



the Masonic Philatelist

VOL. 13

NOVEMBER 1956

NO. 3



BRO. RICHARD S. BOHN

Philatelic historians record the late Brother Bohn as having been one of the stamp collecting hobby's foremost figures. He died recently at his home in New Canaan, Conn., after an operation which he had deferred in order to devote his efforts to the success of the Fifth International Philatelic Exhibition last spring. He was president of the Association for Stamp Exhibitions, Inc., which sponsored the show in the Coliseum.

Brother Bohn served as president of the Collectors Club of New York and of Aero-Philatelists, Inc., and was a trustee of the Philatelic Foundation. As a member of the New York Masonic Stamp Club, he served on the Board of Governors several times, and contributed to many of its activities and growth. An engineer by profession, he was president of Preferred Utilities, Inc., 1860 Broadway, New York City.

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EDITOR

Herman S. Kerstein
P. O. Box 123
Manhattanville Station
New York 27, New York

ASSOCIATED EDITORS

John A. Mirt
644 Melrose St., Chicago 13, Ill.
R. M. Needham
108 N. Mt. Pleasant Ave., Lancaster, Ohio

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YOUR EDITOR'S NOTEBOOK

It was with some trepidation that I accepted this position on short notice, my predecessor Manny Reggel being compelled to resign due to pressure of other work. However, after receiving the sincere assurances of support from such able Assistant Editors as Brothers John Mirt and Richard Needham, my fears have lessened. I also appreciate the bracing words of confidence from Mrs. Alma McLing of Van Dahl Publications who prints our magazine, and aids us in eliminating what would otherwise be insurmountable problems. We hope to introduce some new features, but that must wait for subsequent issues.

First, we ask that each member complete the questionnaire enclosed with this issue, and return it to us immediately, so that the printing of the new

★ MEETINGS ★

First Friday of Each Month
Collectors Club Building
22 East 35th Street

Dec. 7—Slides of Congo Stamps and
Talk by Arthur I. Heim.

roster can start with the next issue. This new roster will appear in subsequent issues of the Masonic Philatelist (in the center fold), so that a separate booklet can be made by saving these center sections. The roster will contain, among other information, the "Special Interests" of the members, thus encouraging correspondence with each other; it will show which members are dealers and/or publishers, and their specialties.

We will try to stimulate interest among those members living near New York City to attend our monthly meetings, and at the same time give our other members a good account of what transpires by printing special digests of these meetings (see "COACHES ON STAMPS," the topic of our October 5 meeting, printed in this issue).

We are going to re-print some of the splendid articles that appeared in earlier issues, for the benefit of the new members since our membership has quadrupled in the last few years. We know that our "old-timers" will enjoy re-reading them.

We hope to have a lively "Letters to the Editor" column, in which we will print your inquiries (and answers); your bouquets (and some of your gripes); and any special items of interest. Send them along, but be sure to keep them brief and concise.

These are a few of the aspirations of your new editor, and we hope that the following issues will carry them out to your interest and satisfaction.

—H. S. K.

Lindbergh's plane SPIRIT OF ST. LOUIS is pictured on the recent 12¢ airmail issued by Cuba.

An all-seeing eye is shown on the 5p issue of Argentina communications stamp of 1954.

Nationalist China on March 12 issued a \$20 stamp picturing the hand-planting of a sprig.

WELL, HOW ABOUT IT?

If you have filled in the questionnaire, then be sure to mail it in, today . . . now

WELCOME ! !

