



The Masonic Philatelist

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NO. 4

Season's Greetings



The MASONIC PHILATELIST

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VOL. 27 1970 NO. 4

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The Masonic Stamp Club of New York was organized in 1934 for the purpose of encouraging research and study in Masonic Philately, and to establish bonds of good fellowship among Masons who are stamp collectors. The need for the organization has proved itself through the years with its ever increasing membership and the formation of other Masonic stamp clubs in the United States.

★ MEETINGS ★

First Friday of Every Month
(Except July and August)

COLLECTORS CLUB BUILDING
22 East 35th St., NY., N.Y. 10017

By the Sign of the Gavel

My wife and I plan to be in Florida from December 19 until January 11 and from February 13 to March 15, therefore I will not be in New York to attend the club meetings of Jan. 9 and March 6.

I take this opportunity to extend season greetings to all and may we pray for health in the coming year.

As things are presently shaping up I look forward to a good year in 1970 for our club. The Astronaut Edwin E. Aldrin Jr., "Man on the Moon" cachets are in great demand. Our club is getting a substantial number of new members; our committees are functioning beautifully, and our officers and directors are really on the job. So again I say, Greetings to all and thumbs up.

—Edwin Mayer

THE EDITOR'S THANKS

I would like to thank the members who have submitted articles for the Masonic Philatelist. It has made my job as editor a lot easier.

I have also received many letters asking questions about articles that have appeared, and suggestions for improvement of our publication. I will try to answer each letter as time permits.

Brother Jack E. Bettencourt sent an article about "Lindberghian", along with his permission to print it. This originally appeared in Linn's in October 1968.

Articles were also received from Brother Wessel M. Lans of The Netherlands, which appears in this edition.

Our January publication will have another item by Dr. Stewart Duffield Swan. In it he will give an introduction and history of Masonic cancellations and classify them into seven different types.

Again I would like to invite all our readers to send us articles. They should be sent to: Roy T. Ketcham, 1827 East 33rd St., Brooklyn, N.Y. 11234.

MAILING LIST BEING REVISED

The club is in the process of revising the list of persons who receive the Masonic Philatelist. Any member whose dues are not paid for the fiscal year ending June 1969, by December 31st 1969 will be eliminated from the mailing list.

If your dues are not paid and you desire to continue receiving our publication please send them in immediately.

LINDBERGHIANA

As A Topical Display

Jack E. Bettencourt

The Lindberghian exhibit, winner of the Grand Prize at TOPEX '68 demonstrate what an excellent medium a topical exhibit can be for bringing about a better understanding of any subject one may wish to pursue.

In "Lindberghiana" selected covers, stamps and photographs combine in chronological order, to depict historically significant periods in the life of Charles Augustus Lindbergh, the 25-year-old airmail pilot who overnight electrified the world, became a national hero and won worldwide acclaim.

Due to frame limitation at TOPEX '68 only a portion of the exhibit could be shown. Some items not displayed there will be discussed in this article.

In 1926 the Robertson Aircraft Corp. which had won the contract for C.A.M. 2 between Chicago and St. Louis, engaged Lindbergh as chief pilot. At the time he was a first lieutenant in the Army Air Reserve Corps and a captain in the Missouri National Guard.

A photo shows Postmaster Green of Chicago handing Lindbergh, in the cockpit of the plane, the first sack of mail for the inaugural flight. The date was April 15, 1926.

Then follows a first flight cover from Springfield, Ill. The cover was designed by Wm. H. Conkling, the postmaster at Springfield, with the cooperation of the local Chamber of Commerce. Above the red, white and blue airmail stripes is a circle enclosing a fine likeness of Lincoln and the slogan "From the Home of Abraham Lincoln." This is one of the some 20 covers upon which a high school student sketched an aeroplane in color.

The legal-size cover, autographed by both Lindbergh and Conkling, is of special interest to readers of Linn's Weekly Stamp News as it is addressed to George W. Linn, for many years its editor. At the time, he was the editor of "Gossip", published in Hatton, Kans.

