

BEALS HISTORICAL SOCIETY NEWSLETTER

Vol. XXII, No. 2 (Spring 2022)

The following article (source unknown) reflects the rich coastal trade and shipbuilding industry that has been a vital part of the cherished heritage of the Jonesport-Beals area over the past two centuries. Included is a brief historical look at shipping in the nineteenth century, along with a comprehensive list of vessels and their crew members lost to the sea during that time period and into the early twentieth century, as compiled by John A. Beal of Jonesport. We trust it will be of interest to our many readers.

DISASTERS SUFFERED BY JONESPORT VESSELS

Sixty or seventy years ago, a dozen ports of Maine boasted fleets of big square riggers which sailed the seven seas. Reminders of those romantic days may still be found on all parts of the coast in the homes of the descendants of those old venturesome spirits. Teak wood pieces, intricate woodcarvings from the hand of the patient Chinese, rugs and silks from Asia, coral and conch ornaments from the southern seas – all such things that were looked upon with high favor in those old days.

Few of these vessels remain in service today, having been superseded by the fleeter steamship. Thus many of the old Maine ports, of great importance in their time, now only harbor their fishing fleets – fleets, by the way, which are destined to contribute just as much wealth to these coast towns as the tall ships of other generations.

One of the leading shipping ports of the old merchant ship times was Jonesport,

situated on the southeast coast of Maine. In the early days, farming, hunting and fishing where the chief occupations of its inhabitants. But in 1840 shipbuilding came into prominence in this section. There was a man by the name of D. J. Sawyer who was the leader in this new industry. He built and bought many ships to be used mainly in the coasting and West India business, though some of them made longer voyages in the foreign trade. In 1870 there were from 60 to 70 vessels of different classes hailing from Jonesport. Soon seafaring was the principal pursuit of these people and the port flourished. About 1890 coasting dropped off and the seamen turned their hands to fishing. While there are still some coasting vessels sailing from Jonesport, fishing constitutes the main occupation of its people today.

A fine fleet consisting of over 200 boats of from 25 to 40 feet in length,

mostly all locally built, were operated last year in the lobster and fish business out of Jonesport. This year promises a substantial increase in the fleet. Thus is Jonesport once more regaining its high standing among the ports of Maine.

But the romance of the old seafaring days is undoubtedly over. All that remain are the handed-down yarns of shipwreck and adventure, and the teak wood pieces and conch shells, to commemorate the days of the tall ships.

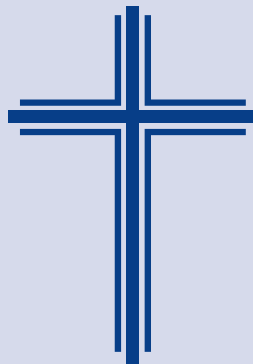
A simple list of vessels lost from Jonesport will best suggest the thrilling stories which have gone the rounds of the little village during the past sixty years. Here they are as given us by John A. Beal, of Beals, Maine. It was Mr. Beal's great-great-grandfather, Phineas M. Beal, who first settled on the island of Beals in the town of Jonesport. Old Phineas came to the island from Portland back in 1764.

2022 MEMBERSHIP RENEWAL

Dear Members and Friends, We wish to remind you to please renew your membership. Even though it is a small amount, we do appreciate your support. Thank you!

Beals Heritage Center is now open Monday – Thursday from 9:30AM to 1:30PM

CONDOLENCES



We wish to express deepest condolences to the family and friends of Kenton Feeney. Kenton served on BHS board of directors for a few years and was able to obtain a grant from his employer, Conoco Phillips. At that time, we were under construction and was very thankful for his efforts to assist with our most worthy cause. Kenton will be deeply missed by all who knew and loved him. RIP Kenton. May fair winds and following seas be yours.

Continued from Page 1

List of Vessels Lost from Jonesport

Brig HENRY B. CLEAVES, Captain C. Nelson, lost at sea, August, 1899, with crew of eight men.

Brig ALBERTA, Captain James Hinkley, sailed from New York bound for Europe, December, 1877, with crew of eight men. Never was heard from.

Topsail schooner JULIA, Captain James Wallace, lost on Briar Island, NS, with crew of seven men, three of them from the Isle of Beals, in November, 1874.