Greetings to our new members:

CORODON S. FULLER

7 Howard avenue, Foxboro, Mass.
St. Alban's Lodge, Foxboro
Collects 19th cent. U. S. stps., covers.

HARRY GANSLER

655 W. 190th St., New York City.
Loyalty Lodge No. 876, N.Y.C.

OSMOND D. JAMOUNEAU

90 Lawrence ave.,
West Orange, New Jersey.
Ophir Lodge No. 186, East Orange.
Topical collector, Masonic, Sports,
Americana

ANDREW C. KIPP

92 High st., Hoosier Falls, N. Y.
Van Rensselaer Lodge No. 400,
Hoosier Falls.

ALCIBIADES LAPPAS

1381 Santa Fe avenue,
Buenos Aires, R-40, Argentina
Pindos Lodge No. 388, Buenos Aires
Philatelic AS. of Argentina

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P. O. Box 522, Limon, Colorado
Tejon Lodge No. 104,
Colorado Springs
U.S. mint matched sets Pl. No. Blks.
F.D. covers with plate number blks.
Masonic F. D.

SOL W. STEINBERG

1571 Undercliff ave.,
New York 53, New York
Franklin Lodge No. 447, New York

DR. J. D. TOMME, JR.

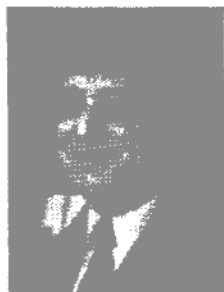
2226 Stanley street,
Ft. Worth 10, Texas
Panther City Lodge No. 1183,
Ft. Worth.

REGINALD CHARLES WOOD

14 Avoca Street,
Randwick, N.S.W., Australia
Vaucluse Lodge No. 266,
UGL of N. S. W.
Collects U.S.A., Australia, Masonic.

We are indeed pleased to greet these new members, and especially Brothers Lappas and Wood, who have come such a long way to join us. In a future issue of the M.P., we hope to have a word to say about Brother Lappas, who is the Grand Secretary of the Grand Lodge of Argentina.

Cedars of Lebanon were used in the building of the Temple at Jerusalem.

'FAMOUS PHILATELIST'

A fitting tribute has been accorded Brother Harry Konwiser in the October 13 issue of "STAMPS," and we are especially pleased that it is he who is first honored under their heading "FLOWERS FOR THE LIVING," the first of a series about famous philatelists. We sincerely recommend this long and interesting article, for the mere listing of Brother Konwiser's accomplishments in the fields of philately would in themselves be a lengthy one. Brother Harry Lindquist, who has been so closely associated with Harry, handles this biographical sketch with a tenderness befitting a "long-time friend," and we recommend that you read it. If we but had the space, we would happily re-print the article in full.

But as we write this story, we are informed that Harry is not well, having just been discharged from the hospital. We had expected to have one of his articles grace this issue, but instead of his writing for us, why not let us write to him? We are certain that right now he would like to hear from his many friends, and for those of you who have not already done so, we hope this reminder will be enough.

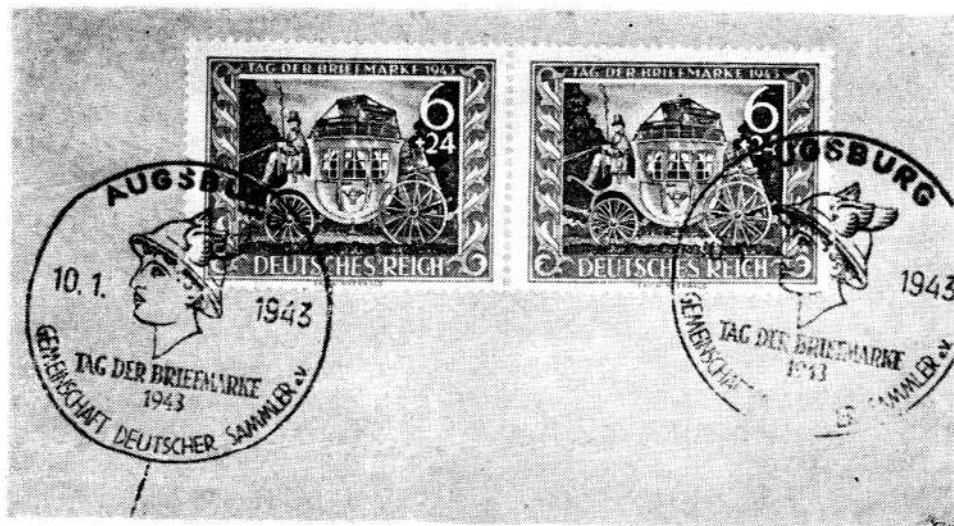
His address is 181 Claremont avenue, New York 27, New York and his telephone number University 4-0712. He sure would be glad to hear from you all.