A similar cover, with special cachets, was used August 27, 1926 when the Post Office Department authorized a special flight from the State Fair Grounds at Springfield to Chicago. It is autographed by Lindbergh and pilots P. R. Love, Edmund Matucha and Thomas Nelson.

While flying as an airmail pilot, Lindbergh decided to compete for the prize of \$25,000 offered by Raymond Ortig for the first nonstop flight between New York and Paris.

After a thorough screening of the available planes, Lindbergh settled on a Ryan monoplane equipped with a single 200 h.p. Wright Whirlwind engine, with a speed of around 126 m.p.h. The plane cost \$13,000, of which Lindbergh contributed his sole assets of \$2000.

The balance was provided by friends in St. Louis. The plane's name, "Spirit of St. Louis", was in a sense a tribute to them. It was constructed in 60 days by Ryan Airlines of San Diego, and Lindbergh took off for New York with a stop-over at St. Louis.

Just before he left San Diego, word was received that Captains Charles Nungesser and Francois Coli had been lost in their attempt to fly from Paris to New York.

In New York he found two other planes preparing for the New York to Paris flight — the "Colombia", piloted by the famous flyer Clarence Chamberlin and the "America", with the noted North Pole flyer Commander Richard Byrd. Inclement weather was holding up the flyers.

A picture in the exhibit, taken in Lindbergh's hangar at Roosevelt Field, Long Island, shows Lindbergh with "Patsy", a stray kitten which made its home in the hangar and became Lindbergh's mascot. Later the kitten made philatelic history when she was pictured on a stamp honoring Lindbergh.

The plane's registry number, NX211, is clearly visible in the picture. The "N" denoted its U.S. licensing for international flight, while the "X" designates it as an experimental plane. The "211" was the number assigned by the Department of Commerce.

Lindbergh was offered \$1,000 to carry with him one pound of mail, an offer which he declined. Any extra pound had to contribute more to the flight than money, a scarce commodity.

He had decided, for the same reason, to be his own navigator as this would enable him to carry additional gasoline

sufficient to carry him 300 miles farther.

Likewise he dispensed with a radio, the equivalent of some twelve more gallons of gasoline. He limited himself to five sandwiches and a quart of water to sustain him on the flight.

A photo shows the Spirit of St. Louis take-off for Paris on the morning of May 20, 1927. It was foggy and misty, and the field was soggy, but Lindbergh skillfully lifted the heavily laden plane and was on his way.

So many articles have been written of his hazardous flight and the wild acclaim which greeted him 3,625 miles and 33½ hours later when he landed at Le Bourget Field near Paris, that we will not dwell further on this phase of the story.

One poignant episode has been little publicized and is covered in the exhibit by a photograph of Capt. Charles Nungesser and a clipping from a Paris paper.

It was May 22, the day after he landed in Paris, that he called upon Madame Nungesser, the mother of Capt. Nungesser. They embraced affectionately. Two paragraphs from the clipping read:

"I wanted to make my first call on the mother of my valiant friend, Capt. Nungesser. I knew Charles in New York and admired his courage. I still have hope for him."

"When Lindbergh left, his blue eyes still tired from the strain of his momentous trip, were dimmed with tears."

The first question a philatelist asks is, "Did Lindbergh carry any mail on his Paris flight?" He carried no regular mail. A letter he carried is in the exhibit.

The writer was Charles C. Lockwood, a well-known attorney of New York City, a confidant of many prominent people, including Franklin D. Roosevelt.

The letter of introduction is addressed to John A. Drake, an American expatriate residing in Paris and a friend of our ambassador, Myron T. Herrick.

Speaking of Lindbergh, the letter states in part: "He is a very fine, clean cut young man and I have told him he could look to you for advice in Paris." The cover, autographed by Lindbergh, reads "New York to Paris Charles A. Lindbergh."