Schooner CHARLIE BUCKI, three-master, Captain Freeman Huntley, run down by steamer and sunk in Boston Bay, July, 1903. Four men lost, two saved by jumping overboard.

Schooner DRISKO, three-master, lost at sea August, 1893. Captain Drisko and crew of seven men, also Captain Drisko's wife, were rescued and taken to England.

Schooner FLORA M. CROWLEY, three-master, Captain C. Crowley, abandoned in mid-ocean, eight men and two women rescued from the wreck after spending twelve days on top of the deck house. This was in June, 1874.

Schooner SPEEDWELL, three-master, Captain Charles Keene, lost on south side of Cuba about 1893. The crew was all saved.

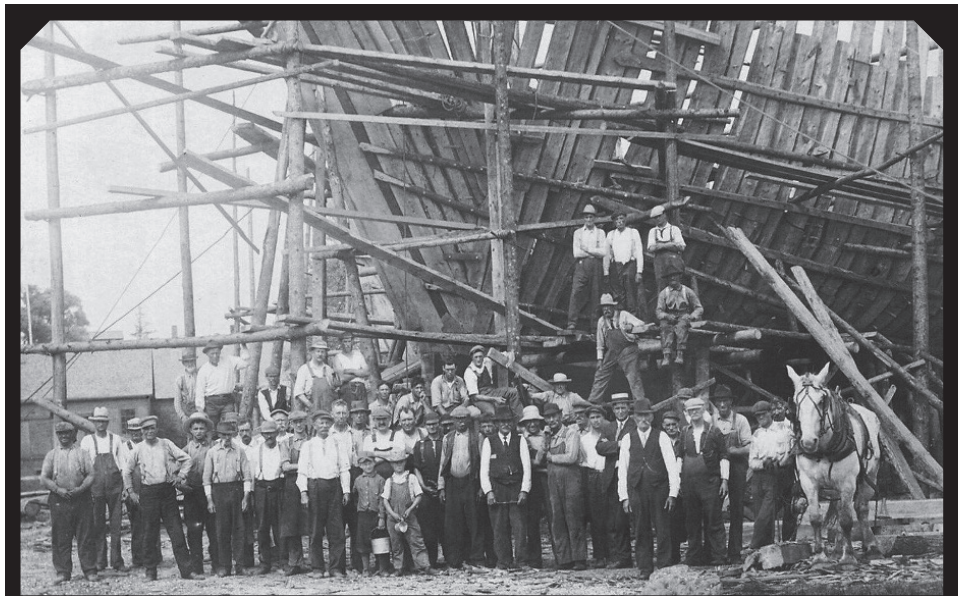
Schooner A. R. KEENE, three-master, Captain Charles Keene, lost on Long Island, NY, in April, 1901. Crew all saved.

Schooner MOLLIE S. LOOK, three-master, lost on Florida coast, February, 1908. Captain O. W. Look was visiting ashore, leaving substitute captain in command. Crew all saved.

Schooner ROGERS, three-master, Captain J. Rogers, lost on Nantucket Shoals, April, 1894. Crew all saved.

Schooner ADA BARKER, three-master, captain unknown, lost off Portland about 1900. Crew saved.

Schooner JOHN S. CASE, three-master, Captain James Williams, lost at sea on passage to the West Indies,



Shipbuilders on break for photo. Photo courtesy of Larry Kelley

August, 1894. Fate of crew of seven men unknown.

Schooner MOLLIE RHOADES, three-master, Captain Horatio Dobbin, lost on Nantucket Shoals, December, 1913, with all crew of six men drowned.

Schooner NELSON, Captain Charles Keene, lost on Matinicus Ragged Island, on the way from Boston in December, 1868. Crew saved.

Schooner ROZINA, Captain Frank Kelley, lost on Cape Ann in December, 1892. Crew saved.

Schooner D. SAWYER, Captain Robert Anderson, lost on Seal Island in November, 1894. Crew saved.

Schooner FLORENCE P. HALL, Captain Kelley, lost on Nashes Island about 1889. Crew saved.

Schooner IDA MAY SAWYER, Captain William Faulkingham, lost on Maine coast about 1880. Crew of six men all saved.