A double-headed eagle is shown on a set of three stamps issued by Venezuela.

An all-seeing Eye is shown on the 5p issue of Argentina's communication issue of 1954.

**HELP US PREPARE
THE NEW ROSTER**

Fill in and mail the questionnaire, now.



Coaches on Stamps!

By MARGARET R. HACKETT

One of the most picturesque chapters in the story of transportation is provided by the era of the mail coach which replaced the pack horse as the principal means of carrying mail and passengers. Those old coaching days have always appealed to the imagination but as far as one can gather from the records they were the acme of misery according to our standards of comfort. On occasion there were pleasant happenings as when a charming young miss would be thrown into the arms of a most desirable male passenger because the coach was driven into the "ditches of the valley."

In the latter part of the 15th century, King Matthias Corvinus of Hungary organized a primitive post service in his kingdom. His couriers rode in light, three-horse vehicles (Hungary B202) typically Hungarian called kocsi (pronounced ko-chee) that being the name of the village where they were built. Vehicles have often taken the name of the place where they originated as berlin, Concord coach, and Conestoga wagon. From KOSCI came the German word Kutsch and the English word coach. Within two centuries these vehicles were in use all over Europe, and had been taken to America with some of the early settlers. The word stagecoach had its origin from the fact that the vehicles stopped at stages (regular stations) or inns to change horses and to take on or

discharge passengers and goods.

The first known mention of a mail coach is found in the statement that "when George Johann, Count Palatine of the Rhine, Duke of Bavaria went to the Reichstag held at Augsburg in 1566 he travelled in a vehicle of his own which was called a mail coach." But many years passed before the coach came into general use in Europe because of poor roads. Of course the development of mail service in all countries was conditioned largely upon the state of the roads, and this was especially true of coach service.

Zeiller, a German publicist, writes in 1650 that the coaches were "like four-post bedsteads on four wheels (Portugal 739 and 742); the hind wheels are as a rule very high, whereas the fore wheels are very low. Instead of springs there are two vertical iron bars in front and behind, to which broad leather straps or even chains are fastened; between these the body of the coach, which is hung all around with cloth, is suspended." In 1694 mail coaches took the place of mounted riders in Brandenburg. In 1794 Freiherr von Lilien introduced the first mail coach in Vienna. On such occasions there were tremendous celebrations.

By 1776 twenty-seven mail coaches were leaving Paris daily for various provinces carrying a maximum of ten passengers. The enormous vehicles used in France made road building and maintenance necessary. With the coming of a good road between Paris

and Lyons the huge coaches (France B266) covered the 290 mile stretch in 5 or 6 days. People were so impressed by this diligent service that they nicknamed the vehicles themselves "diligences." The name spread and was soon used for large vehicles everywhere. Some diligences developed a second story. (Belgium B166-168; Monaco J47).

Coaches began to come into public use in England in the 17th century—"not to carry the mails—they were too wild and reckless for the king's post"—only for the carrying of passengers. These vehicles were called post coaches and post chaises because they used the post horses. In the 18th century John Palmer of Bath put forward the idea to use coaches for carrying the mail. William Pitt, the Prime Minister, supported Palmer's idea and the first mail coach ran between Bristol and London on August 2, 1784. It took 15 hours for the trip. For the next half century the highways of England were dotted with rumbling mail coaches.