The cover and letter are followed by a telegram Lockwood sent Drake while Lindbergh was winging his way over the Atlantic: "Gave Lindbergh trans-Atlantic flyer letter of introduction to you. Best wishes Lockwood."

Two other letters are known to have been carried to Paris by Lindbergh, one addressed to the former Postmaster at Springfield and the other to a friend, Gregory Brandeweide. He is also reported to have carried three letters for Col. Theodore Roosevelt, Jr.

On leaving France, Lindbergh visited Belgium and England, where again enthusiastic crowds greeted him, and more honors were bestowed. King Albert conferred upon him the Belgian Flying Cross, and King George the Royal Air Force Cross.

On every occasion Lindbergh's innate modesty and his sense of rapport won the respect of all with whom he came in contact, and built for the United States a vast amount of good will.

Lindbergh, now known as the "Lone Eagle", was ordered home by President Coolidge, who sent the U.S.S. "Memphis", flagship of the European Fleet, to bring Lindbergh home. On June 4, 1927 the Memphis weighed anchor at Cherbourg, France and sailed for America. Meanwhile the Spirit of St. Louis was dismantled at Gosport, England and packed in a huge crate for shipment to the United States.

On June 9, 1927 while the Memphis was still at sea, word was received that Secretary of War Dwight F. Davis had jumped Lindbergh two ranks from that of captain to colonel. On June 11 the Memphis docked at the Washington Naval Yard.

Awaiting to welcome Col. Lindbergh home officially were President Coolidge, Lindbergh's mother Evangeline L. Lindbergh, and a large contingent of officials and notables. In the exhibit is a picture of Lindbergh disembarking from the "Memphis" and a cover canceled "U.S.S. Memphis".

A picture shows President Coolidge, at the base of the Washington Monument, pinning upon Col. Lindbergh's lapel the Distinguished Flying Cross as he paid Lindbergh a great compliment when he said, "I am especially delighted to hear you refer to your plane as something having a personality and deserving of equal credit."

In commenting upon the many receptions which were to follow, the writer Fitzhugh Greene stated, "Lindbergh's flight loosed the greatest torrent of mass emotion in history."

For Lindbergh Day in New York (June 11, 1927), there was a special flight from Washington to New York to transport motion pictures of Col. Lindbergh's arrival in the United States following his Paris flight. Three of these special flight covers are shown.

Exhibited is the official Post Office announcement of the "New 10-cent Lindbergh Airmail Stamp". It describes the stamp, indicates the release date as June 18, 1927, names first day release cities, and lists other details. It is dated June 9, 1927 and signed by R. S. Regar, Third Assistant Postmaster General.

Four FDC's are shown from each official release city: Detroit, Mich. (Lindbergh's birthplace); Little Falls, Minn. (his boyhood home); Washington, D.C. (his home while his father was in Congress); and St. Louis, Mo. (home port of the Spirit of St. Louis and the base of Lindbergh's operations as an airmail pilot).

Four of these covers are of particular interest as they are thought to have been designed for his own use by the former Herbert H. Griffin of Euclid, Ohio, an ardent collector of Lindbergh material. The cachet features a portrait of Lindbergh and the Spirit of St. Louis over Lindbergh's flight pattern from New York to Paris.

Also exhibited are three FDC's from two cities other than the four officially designated. Two were canceled at the Air Mail Field, Chicago, Ill., one of which was autographed by Col. Lindbergh at a later date.

The other is from Springfield, Ill. All were addressed to Raymond V. Bahr, a prominent air mail collector and a friend of Lindbergh.

Lindbergh Field at Springfield was dedicated August 15, 1927. For this event the POD authorized a special mail carrying flight. Col. Lindbergh's former associates on C.A.M. 2 flew the escort planes. One of these covers is addressed to President Coolidge and autographed by Coolidge, Postmaster Conkling and H. A. (Bud) Gurney.