Schooner MARY, Captain Joseph Crowley, lost on passage from Jonesport to New York about 1875. Fate of crew of six men unknown.

Schooner ALBERT TREAT, Captain Joseph Sawyer, lost at sea on passage from New York bound East [End?]

Schooner MANSFIELD, Captain Daniel Mansfield, lost on passage to New York in October, 1882. Fate of crew of six men unknown.

Schooner MARY O. ANDREWS, Captain Charles Williams, with crew of eight men, lost on La Have Banks in August, 1883. Most of crew from Beals. At the same time schooner MARY E. HAGAN, Captain Frank Beal, was dismantled, but crew of eight men saved.

Schooner ADELAIDE, Captain D. Crowley, lost on Maine coast about 1887, crew saved.

Schooner HIGHLAND QUEEN, Captain Dobbin, lost on Maine coast in December, 1910. Crew saved.

Schooner CHARLOTTE A. BEAL, Captain G. W. Beal, lost on Maine coast in August, 1899. Crew saved.

Schooner MAUD S., Captain Oliver Church, lost on Mansfield's Ledge, east entrance to Deer Island, ME, in November, 1921. Crew saved.

Schooner GEORGE PRESCOTT, Captain Crowley, capsized off Thatchers Island. Crew lost.

Schooner LIZZIE BREWSTER lost on Maine coast. Crew saved.

Schooner HAMPTON, Captain Fred Beal, lost in Bay of Fundy about 1887. Crew all saved.

Schooner W. T. CHESTER, Captain William Nelson, lost at sea about 1898. All saved.

Schooner HENRY, Captain Rogers, lost off Campobello, NB, about 1886.

Continued On Next Page

Continued from Page 2

All saved.

Schooner PEACE, Captain Beal, lost on Maine coast about 1890. All saved.

Schooner FORTUNA, Captain Tower, lost off Portland in December, 1906. All saved.

Schooner J. C. NASH, Captain Lib. Crowley, lost on passage to New York about 1886. Fate of crew of six men unknown.

Schooner J. W. PEASLEY, Captain William Barker, lost on passage from New York to Newfoundland in November, 1887. Crew of five lost.

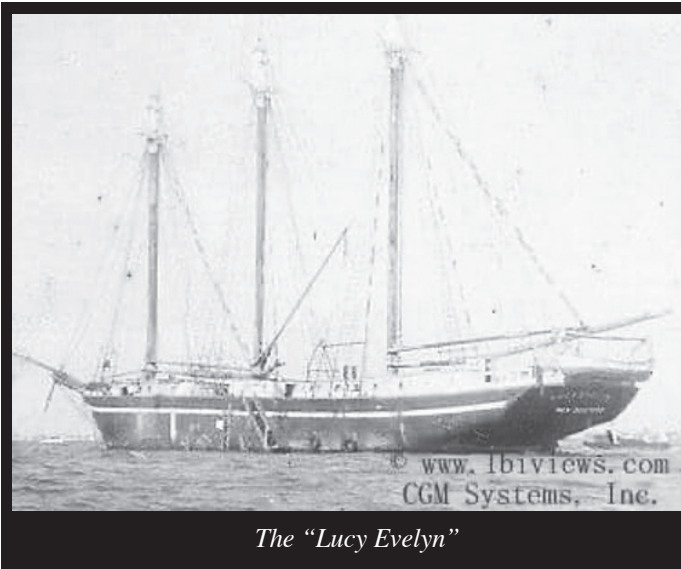
Schooner ELLA BROWN, Captain Thomas Peabody, lost on Cape Cod November, 1898, in what is known as the Portland Gale. Crew of six men all lost, three or whom were from Beals.

Jonesport Men Lost at Sea

The following is a list of Jonesport, Maine, seafarers who were lost overboard and drowned, or who died on board and were buried at sea, during the past 60 years. The list was compiled by Mr. John A. Beal of Jonesport.

Men Loss Overboard and Drowned

Stephen J. Sawyer, second mate of schooner LAURA, washed overboard and drowned off coast of Ireland about



The "Lucy Evelyn"

1880.