This was the most romantic of all the postal history eras of Great Britain. Down hills and dales the carriages rolled with the melodious sound of the post horn heralding the approach to town. Horn and whip were the coachman's prized signs of office. The post horn was not used in France but instead of this the postillion developed the art of cracking the whip to a degree of perfection unattained in any other country. The great coaching inns gained a place in history. Coachmen and guards became figures of romance, objects of admiration and envy. They commanded: innkeepers, passengers and horses obeyed. Speed and reliability of the mails were first consideration. Except at relay stations, mails were taken on and discharged without stopping. One night the sleepy wife of the postmaster threw her packet to the guard only to find when her irate husband awoke in the morning that she had thrown his trousers instead of the mail.

Gradually the diligences and coaches of France, Spain, Germany, Austria, and a few other countries came to have considerable comfort for passengers but not the speed of the coaches of England. The Spanish diligence found its way to South America. The American coaches were introduced into Australia. It is interesting to note that the Great Britain and the United States had a coaching era, neither has issued a stamp showing a

coach design. During the 18th and 19th centuries all sorts of queer coaches appeared. Many are shown on stamps.—Topical Time.

Letters to the Editor

(Your Editor has not been in office long enough to receive mail on his own account, but in the folder turned over by my predecessor, I find a most interesting letter sent to our Membership Chairman, Carl E. Pelander. I am sure you will all enjoy its contents, but to me it is especially interesting because I am a Bostonian, having been born, raised and educated there. Then, after being married in Boston, we resided in the city of Newton, where the writer of the following letter was its Mayor.—Ed.)

THE BRICK HOUSE

Jaffrey Center, New Hampshire

April 17, 1956

Dear Brother Pelander:

I am a member of the Masonic Stamp Club of New York and enjoy the associations and the bulletins very much, even though I am rarely in New York nowadays. For many years I was frequently in New York.

In those years I was so busy that I could not give the proper attention to philately. Now I am in pleasant though active retirement and have the time to devote. A short time ago the old secretary of my own Blue Lodge, Zetland of Boston, died, and among his papers was found a request to notify you whether I was in good standing in the Lodge. The present secretary found the request, did not know whether it had been attended to or not, and sent me the enclosed statement for you if you wished it. Both the old and new secretaries knew that I was both a Life and an Honorary Member of the Lodge. I am also a 33rd degree and I imagine that you looked me up before I joined the Masonic Stamp Club.

I was in Boston in business many years, lived in Newton, Massachusetts, and retired as Mayor of the City at the end of 1953. From my name you will be surprised to learn that my paternal grandparents were born in Bergen and my maternal grandparents were born in Stockholm. My great, great grandfather, Justus Bush Lockwood of Philadelphia, owned and sailed a schooner which was in the North Sea when along came the War of 1812. He ran into the Norwegian port, stayed there, married, and several generations lived there. Then in my

father's generation many came over to various parts of this country.

I feel that I have some degree of acquaintance with you as I have successfully bid in some of your auctions. Of late I have been more than successful and sunk with material from various directions to be worked over. I buy only countries or sections, rarely single stamps. I have a fair collection of something around 60,000, but a long way to go as a general collector.

I have taken this opportunity to chat with you as a Masonic Club member and sometime hope to know you better. It seemed to me that I should pass the enclosed along to you as I received it.

Sincerely and fraternally,

Theodore R. Lockwood.

Carl E. Pelander, Chairman,
Membership Committee,
545 Fifth Avenue,
New York 17, N. Y.

NEW POLICY

(In keeping with our new policy: To bring to our members at distant points, digests of our interesting meetings, this is the first of such reports. We mention at this point that no matter how much we try, these articles can never take the place of the real thing, and those of you who are near enough to attend, we urge you to partake of these interesting meetings, as well as the pleasant pre-meeting get-togethers. On October 5, we were fortunate to hear the gracious and informed Mrs. Margaret R. Hackett tell us about her collection, "COACHES ON STAMPS," and her most interesting talk was replete with a wealth of

slides in color. When the time allotted was up, the members besought Mrs. Hackett to continue, which she so charmingly did. We know of no better way to report her talk than to print the article that appeared in the Nov.-Dec. 1955 issue of "Topical Time").