Another is addressed to Col. Lindbergh's mother, Mrs. Evangeline L. Lindbergh, and autographed by her, Col. Lindbergh, Postmaster Conkling, and Bud Gurney. A third is addressed to W. A. Steiger and autographed by Col. Lindbergh, Conkling and Gurney. There are four more covers with cachets in various color combinations.

The Daniel Gugenheim fund for the Promotion of Aeronautics sponsored Col. Lindbergh's "Goodwill Tour" of the United States, July 20-October 23, 1927. It began and ended at Mitchell Field, L. I., N.Y. He visited 87 cities in all 48 states.

Many cities used special cachets on mail to commemorate his visit. Those displayed were used at Detroit, Boston, Philadelphia, Hartford, Birmingham, Dallas, Portland, Los Angeles, Sacra-

mento, Tucson, Grand Rapids, Milwaukee, and Little Falls.

The Lindbergh airmail booklet pane was released May 26, 1928. Three FDC's are displayed. Two are from Washington, one with a single stamp and one with a full pane.

The third, from Cleveland, has a full pane, with the much sought-after green ink cancel of the Midwestern Philatelic Station, Cleveland, Ohio. Still another cover is autographed by Col. Lindbergh, Postmaster Conkling and Bud Gurney.

Col. Lindbergh's "Goodwill Tour" to Central and South American countries, December 13, 1927 to February 13, 1928, in the Spirit of St. Louis was marked by demonstrations never before accorded a visitor.

Special stamps were issued in his honor, and these, together with cachets and souvenir covers, are mementos of his tour. While Col. Lindbergh stayed several days in some places, covers postmarked the day of his arrival are the scarcest and the most popular.

While Col. Lindbergh flew the Spirit of St. Louis the entire tour, the only time regular mail was flown in this plane was at the beginning of the tour, when he carried two sacks of mail between Santo Domingo, Port-au-Prince and Havana. Three of these covers are exhibited.

FDC's of this tour shown are one from San Jose, Costa Rica; two from Puerto Rico; two from Canal Zone; four from Havana, Cuba, and two from Panama.

At Col. Lindbergh's request, the Post Office Department granted him permission to carry the mail once more on his old assignment C.A.M. 2 between Chicago and St. Louis, which he did on February 20-21, 1928.

The volume of mail from collectors and admirers was so great that six planes were employed; however, Col. Lindbergh flew each plane a portion of the trip. It is estimated that 125,000 letters received the familiar horseshoe cancellation. The other five pilots were Phillip R. Love, Thomas P. Nelson, "Bud" Gurney, E. L. Sloniger, and Leslie Smith.

Opening this sequence in the exhibit is a cover from Chicago to St. Louis, autographed by Col. Lindbergh and A. J. Michener, the postmaster at St. Louis.

Following it are 18 more, providing a complete coverage of flight and all carrying the horseshoe cancel and signed by the pilots. Closing the sequence is a Post Office Department

cover autographed by Col. Lindbergh and the other five pilots.

Col. Lindbergh, as Technical Adviser to Pan American Airways, piloted many of its flights. Among the most noteworthy of these were those comprising the so-called "Lindbergh Circle", which encompassed the Caribbean Sea.

In essence, the "Circle" comprised parts of Foreign Air Mail Routes 5 and 6. Originating at Miami and flying southwest and southeast, the two routes joined at Port of Spain, Trinidad, thus providing direct delivery of mail between all points on the "Circle". The Lindbergh Circle was completed February 9, 1931.

Col. Lindbergh piloted the inaugural flight of F.A.M. 5 from Miami to Cristobal, Canal Zone February 4, 1929. A cover autographed by him is addressed to John A. Hambleton, President of Pan American Airways, Inc. Following are two more from the so-called "Outlaw" flight.

When it was found that only Canal Zone mail could be carried on F.A.M. 5 Pan American Airways dispatched a special plane flown by Lindbergh to fly out "Official Courtesy Mail" originating in Panama. Fifteen FDC's which follow are from "Circle" flights.

