

The Masonic Philatelist

VOL. 28

JANUARY, 1972

NO. 5



 Gutzon Borglum
 sculptor of the Mt. Rushmore
 Memorial was made a Mason in
 Howard Lodge No. 35 New York
 Was Master in 1910-11. Grand
 Representative of the Grand
 Lodge of Denmark 1915-21.



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ROY T. KETCHAM

Editor

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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., N.Y., N.Y. 10017

SOUND OF THE GAVEL

Our December meeting was a very enjoyable one in which our theme was Christmas stamps. Bob Smith, Dr. Yarry and myself displayed and discussed these topical stamps. Of special interest were antique Christmas postal cards shown by Dr. Yarry. It was wonderful to have Dr. Yarry with us after a recent eye operation.

I again want to remind you that we always need articles for The Masonic Philatelist. They can be sent direct to our editor, Roy T. Ketcham, 1827 East 33rd St., Brooklyn, NY 11234. Please support your club in this way.

This is your club and I also welcome ideas for meetings. It is always a pleasure to hear from our members spread throughout the world.

My congratulations to Stanley Salomon, who was elected Master of his lodge for 1972. Congratulations also to any of our lodge members who are serving as Grand Lodge officers, masters, or other officers in our great fraternity.

EMANUEL REGGEL

THE EDITOR SPEAKS

The cover on this issue of The Masonic Philatelist was again contributed by Sig Bensen. Brother Bensen is a 50-year member of Caldwell Lodge No. 59 in the state of New Jersey. As well as philately, he has a deep interest in music and has served his lodge as organist for 43 years. During his half century as a Mason, he has been an active, devoted member of his lodge, seldom missing a meeting. In 1948 he founded the National Masonic Hobby Club, which is now extinct. We look forward to having other of his cards in our magazine in the future.

Jack Bettencourt has also submitted another article about Lindbergh which is very interesting, as are all of Jack's items.

Another part of a series by Dr. Swan, with more valuable information about Masonic cancellations will also be found in this issue. Explanations and pictures of what he classifies as Type One is the basis of this article.

Brother Herman Herst, Jr. also enlightens us of a Masonic charity that we can assist in and help bring happiness to children throughout the United States.

The continuation of Brother Loke's series of "Foreign Masons on Stamps" is also included. Incidentally, I have

received more favorable correspondence to this series than anything previously published during my two and one-half years as editor.

ROY T. KETCHAM

CHARLES A. LINDBERGH

By Jack E. Bettencourt



My favorite U.S. stamp featuring a Mason is the 10¢ Lindbergh airmail. Significantly, it is the only U.S. stamp bearing the name of a living person.

Another salient point is the definitive manner in which it commemorates the event by picturing the "Spirit of St. Louis" and the "Great Circle" route Lindbergh followed on his famous solo flight from New York to Paris.

The title of a book by Walter S. Ross, "The Last Hero—Charles A. Lindbergh," seems a bit far-fetched, especially today when we rightfully acclaim our astronauts.

Consider, however, that science had made little progress by 1927. Also, Lindbergh's flight was accomplished by a young man, 25 years of age, with a medium education and little means. Our landings on the moon, and similar flights, resulted from the brains of hundreds of scientists and technicians, the work of thousands of men and the expenditure of billions of dollars.

It is interesting to review the factors in Lindbergh's background which culminated in his eventful flight and his later contributions to aviation. His future was seemingly ordained when, as a small boy on his father's farm near Little Rock, Arkansas, his fascinated gaze followed the flight of a plane.

The earthy aspects of farming lost their appeal, while its mechanical features continued to interest him as they were related to aviation.

He did not take to book learning and dropped out of the University of Wisconsin in his sophomore year. He hated grammar and crazy English spelling, and he said, "I don't believe God made man to fiddle with pencil marks on paper. He gave him the earth and air to feel and now wings to fly."

He attended R.O.T.C. camps and took a flying course at the Nebraska Aircraft Corporation in Lincoln, Nebraska. Then,

with Ira Biffle, a barnstormer, he flew about the country participating in fairs, carnivals and similar events. He took passengers on flights, did stunt flying, walked the wings and made parachute jumps.