Captain William Wilson lost overboard and drowned from schooner ALBERT L. BUTLER off Cape Hatteras in 1895.

Captain Charles Watts lost from Boston schooner and drowned off Cape Charles in 1910.

Captain Daniel Lamson washed overboard and drowned from schooner JENNIE HALL off Cape Hatteras in 1900.

Captain Maynard Cummings lost at sea with all on board in 1913 on western schooner, name unknown.

Seaman Orrin Cummings washed overboard and drowned off coast of Maine from deck of strange schooner in 1882.

Mate William Cummings lost at sea

with all on board on western schooner, name unknown, about 1911.

Seaman John Alley lost off Cape Ann from schooner SARAH P. and drowned, 1880.

Captain Rollings Dobbin drowned from schooner FRANCIS V. SAWYER off Cape Cod, 1912.

Mate Alvin Wilson lost at sea on schooner JULIA A. WAR of Calais with all on board about 1895.

Mate Irad Norton and Cook George Huntley lost with all of crew off Cape Cod on unknown vessel about 1899.

Captain Charles Jay and Mate L. Anderson lost at sea with all on board schooner GLENWOOD, 1899.

Seamen L. Faulkingham lost overboard and drowned from schooner S. SAWYER off Block Island about 1903.

Captain Almer W. Kelley and Mate Ed. Smith lost in hurricane from schooner ALICE LORD in Mobile Bay, 1916.

Men Who Died and Were Buried at Sea
Captain Jefferson Kelley, schooner L. COBB, died on passage from West Indies, 1890.

Captain Charles J. Dobbins, schooner FLORENCE P. HALL, died on passage from West Indies, 1878.

Captain Charles Beal, schooner PARA, died on passage from West Indies, 1879.

A TRIBUTE TO KENTON FEENEY MERCHANT MARINER/HISTORIAN

The following article is an interview, of Kenton, from a publication known as the "Maine Coastal News" and published by Jon Johansen.

BEALS ISLAND – We all know that Beals Island is well noted for its lobster boatbuilders and fishermen. However, there is more to their history than this. Several years ago I was talking with Kenton Feeney about the island's history, also encompassing Jonesport across Moosabec Reach, and he started discussing his ties to the Sawyer family, which were well-known shipbuilders

and ship owners in Jonesport. Over the years we tried catching up and record this history and finally this summer we did.

Kenton grew up in Jonesport and began describing his family history, by saying, "The Kelleys began right there on Kelley's Point. That would have been my mom's family and then you have got the Looks out of South Addison and that would be Dad's mom. Then you

have Uncle Milt Beal mixed in there. He married into the Kelley family. We had Faulkingham's, Grammie Kelley was a Faulkingham. Great Grammie Look over in South Addison, her uncle was Charles Stinson, the original Charles Stinson of Stinson's cannery. 1932 this Carver Industries Pound, Deep Cove Pound that is where the money came from, that was Charles Stinson. Uncle Cliff was born in 1905, and his father, Delbert, was kind of the backer, but old man Stinson was the big backer and they

Continued On Next Page

Continued from Page 3

built that pound. Later when the Look's needed one over in South Addison they got their own pound going. and that's how it came back to the Carver family or Charles Beal family."

"In the 1850s," continued Kenton, "Peter Feeney, which would be a great great grandfather arrived in Jonesboro to work in the quarries. All of the Feeneys came from Jonesboro, Feeney's like Kevin Feeney would be Patrick's and Derek's father. Kevin is two years younger than I am, and his grandfather and my grandfather were brothers. My grandfather died when he was 52 years old."

When asked about the Sawyer family and their shipping interests, Kenton said, "That was a pretty good size fleet in its time, in the 1880s. They sailed out of Sawyer's Cove. You know the Sawyers, it really goes beyond D. J. Sawyer. Someone who he was in business with who you don't hear much about, but he grew up with right here on Head Harbor Island with absolutely nothing and his name was Reuben Lamson. He is buried by the big white church in West Jonesport. He died at 48 and she died at 52 of the plague. There was a Thomas Sawyer and Thomas Sawyer, Jr. that owned sawmills in Jonesboro. Reuben's

