England

The post office at Clayton Lake has been in the building shown in the photograph 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!

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, 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 it was assigned a Portland 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

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

It is a permanent logging camp, located in western Aroostook County in Township 11, Range 14 (T11 R14) WELS. It's about 25 miles from the Quebec border on unpaved paper company roads and about 55 miles west of Ashland.

## “When the mail comes, it’s just like Christmas”

*The following article is from the April 24, 1972 issue of the New York Times.*

----

CLAYTON LAKE, Maine, April 23 -- “When the mail comes it’s just like Christmas,” said Mrs. Jacqueline May. Mrs. May, 22 years old, is the postmaster of Maine’s smallest post office in this tiny settlement of nine permanent residents.

Clayton Lake is tucked away in the wilderness region of the Allagash River, and is 62 miles from any other town in the state.

Mrs. May’s husband, James R. May Jr., is a forester for the International Paper Company. The Mays and their daughter, Jennifer, 2, make up one-third of Clayton Lake’s total population.

The Allagash Wilderness, in Aroostook County, totals 200,000 acres, 33,000 acres of which are water. The post office comes under the jurisdiction of Portland’s Postmaster, William J. Loring, who lives more than 300 miles south of here.

Mr. Loring says Clayton Lake is the only post

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## Clayton Lake, Maine: the most remote post office in New England

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from Ashland, thus the Aroostook Zip Code.

Sometime during the 1980s, after the Zip Code 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 a.m. to 8:30 a.m. and 1:30 p.m. to 2:30 p.m. on Tuesdays and Thursdays, before and after an employee makes the trip to Ashland.

On the day I visited, however, 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 in Clayton Lake year-round, with probably a few other individuals from time to time.

*(EDITOR'S NOTE: This article, written by Kelvin Kindahl, was originally published in the April 1999 issue of The Maine Philatelist. The Clayton Lake Post Office closed on July 22, 2004. Kelvin will have an all-new follow-up on this remote town in the April 2022 issue.)*

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## *“When the mail comes, it's just like Christmas”*

*Continued from previous page*

office in the United States where the mail, going between two points in the same state, must travel through two other states (in this case New Hampshire and Massachusetts) and through a foreign country, Canada.

Clayton Lake receives the mail only once a week, on Thursdays, during the winter, “but on May 1 we'll start getting mail three times a week,” said Mrs. May.

The saga of the green, nylon mail pouch and its trip to Clayton Lake covers a lot of ground -- and air. Mail destined for the wilderness spot is sent first to Portland, where it is put in a pouch. It leaves Portland at 1:15 a.m. and arrives in Boston three hours later by truck. At 7:30 a.m., the pouch is aboard an airliner headed for Montreal, arriving there at 8:25 a.m. From Montreal the pouch goes aboard a Canadian Pacific Railway train leaving at 10:05 a.m. and arriving at Lac de la Frontiere, Quebec, at noon-time.

A truck under contract to the United States Government picks up the pouch and carries it across 38 miles of rough logging roads to Clayton Lake.

Despite Clayton Lake's 100-inch snowfall this winter, Mrs. May says, “I just couldn't live in a place where it didn't snow.” Her contact with “the outside” is by two-way radio, rigged up to work in concert with an old hand-cranked telephone with wires leading to the International Paper Company office, about 300 yards away.

Mrs. May explains that her post office, with Zip

Code 04018, “was built right off the kitchen. I've got a desk and some files there, and that's the Clayton post office,” she said.

Mr. May, who received his degree in forestry from the University of Maine, met his wife in Presque Isle, her hometown. The Mays have the only house in the settlement. The other residents use camps and house trailers. Mr. May supervises seven woodsmen.

Mrs. May is looking forward to increased summer activity “when the vacationers using the Allagash start to come in.” “Of course,” she added, “we do see a lot of hunters come through in the fall.”

The Clayton Lake Post Office only did \$322 of business last year, but it should pick up in the summer when the canoers arrive at the village, which is considered the stopping-off place for those going up the Allagash.

The Allagash, designated as a “wild river” by the United States Department of the Interior, has been called one of the few remaining wild rivers in the nation and one of the last unspoiled North Woods landscapes in the East.