This led to his purchasing an Army surplus plane, a "Curtiss Jenny," for \$500.00 and barnstorming on his own, which netted him \$2,000.00.

In 1924 Lindbergh enrolled as a flying cadet and trained at Brook and Kelly Fields in Texas. By today's standards, he was a "square," as he did not smoke, drink or tell off-color stories. He graduated at the head of his class as a first lieutenant in the Army Air Reserve. He also was a flying instructor in the Missouri National Guard.

In 1926 the Robertson Aircraft Corporation obtained the contract for C.A.M. 2 between Chicago and St. Louis, via Peoria and Springfield. The company engaged Lindbergh as chief pilot. The other pilots on the route were Phil Love and Thomas Nelson. Together they became known as "The Three Musketeers."

While flying the air mail, Lindbergh determined to attempt the non-stop flight from New York to Paris. Raymond Orteig, a New York hotel owner, had offered a prize of \$25,000.00 for the winner.

For a practically unknown pilot with but \$2,000.00, the challenge of securing an adequate plane for the venture seemed unsurmountable. However, a few friends, particularly five in St. Louis, offered to finance him. For \$13,000.00, Ryan Airlines of San Diego built for him a modified Ryan monoplane. Lindbergh named it "Spirit of St. Louis" as a tribute to his co-sponsors.

The story of Lindbergh's memorable flight has been told and retold so many times that a brief resumé should suffice. On the morning of May 20, 1927, he took off from Roosevelt Field and 33½ hours and 3,625 miles later landed at LeBourget Field, Paris.

Lindbergh's inherent modesty was demonstrated by his use of "we" rather than "I" in speaking of his achievement. It led President Coolidge, when welcoming him home at the base of the Washington Monument, to remark, "I am especially delighted to hear you refer to your plane as something having a personality and deserving of equal credit." At the same ceremony he pinned on Lindbergh's lapel the Distinguished Service Cross and conferred upon him the rank of colonel.

On June 18, 1927, at a reception in

honor of Lindbergh, held by the National Press Association, Postmaster General Harry S. New presented to Col. Lindbergh and his mother, Evangaline Lindbergh, the first two sheets of Lindbergh stamps.

Fitzhugh Greene, the writer, in summarizing the many events honoring Lindbergh stated, "Lindbergh's flight loosed the greatest torrent of mass emotion in human history."

In New York the ticker tape parade for Lindbergh drew an estimated crowd of 400,000 persons. When Mayor James Walker presented him with the key to the city he remarked, "I do not give you the city—you won it."

Congress conferred upon Lindbergh the Congressional Medal of Honor, the first time it had been awarded except for heroism in battle.

Sponsored by the Guggenheim Fund for the Promotion of Civil Aeronautics, Lindbergh made a goodwill tour of the United States, visiting all 48 states and 90 cities.

Following this, he made a goodwill tour of Central and South American countries. His conduct won the respect and admiration of all he contacted. Demonstrations never before accorded a visitor were his, and many countries issued stamps in his honor. He became known as our "Ambassador of Good will."

An unfortunate incident in Lindbergh's life occurred in 1933 when President Roosevelt canceled air mail contracts and ordered Army pilots to take over air mail delivery. Lindbergh criticized the President's action, pointing out that Army pilots were untrained for this type of work. This gained the enmity of Roosevelt.

In the first week Army pilots flew the air mail, five pilots lost their lives, six were injured and eight planes were wrecked. Eddie Rickenbacker, war ace of World War I, called it legalized murder. After a Congressional investigation the air mail service was returned to private operators under contract.

Lindbergh's observations on many trips to Europe, including Germany, together with his contacts with world leaders and the military, led him to oppose our entry into World War II, an issue which split the country. This further antagonized President Roosevelt, who stated Lindbergh could not be trusted.

Lindbergh wrote the President that as his loyalty had been questioned he was resigning his commission in the Army Reserve, but that he would con-

tinue, as a civilian, to serve his country to the best of his ability.