mother, she was a Mitchell I think and was a house maid. When Reuben got of age, he thrived. He had all these sons, one of those boys built a schooner on Browney Island which is like how the hell could anyone do that? It is an old pile of rocks out there with some trees on it, but his boys they'd build these schooners and then they'd be a captain for a 1/16th or an 1/8th share. They did very well and they owned property up in West Jonesport right there at the church. That homestead they just tore down last year, which was right across the street from where Charlie Smith has his property and his wharf. All those bigger houses, they were all built real well. It wasn't just people throwing a couple boards together. His sons were not only shipbuilders but house carpenters. The house right on the corner by the church at one time that was considered the best built house in Eastern Maine. That belonging to a daughter of Reuben Lamson. D. J. Sawyer ended up being right in with Reuben on a lot stuff so I am thinking they probably had an affiliation from Reuben growing up on Head Harbor."

At one time Head Harbor, also known as Sealand, had about 250 people living on it, but today there are no permanent residents. Kenton added, "D. J. and

Reuben owned Cross Island where the Coast Guard Station is to take timber off from and they did that and then they sold it back to the Government to put the lighthouse up for more than they paid for it. They owned one of the islands over here, Little Spruce, for taking timber off but then when you get up around to Pond Point, Browney Island, they cleaned them all off.

"The Sawyer family was really big," continued Kenton. "The author of those books, Doyle family history, the Faulkingham family and the Lamson family history, a nice big volume, was Byron Lamson. His father was the maintenance man for Stinson's factory and Byron's wife was my aunt Frances and again we are tying right back in with the Look's. Uncle Alan, her husband, would have been one of the brothers. There was my Uncle Cliff that did the Deep Cove Pound when he was just young and was kind of a patriarch of that family and you had my Uncle Oscar who was in the Bataan Death March. Grampy Delbert at the time, 1948, had a fish/lobster buying business over on Cape Breton Island. Their kids would have been a little bit younger than dad, because Uncle Cliff was five years younger than Grammie. Dad graduated high school '49, so remember Ralph Look, alright that would be his son and Dwayne Look another son. Aunt Charlotte wanted to go back to teaching school and was looking for a babysitter, so they brought Laura over here to Addison and she boarded with Grammie Feeney right in the middle of Jonesport. Buddy Brown, his father and mother lived right down the street so that is how Laura and Buddy ended up together."

In searching through the Passamaquoddy custom house records there are references to several of the vessels owned by the Sawyers. One still floating is EMMA C. BERRY, which is at Mystic Seaport Museum in Mystic, CT. Kenton added, "She was actually built in Noank, Connecticut. If you look on the Mystic Seaport website

Continued On Next Page



*Kenton's Holland 32 BAD INFLUENCE, built in 2003
and powered with a 350-hp Yanmar.*

Continued from Page 4
 you'll see the story. They went down to the mud hole where she was pulled up on the bank. They took her over to Jonesport patched her up, sailed her to Connecticut. She was a fisherman and Uncle Milt used her when he was in his 20s. Uncle Milt was born in 1898 so we are talking 1920s and he would go to Rockland, Portland to pick up stuff because there used to be a store right here on French House Island on that western end and his father owned it. They moved from Sand Cove to French House Island in 1906 and George Beal got his whole thing going there. From there Henry Edwin thought with the wrong head and ended up in a camp

down here by the shore. He was kind of black balled by the rest of the family."

We switched topics and I asked about the boatbuilder George Brown of Beals Island. "Early boatbuilder," began Kenton, "a grandfather to Raynard Alley. His father's boat was the BETTER HALF and Raynard's is the OTHER HALF, it's that red Novi. I am going back to Jerome being able to run up under the bow of his grandfather's (JP) boat and Jerome told me he is almost positive that that was the last boat that George Brown built. That's putting it...say 1924. George Beal had a boat shop just under the hill where if you were driving down to Benny's wharf and maybe there is a timber or

two left. I used to go down and crank those winches, wonder I wasn't killed doing that. He built...Alton Rogers built boats and then after Alton got done, Uncle Milt started building boats there and Freddy Lenfesty was his apprentice. Jerome's grandfather's boat was damn near 50-feet long. They used it like a lobster smack and the name of her was the FDR."