### **DEADLINES**

#### **January issue**

**Deadline:** November 15; mailing December 30.

#### **April issue**

**Deadline:** February 15; mailing March 30.

#### **July issue**

**Deadline:** May 15; mailing June 30.

#### **October issue**

**Deadline:** August 15; mailing September 30.

# The “Milk Train” really does mean the slowest way!

By Dr. George Bostwick

A postcard showing a picture of Bean’s ferry across the Androscoggin River in Bethel sports a cancellation reading “PORT. & ISLD. POND R.P.O.” and is dated “AUG 24 1907 TR.6.” The card is addressed to a woman at Poland Camp Grounds in East Poland, Maine.

This RPO marking brings back memories of my trip in December 1946 from Montreal, Quebec to Mechanic Falls, Maine, on the Grand Trunk Railway (GTR). I had joined the Army in early 1945 “to see the world” and had seen Bainbridge Naval Training Station and the Brooklyn Navy Yard by the time of my discharge. Servicemen in uniform could travel for half-fare on railroads, so I spent half my terminal leave visiting eastern Canada and was returning home by way of a visit to family and friends in Maine.

“Milk Train” used to be a synonym for “the slowest way to get there,” and this train did stop at every snow-covered dirt crossroad to pick up those hundred pound milk cans from platforms by the tracks, all the way across the fascinating scenery of the Eastern Townships to Sherbrooke, then south to Norton and Island Pond, Vermont, across Vermont and New Hampshire through Berlin, Bryant Pond and Lewiston Junction, the link to Auburn on the Maine Central Railroad. The Grand Trunk then continued down through Falmouth and across Tukey’s Bridge to the Portland Union Station on St. John Street.

The Grand Trunk was incorporated on November 10, 1852 to build a line between Montreal and Toronto; then the charter was extended east to Portland. In 1853, the Grand Trunk bought the St. Law-

rence & Atlantic (from Montreal to Island Pond) and the Atlantic & St. Lawrence (from Island Pond to harbor facilities in Portland).

The Atlantic and St. Lawrence Railroad was chartered in Maine on February 10, 1845, in New Hampshire during July 1847, and in Vermont during October 1848. The line from Portland to Yarmouth was opened in July 1846, then to Danville in January 1848; to Paris in June 1850; to Bethel in March 1851; to Gorham in July 1851; to Northumberland in July 1852; and Island Pond in January 1853. Regular operations between Montreal and Portland began on April 4, 1853.

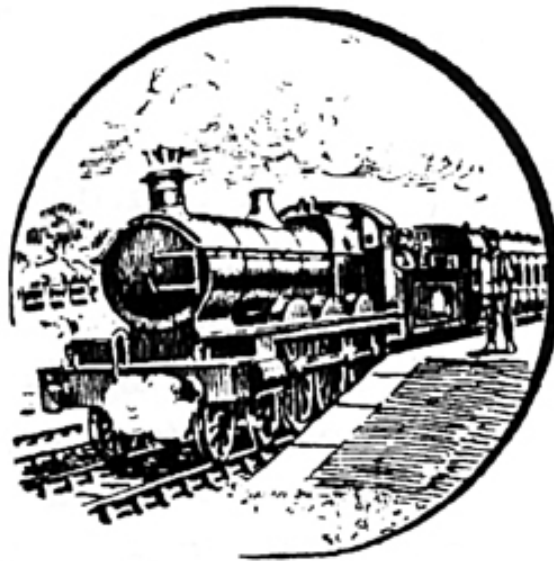
The line was converted from Provincial Gauge (five feet, six inches) to Standard Gauge in about 1873. Grand Trunk was nationalized in the early 1920s because of bankruptcy, and was merged

with Canadian National Railways.

Revenues declined after an oil pipeline from marine terminals in Portland to refineries in Montreal was built alongside the Grand Trunk route. In 1989, the new St. Lawrence & Atlantic Railroad Company took over operations from Portland to Island Pond, and later extended it to the border at Norton, Vermont.

A postal card sent from Berlin, New Hampshire to Millinocket on “TR 16” (Train 16) on July 29, 1949 was cancelled “PORT. & BDY.LINE.” The ‘Boundary Line’ was Norton at the boundary.

*EDITOR’S NOTE: The late Dr. Bostwick’s article originally was printed in the April 2007 issue of The Maine Philatelist. Illustrations accompanying the original article were of poor quality could not be reproduced.*



# Hunting those small Maine post offices

By Bruce Corey

*During the early 2000s, Bruce Corey of Westbrook authored a series of articles on small Maine post offices. These small post offices were generally in tiny villages or even sporting camps and have all but disappeared from today's maps. Following is a sampling of his listings.*

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## **BASSVILLE (MANCHESTER)**

**Kennebec County**

**September 22, 1886 - November 5, 1887**

A summer community had its beginnings in the 1870s on the east side of Cobbosseecontee Lake (Abenaki for "plenty of sturgeons") where Collins Road met the Pond Neck Road. The largest of three hotels was the Lake House with 30 rooms, run by Joseph Emery from 1877 to 1917. The other hotels were Lake View House and Lakeview Inn (later Yale Cottage). Every year, The Outlet was well advertised for its bass fishing tournament. Black bass were the big draw and many people attended Bass Days.