In February 1928 Lindbergh piloted the Pan American Airways airliner "General New" on flights carrying delegates to the Pan American Conference at Havana, Cuba. A picture autographed by Col. Lindbergh, shows him in the cockpit of the "General New". Harry S. New's autograph is on his official "The Postmaster General" card.

Col. Lindbergh inaugurated F.A.M. 8. He was a guest at the American Embassy in Mexico City when, on March 9, 1929, he flew the first mail to Brownsville, Texas. The next cover is from his return trip, the next day, to Mexico.

The "American Clipper", an amphibian monoplane, was the largest plane built in the United States. A picture shows Col. Lindbergh flying it over the Capitol, Washington, D.C.

It was placed in service November 19, 1931 when Col. Lindbergh, with Basil L. Rowe as copilot, made the inaugural flights south and north when F.A.M. 5 was extended to establish service between Miami and Cristobal, C.Z. Several of these flight covers are shown.

While Col. Lindbergh, with his wife acting as radio operator, was on a North Atlantic survey flight, as a courtesy to members of an expedition marooned in Holstensborg (Greenland) he carried a

small sack of mail to the postmaster at Reykjavik (Iceland).

The postcard in the exhibit was addressed to Copenhagen and reached there August 23, 1933.

Translated, the message on it reads: "Sent with Col. Lindbergh's airplane from Holstensborg, Greenland, July 30, 1933. Dear Viola and Erik: Herewith a fresh greeting by airplane. The Lindberghs have stayed with us since their arrival. They are immensely pleasant people to have. We hope ourselves to be in Copenhagen about September 20th to 30th. Dearest greetings."

Other interesting covers in the exhibit are: A commemorative cover honoring Col. Lindbergh reads: "Kentucky steps to the Fore—and Honors 'Lindy'" and bears the famous misspelled postmark. It is canceled "Lindberg" April 17, 1928, Ky. The post office at Lindbergh, Johnson County, Ky. operated from December 8, 1927 to October 31, 1933. John B. W. Wheeler, the postmaster, seems to have been unaware that the name "Lindbergh" ends with an "h".

Madison, Wis. June 18, 1928. "Lindy" returns to his Alma Mater to receive Honorary Degree of LLD conferred by the University of Wisconsin.

Los Angeles July 8, 1929. Col. Lindbergh inaugurated first 48-hour service from Los Angeles to New York. The cachet reads: "First 48 Hour Passenger Service / Los Angeles—New York / Plane Piloted by Col. Lindbergh".

Cover commemorating Lindbergh's First Night Flight, Lake Village (Ark.) April 1923. Marker dedicated June 14, 1934.

Other commemorative covers and a display of stamps depicting Lindbergh or the "Spirit of St. Louis" lead to the last frame in the exhibit with an Epilogue to Lindbergh and a photograph of the Spirit of St. Louis in the Smithsonian Institution, Washington, D.C.

Thus ends a philatelic salute to Col. Lindbergh, or rather we should say, General Lindbergh, for in 1954 President Eisenhower nominated him for Brigadier General in the Air Force Reserve and the Senate confirmed the promotion.

MASON ON STAMP



On the occasion of the stamp exposition "PHILEX-AFRIQUE" held in Abidjan, Ivory Coast, in 1969, a number of African countries issued together a series of stamps showing reproductions of paintings of well-known masters.

The State of Niger chose a painting by J. L. la Neuville (1748-1826) for this purpose, which represents Jules François Pare (1755-1819), a French politician who, among other things, was Minister of the Interior from August 1793 until April 1794, as successor of Bro. Dominique Joseph Garat.

Whether the Post Office of Niger wanted to honor Pare with the stamp or the painter la Neuville, is not known. For us it is interesting that Pare was a Mason.

In 1786 he was a member of the Lodge "Sainte Sophie" in Paris, and when this Lodge had changed its name in 1788 into "La Reunion des Americains", we find Pare as a member of the Lodge "L'Harmonie", also in Paris.

Stamp: Niger, year 1968.

Source Alain Le Bihan: "Francs-Maçons Parisiens du Grand Orient de France" (Paris 1966).