Kenton was born in 1955 and spent the first five or six years of his life right across from Jenny's restaurant in Mason's Bay. He added, "Grammie Feeney had a beauty shop and a jewelry store there and I grew up in that apartment. When I was seven or eight

Continued On Next Page

BEALS HERITAGE CENTER FUNDRAISING DRIVE

BUY A PERSONALIZED BRICK PROGRAM

The Beals Historical Society offers the chance to be creative in personalizing a brick for your favorite person, pet, place, event, occasion, or simply something that is near and dear to your heart. Purchasing a personalized brick will enable the continuation of the brick patio, and/or adding your favorite Veteran to the Veterans Monument Park Area. The Veteran's 4 x 8 brick consists of the Veteran's rank, name, branch of service, war served in and years served. Your purchase of a personalized 4x8 cinnamon colored brick with black filled lettering for \$85 is a tax-deductible donation or you may wish to purchase an 8x8 brick for \$125. Purchasing the 8 x 8 brick gives you an additional line or instead of the line you may purchase a logo for an additional \$10. Price includes shipping.

YES! WE'D LIKE TO RESERVE A PERSONALIZED PERMANENT BRICK.

Please check one of the following:

- ☐ Patio ☐ Veterans Monument
☐ Check here for 4x8 brick for \$85.00 (standard block lettering included).
☐ Check here for 8x8 brick for \$125.00 (add an additional \$10 for a logo)

Please engrave your brick as follows: For a 4 x 8 brick use three lines with 21 letters including spaces and for an 8 x 8 brick add use four lines.

PLEASE MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO:
BEALS HISTORICAL SOCIETY, ATTN: Treasurer, PO Box 280, Beals, ME 04611
Thank you for your contribution!

Name: _____ Phone: (_____) _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____ Amount Paid: _____

For further information or suggestions with a design for your personalized brick, please contact Carol Davis at (207) 497-2675 or email cfDavis44@yahoo.com.

Continued from Page 5

they had a carpenter finish up the house there inside so we went from a camp to a house.”

Kenton was the oldest and he has two sisters (Pam and Wanda) and a brother Peter, who is 11 years younger. When asked when he got interested in boats, Richard Alley stated, “We was all born with web feet.” Kenton continued saying, “I used to sail right through here (Pig Gut), every chance my ass had the ability to get aboard the old SEA HORSE. Unc had, it was a 31-footer, little 6-cylinder truck engine in it and he seined out of it. Uncle Milt built her, and he built boats for Calvin Beal, Sr., George Driscoll. He had a camp right down on Ram Ledge. My first boat would have probably been the Freddy boat, an outboard boat. I played around with outboard boats and stuff like that. I didn’t fish until later on, not until after high school.”

Kenton joined the Coast Guard and that would be a defining point in his life and found his true love marine engineering (working on real big diesel engines). He did not go to an Academy saying that the service pays for your education and everything is right there are your finger tips. His sister Wanda added, “Kenton is too humble, but I call him the self-made man. He started digging clams and worms and all of that and then he went into the Coast Guard. He took all of the tests and he paved his way to chief engineer. That is not the easy way.”

She is right for many try, but more fail than make it. When Kenton retired in 2012 there were 16 chief engineers in the company he worked for and he was the only one that came up through the hawse pipe. He spent four years in the Coast Guard, he added, “I was a year and half up in Alaska on the aids to navigation team, those automated light stations from ’74 until ’76. Then I went to Boston and I was on the WHITE HEATH, the buoy tender from ’76 to ’78 and then I went to Cutler for a year. When I went in the Coast Guard Charles Stevens was with me, we ended

up going in on the buddy/buddy plan. Robert Delpopa (USCG recruiter) met us up at the Federal Building in Bangor and we got through all that and Randy Blackwood was in the Coast Guard, Charlie’s cousin. Charlie goes give Randy three days vacation, because that was the deal if you signed someone up you got three free days. That sounds like a pretty good deal, I said give Donald Beal three days for me because he was getting married. He was down in Southwest Harbor, he never had a clue that I was going into the Coast Guard. I figured he’s a good friend and who is going to argue with getting three days free vacation. When I said, Donald Beal, this Robert Delpopa said ‘Oh you know Donald Beal? and he had all these Donald Beal stories, because they had been in Vietnam together on one of the cutters.”