When on December 7, 1941, the Japanese bombed Pearl Harbor, Lindbergh offered his services to General Arnold, Chief of the Army Air Force. President Roosevelt vetoed his request. He again said "no" when United Aircraft and Curtiss Wright requested Lindbergh's services.

Despite these setbacks, Lindbergh served the war effort well. He was engaged by Henry Ford at the Willow Run plant to help solve problems arising from the assembly line production of planes.

Although 41 years old, he flew high altitude tests on Republic Aviation's "Thunderbolt" plane.

At the Mayo Clinic he worked with the doctors to improve high altitude test chambers and improve jumping equipment.

Even though if captured he would be shot as a spy, he accepted an assignment by United Aircraft to test their "Corsair" plane under combat conditions in the Pacific area. He flew 50 combat missions and shot down several planes.

The improvements he made on the "Corsair" plane increased their range by 600 miles and doubled their bomb load capacity from 2,000 to 4,000 pounds. In addition, he made many valuable suggestions on the operation of other planes.

General Kennedy, in reporting Lindbergh's accomplishments, said, "He enabled us to reach the Philippines sooner than expected. He shortened the war by several months, thus saving thousands of lives."

In 1954, President Eisenhower, with Congressional approval, reinstated Lindbergh in the Army Air Corps Reserve, with the rank of brigadier general.

Lindbergh continues to serve mankind well as a consultant to aviation companies and through his constant endeavor to improve worldwide ecological conditions.

In my opinion, Lindbergh well deserves all the honors conferred upon him, including the U.S. Lindbergh air mail stamp—my favorite.

TRUE PHILATELIC MASONRY

By Bro. Herman Herst, Jr.

Philatelists who belong to the craft have an opportunity to share their philatelic pleasures with their fraternal obligations to help their fellow men. A group of stamp collectors who are also

members of Chicago's Shrine Temple, Medinah, have instituted a project to supply stamps and philatelic material to the children of the 23 Shriner's hospitals.

Founded to help children to walk who would never have been able to otherwise, the Shrine has now joined with organized Masonry in its new project for instituting centers for the treatment of burns. Hundreds of children are patients in these hospitals, which properly draw no color nor religious lines, and many of them have never collected stamps before.

One of the most welcome contributions was a lot of 850 new albums, donated by Scott Publications. A story on this project of Masonry will appear in the January issue of Scott's Monthly Journal.

Rare stamps are not wanted. These unfortunate kids collect solely for pleasure, and even cheap stamps can be put to good use, as well as used catalogs, binders and albums. Anything in accessories will find a home; each of the hospitals has a philatelist who offers his time to explain stamp collecting to the kids, and to show them the right road to philatelic pleasure. Obviously, few of the kids who take advantage of Shrine generosity have the funds to buy stamps themselves. Albums for foreign stamps are particularly needed at this time.

Contributions for this worthy project can be sent to either Lauren R. Januz, 1370 Longwood Road, Lake Forest, IL 60045, or to Dr. Earl Emery, 6300 County Line Road, Hinsdale, IL 60521. Any brothers heeding this plea are also asked to send their names to this publication, so that they can be given credit on these pages. The writer has already sent his bundle.

FOREIGN MASONS ON POSTAGE STAMPS (Continued)

This series of Foreign Masons on Stamps has been compiled by Marshall S. Loke.

POMBAL, Marquis de
Portugal RA11
PONIATOWSKI, Joseph Antony
Poland 329, 739
POSADAS, Garvasio Antonio de
Argentina 25, 82
POTTIER, Eugene
German Dem. Republic 653
PRETORIUS, Andries Wilhelmus Jacobus — So. Africa 216