Anne M. Perry started the Bassville seasonal post office on September 22, 1886 in either her home or the Lake House. During the seasonal tournaments, this truly was "Bassville." The post office closed on November 5, 1887.

## **EAST STEUBEN**

**Washington County**

**September 10, 1887 - April 30, 1902**

This coastal township on the Washington-Hancock county line was first settled in 1760. It was finally incorporated on February 27, 1796 and named for Friedrich Wilhelm Augustus, Baron von Steuben. Of German ancestry, Baron von Steuben was the Inspector General of the Continental Army. He helped drill Washington's untrained troops through the harsh winter at Valley Forge during the Revolutionary War.

The post road through Steuben had been in operation for 10 years, so on February 14, 1804, Joseph Tounsley was appointed town postmaster. He had to outfit and maintain a post office in his home,

according to rules and regulations he received from the Postmaster General.

Little remains of East Steuben today, but it is still shown on some maps two miles east of Steuben on Route 1 at the Dyer Brook Road. Miss Jennie Stevens started another home-operated post office on September 10, 1887. The office was closed on April 30, 1902 and mail was picked up at Steuben.

## **POOR'S MILLS (BELFAST)**

**Waldo County**

**July 27, 1868 - July 19, 1880;**

**September 13, 1893 - June 30, 1904**

Poor's Mills was -- and still is -- in West Belfast on the Passagassawakeag River (Abenaki for "place for spearing sturgeon by torchlight"). The Poor family owned and operated numerous mills by waterpower here in the early 19th century.

Even though the post office in Morrill was not that far away, G.G. Patterson opened a post office in his grocery and dry goods store on July 27, 1868. He retired and closed the office on July 19, 1880. Thirteen years later, A.S. Jackson reopened the Poor's Mills office in his general store on September 13, 1893. He later sold the store to Robert F. Russ, who served as postmaster until the post office was closed on June 30, 1904. An RFD route from Morrill made the first run the next day.

## **BUNGANUC (BRUNSWICK)**

**Cumberland County**

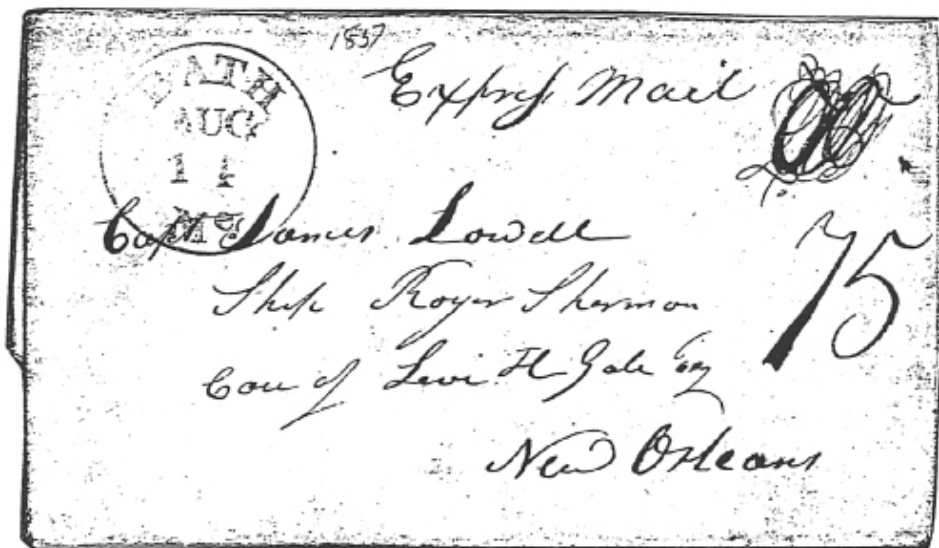
**May 17, 1895 - April 15, 1899**

Bunganuc Brook flows into Maquiot Bay one mile from the Freeport town line in southwest Brunswick. The Abenakis knew this as Bungamunganock Brook ("high bank brook"), but for obvious reasons, early settlers shortened the name. The small settlement off Route 1 at the junction of three roads would become Bunganuc Landing, which is still found on today's maps.