—Wessel M. Lans

OUR NOVEMBER MEETING

On November 7 the Masonic Stamp Club of New York held its annual Past Presidents Night. The members in attendance had the pleasure of greeting four past presidents on this occasion. Each displayed a selection of stamps which were explained.

Norman Sehlmeier exhibited a collection of Apollo 11 covers. This was a unique grouping as it included cachets from each of the tracking stations that participated in the historic first moon landing by man. The envelopes were postmarked with the date the spaceship passed above them. Those included consisted of covers from Antigua, Turkey, Australia, Peru, South Africa, Japan, and Greece, to name but a few. This album stressed how a topical collection could be developed from a current event and be completed in a relatively short time.

Our junior past president, Joseph Munk, chose a very timely topic to exhibit and discuss, "Pray for Peace". Included in this collection was a picture sent to him from the Vatican by Pope Paul VI. This was beautifully displayed, along with other mementos of the Pope's New York visit of a few years ago. Included was a cover from the United Nations commemorating his addressing the General Assembly. Many stamps with the postal slogan "Pray for Peace" completed the collection. Brother Munk explained how this theme dated back to 1828, when the American Peace Society, Inc., was founded.

Canada was the collection presented by Manny Reggel. This grouping started with stampless covers and continued up to and including the releases of recent years. Of special interest were the first Christmas stamps which were issued on December 7, 1898. King George V stamps issued over a period of many years starting in 1912 were also explained. Manny pointed out how the set was changed over the years. After the original printing, a scroll was added and then in later years the maple leaf was substituted. Other interesting pages included the 1935 Silver Jubilee, the 1939 Royal Visit and CAPEX of 1951. Also shown and discussed was the St. Lawrence Seaway stamp of 1959. Both nations issued similar stamps commemorating this event.

Our last speaker of the evening was Dr. Irwin Yarry. He displayed some

philatelic publications which were over 100 years old. The first one discussed was "Stamp Collectors Magazine". During the 10 years that this publication was in existence they gave a foreign or colonial stamp as a gift to each subscriber with each edition.

This magazine originated in London, England in March 1863. Sir John Wilson wrote an article in November 1934 which stated that these 151 free stamps were worth 59 pounds, 13 shillings and 4 pence. Today they are worth about five times that amount. A rival publication, "The Philatelist", was printed in 1867 and copied the free stamp format.

The "American Journal of Philately", which was founded in 1868, was also shown. Another item of special interest to Masons was a pamphlet about famous scientists on stamps, which was released by the American Institute of Chemists. This had belonged to President Franklin D. Roosevelt and on each page he mounted the appropriate stamps. Included among others was the Madame Curie stamp from Greece.

All the members who attended this interesting and educational meeting went home with a greater abundance of philatelic knowledge.

MASONRY IN RUSSIA

By Wessel M. Lans

On May 25, 1969 a stamp appeared in Russia in memory of Ivan Petrovic Kotljarevskij (1769-1838).



This writer was educated at the seminary at Poltava, a town in Ukraine (Russia). After having first held the position of a teacher he went into the army in 1796. In 1808 he left active service in the rank of captain and returned to his native town, where he

devoted himself to the education of the poor and homeless of Poltava. Besides this he occupied himself with literary work and, among other things, he was treasurer and librarian of the Bible Society and manager and producer of the Free Theatre at Poltava.

In his youth he wrote in the Ukraine language. While at the seminary he edited a satiric paper: "The Fly of Poltava".

After his return to his native town he became a member of the "Free Society of Writers and Students of Russian Literature". Several works in the Ukraine and Russian languages appeared from his hand. He is considered the founder of the new Ukraine literature.

Kotljarevskij was a member of the Lodge "Love of Truth" at Poltava. In this Lodge he held the offices of secretary and orator.

Stamp: Year 1969. Source: "Le repertoire biographiques des francs-maçons russes" by Tatiana Bakounine. (Brussels 1940).