PRETORIUS, Martinus Wessels
So. Africa 215
PRIEUR de la Marne
France 390
PROUDHON, Pierre Joseph
France B228
PUEYRREDON, Juan Martin de
Argentina 814
PULASKI, Casimir
Poland 267; United States 690
PUSHKIN, Alexander Sergeevich
Russia 578, 590, 593-96, 1121-22, 1359-60, 1361-63, 1899, 2500, 2812; Czechoslovakia 388; Hungary B205, B206; Romania 704-05
QUEZON, Manuel Luis
Philippines 408-10, 458-60, 511, 515, 589, 812, 883E-F, B6-7, B8-9, C64-66
RADISHCHEV, Alexander Nicolaevic
Russia 1388-89, 1642
RADULESCU, Ion Eliade
Romania B410
RAFFLES, Thomas Stamford
Singapore 40
RAWSON, Guillermo
Argentina 859
RENJIFO, Manuel
Chile —
RHODES, Cecil John
No. Rhodesia 54-58; So. Rhodesia 58, 60, 76, 83
RICHET, Charles Robert
Monaco 303-05
RIO BRANCO, Baron de
Brazil 193-94, 620, 627, 1115, C63; Colombia C280
RIVADAVIA, Bernardino
Argentina 8-18, 60, 61, 71, 77, 85, 92-96, 357, 358, 430, 544-46
RIZAL, Jose
Philippines 241, 383, 402-04, 461-62, 497, N32, 503, 527, 813, 836, 837, 838, 839, 840, B21, B22; Mexico 956-57
(Additional list to follow)

MASONIC CANCELLATIONS

By Dr. Duffield Swan

In the cases of stamps off cover, unidentified as to town source, the actual size of the cancellation available is given, no attempt being made to project corrections for unfinished design.

The postmasters' names given for the various towns were obtained largely from government sources. The connection with the fraternity was accomplished by correspondence with lodges, local historians, and family records. In some cases the canceller could well have been due to someone not directly connected with the post office. This is illustrated in the case of Scranton, Pa. in the 1928-30 period. A local collector and brother, Paul Wentz, furnished the various cancellers used there.

Another is a case where a maiden lady was postmistress of a small post office, but she had a brother who was a member of the fraternity and she cancelled stamps going to him with a Masonic design. I have such a cover addressed to her nephew.

It will be noticed that a few of the cancels which are included in this compilation break some of the rules laid down in the preceding paragraphs. They are there because these particular items appeared in standard publications in years gone by, or we have identified the Masonic connection.

As this is a continuing research, there are some towns without a postmaster's name, and of course there are many that are still under investigation for Masonic connections. We have the names of most of the postmasters, and in the case of many of the towns without a name, we have a succession of postmaster names, because we are not certain of the year date of the cancellation and are trying to find if any of the

names have Masonic record.

In the case of New York City, we have traced the source to the post office at Cooper Square. As this was a large post office even in those days, we have been unable to establish a responsible party there, even though we have definite dates. All four of the New York cancels came from this station.

Canadian Masonic cancellations are included in our illustrations and charts. They will be identified with a letter "C" before the number. They are numbered in succession according to their appearance in our classification.

The compilation which follows has been attained with the assistance of many brothers. The collections included are Sidney Barrett's and Charles Gramm's, which have been dissipated by auctions; Milton Greenbaum's, and the author's, which are still active. Of the more than 470 cancellations that will be listed, the author has representatives of three-quarters in his collection.