W.B. Woodside opened the Bunganuc Post Office in a back room of his store on May 17, 1895. The post office was closed on April 15, 1899.

# Maine Cover of the Quarter

*A postal history  
feature by Rob  
Washburn of  
Skowhegan.*



The above cover, sent from Bath, Maine on August 14, 1837, was re-rated from 25¢ to 75¢ for Express Mail service. The 1836-38 Post Office Department Express Mail service allowed lightweight letters at triple postal rates to designated post offices in the eastern United States. According to James Milgram, M.D., only three such “Express Mail” covers are known from Maine, all three going to New Orleans. *This feature was in the July 2005 issue of The Maine Philatelist. Watch for a new one in our next issue!*

***So there you have it!***

***This is a prototype of what future quarterly issues of The Maine Philatelist will be. We'll expand the journal to 12 pages beginning in April.***

***Now it's up to you ... please join with us to receive future issues of our previously award-winning\* journal. And remember, there will be no dues during 2022 (donations, of course, always welcome!).***

***But we will need your help and involvement to make this renewed venture work.***

***We must have a regular supply of articles, illustrations, covers, etc.***

***You need not be a “professional writer” to take part. You don't need to write a lengthy or scholarly article. Write up a favorite cover, show a favorite cover without a write-up, ask questions, show a cover and ask about it, tell us what you collect, what you want to see in TMP.***

***Contact the editor with ideas, etc.***

***Remember -- this is YOUR journal!***

***\* The Maine Philatelist was awarded a Gold Medal in national competition in the APS 2001 Newsletter Competition which featured entries from throughout the U.S. and Canada.***

***One judge said, “... a model of an outstanding society journal.”***

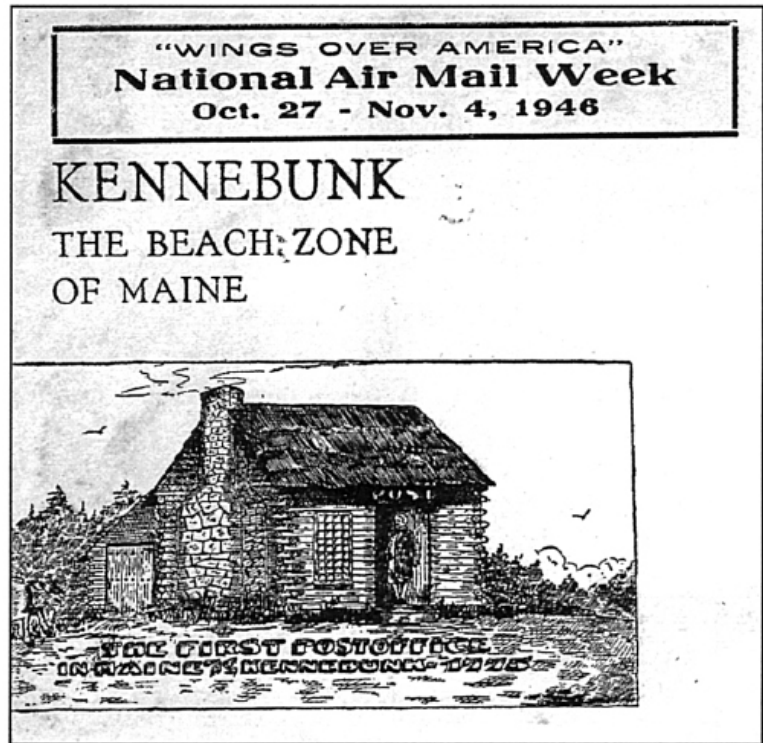
***Let's make it happen again!***

## *So was this the first post office in Maine?*

The cachet shown with this short article claims that the Kennebunk Post Office was the first one in Maine. The wording at the bottom of the cachet states, "The First Postoffice (*sic*) in Maine: Kennebunk 1775." The design shows a small log building with a man standing in front of it.

I have had this cachet for some time. It is unaddressed and apparently was used in conjunction with the National Air Mail Week events of October 27 to November 4, 1946. The title at the very top is "Wings Over America" and there is wording above the design, "Kennebunk / The Beach Zone / Of Maine." Can anyone provide additional information about the events and the cachet?

*This article was printed in the January 2006 issue of The Maine Philatelist and was written by George Barner of Kennebunk.*



**Maine Philatelic Society**  
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*Check out our relaunched Maine  
philatelic journal!*

**To:**