FRANKLIN'S MAIL RATES

(From: "The American Stamp Collectors Dictionary")

By HARRY M. KONWISER

Franklin's table of the post of all single letters carried by post in the Northern District of North America, as established by Congress in 1775, shows the postage was rated in Pennyweights and grams of silver at three pence sterling for each pennyweight. The Northern District extended from Falmouth, in Casco Bay, to Suffolk, in Virginia.

These tables indicate the rates on single letters were as follows:

For any distance not exceeding 60 miles, one pennyweight and 8 grams; over 60 and not exceeding 100 miles, 2 pennyweights; upward of 100 miles and not exceeding 200, two pennyweights and 16 grams; upward of 200 and not exceeding 300 miles, three pennyweights and 8 grams; and so on, 16 grams advance for each hundred miles.

By these rates, a single letter sheet, from Boston to New York was 3 pennyweights and 8 grams, which equalled 10 pence sterling, or about 20 cents in our money.

(But wait and hear the howl when our postal rates go up next year to 4¢ for three oz. first class mail.—Ed.)



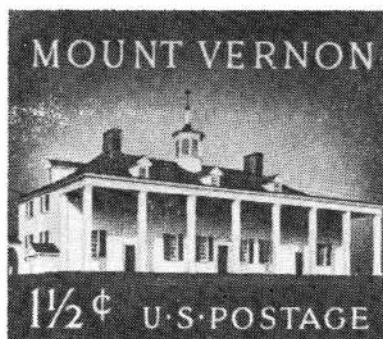
THERE ARE STILL AVAILABLE A FEW SETS OF MASONIC CACHETS, CANCELLED MAY 2nd, MASONIC HALL STATION, AT \$1.00 PER SET for any Borthers who want them.
Send orders to The Editor.

IN THE 1956 ISSUES

By JOHN A. MIRT

This year's flow of United States stamps has provided a nice addition to a Masonic collection. Besides picturing a number of Masons, there were stamps commemorating historical events in which Masons played leading roles.

Jan. 17—3¢ commemorating 250th anniversary of the birth of Benjamin Franklin, Provincial Grand Master of Pennsylvania in 1749 and active Mason for 60 years.



Feb. 22—1 1/2¢ picturing Mount Vernon, the home of George Washington, first Master of the now Alexandria-Washington Lodge No. 22, at Alexandria, Va. He was buried with Masonic rites at Mount Vernon, December 18, 1799.



April 28—FIPEX 11¢ souvenir sheet, picturing the Statue of Liberty, which was designed by a Mason, Frederic A. Bartholdi, and the cornerstone of which was laid with Masonic ceremonies by the Grand Master of New York on August 5, 1885.

June 14—9¢ regular issue bearing a picture of the Alamo, a Franciscan mission in San Antonio, Tex., which became a fort during the Texans' war for independence from Mexican rule in 1836. William B. Travis, a Mason,

commanded the force of 187 frontiersmen who defended the Alamo and gave their lives in the attempt. Among the Masons who died was Davey Crockett.

June 27—3¢ stamp to commemorate the 50th anniversary of the passage of the Pure Food and Drugs Act. President Theodore Roosevelt, a member of Matinecock Lodge No. 806, Oyster Bay, N. Y., swung his influence behind the measure to obtain its passage. Two other Masons, Senators William P. Hepburn and Porter J. McCumber, were the moving forces on the floor of the Senate.

July 4—10¢ regular showing Independence Hall, the cradle of American liberty and a Masonic shrine. The first signer of the historic Declaration of Independence was John Hancock, a member of the Lodge of St. Andrews, Boston. A Philadelphia Mason, Andrew McNair, rang the bell to announce the signing. The bell cracked when it tolled the death of Chief Justice John Marshall, a Past Grand Master of Virginia.