| | Post Office | Stamp | Measurement |
|-----|------------------------|---------|-------------|
| 1. | Adrian, Mich. | 184-212 | 17.0x17.0 |
| 2. | Ashland, O. | 65 | 20.8x18.8 |
| 3. | Augusta, Me. | 185 | 16.8x16.5 |
| 4. | Baltimore, Md. | 65 | 17.7x17.7 |
| 5. | Boonton, N. J. | 156 | 16.8x16.6 |
| 6. | Boston, Mass. | 65 | 19.6x19.6 |
| 7. | Boston, Mass. | 114 | 16.3x15.8 |
| 8. | Brattleboro, Vt. | 65 | 22.0x22.0 |
| 9. | Brookline, Mass. | 88 | 19.6x17.4 |
| 10. | Canton, Mass. | 65 | 16.2x16.2 |
| 11. | Clyde, O. | 65 | 16.2x16.2 |
| 12. | Denmark, Me. | 65 | 16.6x16.6 |
| 13. | Dunkirk, N.Y. | 145 | 16.0x15.5 |
| 14. | Elmer, N.J. | 210 | 25.4x26.0 |
| 15. | Forest, N.Y. | 216 | 17.8x15.5 |
| 16. | Greenfield, Mass. | 65 | 21.5x21.5 |
| 17. | Middlebury, Vt. | 65 | 14.8x14.8 |
| 18. | New Milford, Conn. | 158 | 21.0x21.0 |
| 19. | New York, N.Y. | 65 | 23.0x23.8 |
| 20. | New York, N.Y. | 65 | 25.5x26.0 |
| 21. | North Conway, N.H. | 65 | 17.6x17.6 |
| 22. | Norwich, Conn. | 27 | 22.3x23.2 |
| 23. | Norwich, Conn. | 27 | 19.8x19.8 |
| 24. | Norwich, Conn. | 27 | 22.5x21.5 |
| 25. | Palmyra, N.Y. | 158 | 21.4x22.7 |
| 26. | Putney, Vt. | 65 | 17.0x17.0 |
| 27. | Quincy, Mass. | 65 | 20.7x21.7 |
| 28. | Quincy, Mass. | 65 | 21.7x22.5 |
| 29. | Reading, Pa. | 65 | 18.2x17.7 |
| 30. | Richmond, Va. | 65 | 20.5x21.7 |
| 31. | Rutland, Vt. | 65 | 15.0x15.8 |
| 32. | Salem, Mass. | 158 | 17.5x 8.0 |
| 33. | Sharon, Pa. | (1928) | 26.5x30.0 |
| 34. | Sharon, Pa. | (1928) | 27.7x28.6 |
| 35. | Sharon, Pa. | (1928) | 26.4x26.4 |
| 36. | Shenandoah, Va. | 114 | 23.3x23.3 |
| 37. | Sherman, N.Y. | 185 | 18.2x18.0 |
| 38. | South Wilbraham, Mass. | 65 | 17.5x15.5 |
| 39. | Springfield, Mass. | 94 | 21.8x21.5 |
| 40. | Tamworth, N.H. | 147 | 24.0x24.0 |
| 41. | Washington, Conn. | 65 | 20.0x20.0 |
| 42. | Washington, N.J. | 88 | 21.2x21.2 |
| 43. | Wells River, Vt. | 114 | 21.4x21.4 |
| C1. | Simcoe, Ont. | 37 | 22.3x23.8 |

| Postmaster | Mason | Rarity |
|----------------------|-------|--------|
| Jerome H. Fee | | 1 |
| A. G. Beer | | 1 |
| Horace H. Hamlin | | 1 |
| Andrew W. Denison | | 2 |
| Esli B. Dawson | | 1 |
| W. Lathrop Burt | | 3 |
| W. Lathrop Burt | | 2 |
| Daniel Kellogg, Sr. | M | 3 |
| Cyrus W. Ruggles | | 2 |
| Rufus C. Wood | | 2 |
| Zelots Perrin | | 2 |
| Joseph Bennett | M | 2 |
| Lee L. Hyde | | 2 |
| Mrs. Eliza Smith | | 1 |
| | | 1 |
| Lewis Merriam | M | 3 |
| John Cobb | M | 2 |
| | | 1 |
| | | 2 |
| | | 3 |
| Durgin Eastman | M | 2 |
| Capt. Henry B. Tracy | M | 2 |
| Capt. Henry B. Tracy | M | 1 |
| Capt. Henry B. Tracy | M | 1 |
| Edward S. Averill | M | 2 |
| Alexis B. Hewitt | | 1 |
| John B. Bass | M | 3 |
| John B. Bass | M | 2 |
| Wm. Brinner | | 2 |
| Alexander Sharp | | 1 |
| John B. Kilburn | M | 2 |
| Geo. H. Pierson | M | 2 |
| (Paul Wentz — | M | 2 |
| a collector) | M | 2 |
| (Paul Wentz) | M | 2 |
| James W. Rodgers | | 1 |
| John C. Page | | 1 |
| Horton S. Hendrick | | 2 |
| Wm. Stowe | | 1 |
| Mary J. Gilman | | 1 |
| Erastus J. Hurlburt | | 1 |
| Jeremiah Kesfer | | 1 |
| Franklin Deming | | 1 |
| Henry Mulkins | | 2 |

CLASS I



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CLASS I



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