When on a motorcycle ride one fine summer day a few years ago Kenton ended up in Eastport. He explained, “I got down to the Waco Diner went in and there were two bikers who said, ‘You need a bloody Mary?’ and I said, ‘Yeah, that sounds pretty good,’ they said, ‘The woman who makes the best Bloody Marys in this part is right in there.’ So I am sitting there at this bar and I look up on the wall and there is a t-shirt that said, “Free Delpopa” and I am thinking, Delpopa ain’t a name you come across everyday so when that woman came back in I says, “I was in the Coast Guard one time and my recruiter’s name was Robert Delpopa is that anything to do with that t-shirt? She goes, ‘Oh my God, you wait just a minute and she went out into the front and brought back old Robert Delpopa and he and I sat there and had one hell of a good time. Where that t-shirt came from he decided to put on his own fireworks display in Eastport one New Year’s Eve. They were having issues with having that down there, giving permits. Delpopa ended up putting on a big display and they arrested him. I forget how many people the waitress told me that went to the Court House in Calais and every one of them was wearing a free Delpopa

t-shirt. The judge told him he didn’t want to see him back there and don’t do it again.”

Kenton got out of the Coast Guard in 1978. He came right back to Jonesport and dug clams and worms. Just about this time they needed a mechanic at the Navy base in Cutler. “I went down,” said Kenton. “Eddie Murray was off submarines and he was in charge of the power plant. I met him right there at the cafeteria and they are putting the questions right to me. He’s asking me if I thought I had the abilities to deal with those engines and everything. You don’t know until you try it. Just about the time things were going a little south I said, “You see that ’79 pickup? She is brand spanking new, you give me two weeks and I will do everything I can to make this work. If you won’t like the looks of me, you tell me and I’ll put my ass right aboard of that and I am headed right back to Jonesport.”

Kenton was hired and went to work there in the fall of 1979 and through the summer. He then said, “I knew I had a chance to go down to the Gulf and work on boats. I went with Offshore Logistics for three months and worked on the supply boats. Then they were trying to get people to go to Alaska so bad, I had been up there for two years so I just jumped right on that bandwagon and there was better money to boot. I worked on the Western Geophysical and was there from ’80 to ’85. That was oil exploration, seismic oil exploration. Then in December ’85 my next stop was with Arco Marine on the super tankers and I stayed with them till I retired.”

Since his retirement he has enjoyed tuna fishing in the summers, competed in a few lobster boat races and during the winter he has been heading south on his motorcycle. His house on Beals Island overlooks Pig Gut so you see all the comings and goings there as well as in Moosabec Reach, which on a nice summer day is extremely relaxing. Do not fear, he is still dabbling with engines, albeit slightly smaller ones, and that is just as relaxing to him. Retirement has been good to Kenton.

Beals Heritage Center



Beals Historical Society Membership Application

Please check one: ☐ Renewal ☐ New

Name(s) as you wish it to appear on membership card and member roll on website:

(Please type or print clearly)

Your mailing address: Street or Post Office Box: _____
City: _____ State _____ ZIP: _____

E-mail address: _____

Type of membership (Please review all types and check the one that applies)

- | | |
|--|------------------------|
| <input type="checkbox"/> Individual Annual | \$10 annually |
| <input type="checkbox"/> Individual/Life | \$200 one-time payment |
| <input type="checkbox"/> Couple Annual | \$15 annually |
| <input type="checkbox"/> Couple/Life | \$300 one-time payment |
| <input type="checkbox"/> Senior/65 Annual | \$5 annually |
| <input type="checkbox"/> Senior couple/65 Annual | \$7.50 annually |
| <input type="checkbox"/> Student | \$5 annually |

Over and above dues, I wish to donate _____ for __operating expenses, __building fund, or __ endowment fund. Receipt and membership card will be sent to you.

Instructions: Please print, complete and mail this application, together with tax-deductible check or money order payable to Beals Historical Society to:
Membership Chairperson, Beals Historical Society, P.O. Box 280, Beals, ME 04611

Annual memberships are for the calendar year and expire Dec. 31.