August 5—3¢ stamp picturing "Wheatland," the home of President James Buchanan, a Past Master of Lodge No. 43, Lancaster, Pa., and who staunchly maintained his interest in Freemasonry during the anti-Masonic hysteria of the late 1820's and early 1830's.

September 3—3¢ Labor Day stamp. Masons were the leaders in the organization of the Noble Order of the Knights of Labor, the first national union of workers, which had an initiatory ceremony taken from Freemasonry. Samuel Gompers, first president of the American Federation of Labor, was a member of Dawson Lodge No. 16, Washington.

September 22—3¢ stamp commemorating the 200th anniversary of Nassau Hall. Jonathan Belcher, the first native American to be made a Mason, was the spirit behind the organization of Princeton University. He declined the honor of having the Hall named after him.

September 24—3¢ stamp commemorating the 50th anniversary of the establishment of Devils Tower as the first national monument. The selection was made by President Theodore Roosevelt after the passage of the American Antiquities Act, sponsored in the Senate by Senator Thomas M. Patterson, a member of Union Lodge No. 7, Denver.

(To Be Continued)

**JAMES E. OGLETHORPE,
A MASON
By R. M. Needham**



Depicted on the 3¢ violet stamp of the United States, issue of Feb. 12, 1933 (Scott's No. 726, Minkus No. CM116) is the likeness of James Edward Oglethorpe, from a painting owned by Oglethorpe University at Atlanta. It was said of this portrait that it had been made in London, England and was the only authentic one known, as the only other painting by Sir Joshua Reynolds had been destroyed by fire years ago. The artist for this last known painting is unknown. The first day was at Savannah, Ga. Plate numbers used were No. 21096-9, No. 21100-11; with 61,719,200 being total issued. There were several minor plate varieties but none of major importance. Also this stamp issue was the first flat plate used which had the initials "C. S." on the upper right pane. These letters meant "Chromed Steel" which signified that the plates used were the first ones so plated with chromium.

Brother Oglethorpe was born June 1, 1689, the youngest son of Sir Theophilus Oglethorpe of Westbrook Place, near Godalming, Surrey, in the Parish of St. James, Westminster, London. In Oct. 1722 he was elected to Parliament and served therein continuously for 32 years. He died on July 1, 1786 at Cranham Hall in Essex.

He would not have been so well known in history had he not taken up the cause of prisoners in debt incarcerated in the London prisons. He became the pioneer of, and took a leading part in, the movement which resulted in a royal charter being granted for a new colony in America, south of the river Savannah, called Georgia, after King George II.

There is no doubt that General Ogle-

thorpe was a Freemason, but there are no records extant to prove when or where he was raised. It is thought that he was made a Mason in England prior to 1732. However, on Feb. 10, 1734, the first lodge of Freemasons in Georgia was organized and became known as "The Lodge at Savannah." Brother Oglethorpe was elected first Master, the office of which he held for nine years, when he returned to England. Today, this lodge is now Solomon Lodge No. 1, F.&A.M., Savannah, Georgia.

New Postal Cards A.S.D.A. Show

New U. S. postal cards for international use will be placed on first day sale at the ASDA Show Nov. 16, one a 4¢ bicolored Statue of Liberty design (rate to foreign countries); and the other an 8¢ message and reply card. The usual first day cancels available from the Postmaster, New York, N. Y.

De La Rue & Co. of England was low bidder and so will print United Nations stamps of 1957.

In 1945 Colombia issued overprints of Churchill, Roosevelt and Stalin to mark the end of World War II. This is one of few stamps featuring Sir Winston Churchill.

Gustav Eiffel who built the Eiffel tower of Paris was a Mason.

Help Fight TB



Buy Christmas Seals

HOW ABOUT IT?

Have you filled in the questionnaire?
If not, please do so now.